

TECHNICAL SERVICE BULLETIN

NO. 71-A-13



July 1971

SUBJECT:

Correct Operation of Choke Control

MODELS:

All Austin Americas

All recorded owners of Austin Americas will be mailed a letter (copy attached) emphasizing the correct operation of the choke control when starting the engine.

You will note owners are requested to strictly adhere to the procedures outlined on pages 7 and 8 of the Drivers Handbook.

Additionally, for all new Austin Americas in distributor and dealer stocks, we are supplying a supplemental page, 24A/4A, which must be glued to the inside edge of page 5 in the Drivers Handbook, AKD 7361 or page 25 in AKD 7075. (See over)

Immediately a bulk supply of page 24A/4A is available at your distributors' you will be mailed enough copies for all future retail sales and one copy FOC for any existing America owner, handed to him at the next service visit. Additional supplies can be ordered quoting the Part #2926-SX.

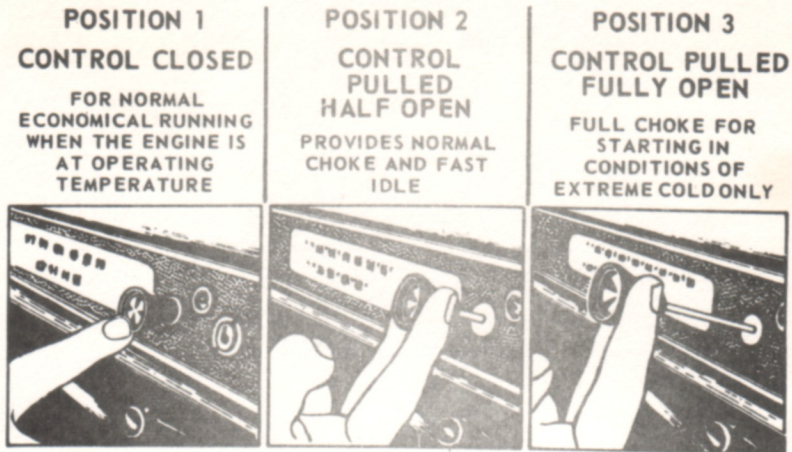
Upon request from any Austin America owner, please demonstrate the correct operation of the choke control and confirm the carburettor idle and fast idle settings as detailed below, on a goodwill, no charge basis.

PROCEDURE:

1. Run engine until normal operating temperature is reached.
2. Set idle to 850 rpm in neutral, manual and automatic transmission.
3. Pull choke control sufficiently to operate the fast idle cam without lowering the jet assembly and set fast idle to 1050 rpm (maximum 1200 rpm in cold areas).

CHOKE CONTROL OPERATION

THE CHOKE CONTROL HAS THREE POSITIONS



IMPORTANT - Position 3. Control pulled fully open

FULL CHOKE IS ONLY REQUIRED IN VERY COLD CONDITIONS
 AND THE CONTROL MUST BE RETURNED TO THE MID-POSITION
 AS SOON AS THE ENGINE HAS FIRED.

FAILURE TO RETURN THE CONTROL TO THE MID-POSITION
 COULD POSSIBLY RESULT IN A FIRE HAZARD IN THE CARPET
 AREA DUE TO EXCESSIVE HEAT BUILDUP IN THE EXHAUST
 SYSTEM, ESPECIALLY BECAUSE THE EXHAUST EMISSION CON-
 TROL SYSTEM WITH WHICH YOUR CAR IS EQUIPPED REQUIRES
 THAT AIR BE PUMPED INTO THE EXHAUST TRACT AND THIS
 CONTRIBUTES TO THE HEAT BUILDUP.

RECOMMENDED COLD WEATHER STARTING PROCEDURE

- (1) PULL CHOKE CONTROL ALL THE WAY OUT.
(POSITION 3.)
- (2) PUT TRANSMISSION IN NEUTRAL.
- (3) DO NOT TOUCH THE ACCELERATOR UNTIL ENGINE
STARTS AND IS RUNNING.
- (4) TURN KEY AND ENGAGE STARTER.
- (5) RETURN CHOKE CONTROL TO HALF OPEN POSITION
(POSITION 2) WHEN ENGINE STARTS AND IS
RUNNING.
- (6) RETURN CHOKE CONTROL TO CLOSED POSITION
AS SOON AS THE ENGINE WILL IDLE EVENLY WITH-
OUT ITS' USE.

DEAR AUSTIN AMERICA OWNER:

WE WISH TO TAKE THIS OPPORTUNITY TO EMPHASIZE THE NECESSITY FOR CORRECT OPERATION OF THE CHOKE CONTROL (SEE DRIVERS HANDBOOK - PAGES 7 & 8).

INCORRECT OPERATION OF THE CHOKE CONTROL COMBINED WITH GROSS MALADJUSTMENT OF THE CARBURETTER COULD POSSIBLY CREATE A FIRE HAZARD IN THE CARPET AREA DUE TO EXCESSIVE HEAT IN THE EXHAUST SYSTEM.

IN THE INTEREST OF YOUR PERSONAL SAFETY WE DRAW THE ABOVE POINTS TO YOUR ATTENTION AND RECOMMEND THAT YOU STRICTLY ADHERE TO THE PROCEDURES OUTLINED IN YOUR DRIVERS HANDBOOK BUT SHOULD YOU HAVE ANY DOUBTS PLEASE CONTACT YOUR AUSTIN/MG DEALER WHO WILL BE PLEASED TO DEMONSTRATE THE CORRECT USE OF THE CHOKE AND CONFIRM THE CARBURETTER SETTINGS TO BE CORRECT.