TECHNICAL SERVICE BULLETIN

BRITISH LEYLAND **AUSTIN MG**

NO. 73-A-2 ~~73-B-1~~

SUBJECT:	MODELS:
Gulp Valves	All

A large number of gulp valves returned under warranty are subsequently found to be working satisfactorily. It is felt that this may be due to incorrect diagnosis; therefore, the following test procedure has been reproduced as an aid when checking these units. (See reverse side for diagrams.)

TESTING

1. Disconnect the gulp valve air supply hose from the air pump connection.

2. Connect a vacuum gauge, with a tee connection to the disconnected end of the gulp valve air hose.

3. Start the engine and run it at idle speed.

4. Temporarily seal the open connection on the gauge tee and check that a zero gauge reading is maintained for approximately 15 seconds; if a vacuum is registered, renew the gulp valve. It is most important that the engine speed is not increased above idling during this test.

5. With the gauge tee connection temporarily sealed, operate the throttle rapidly from closed to open; the gauge should then register a vacuum. Repeat the test several times, temporarily unsealing the tee piece connection to destroy the vacuum before each operation of the throttle. If the gauge fails to register a vacuum, renew the gulp valve.

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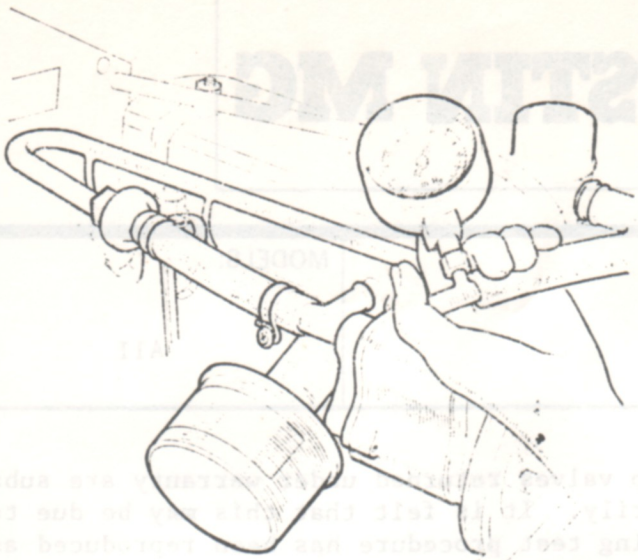

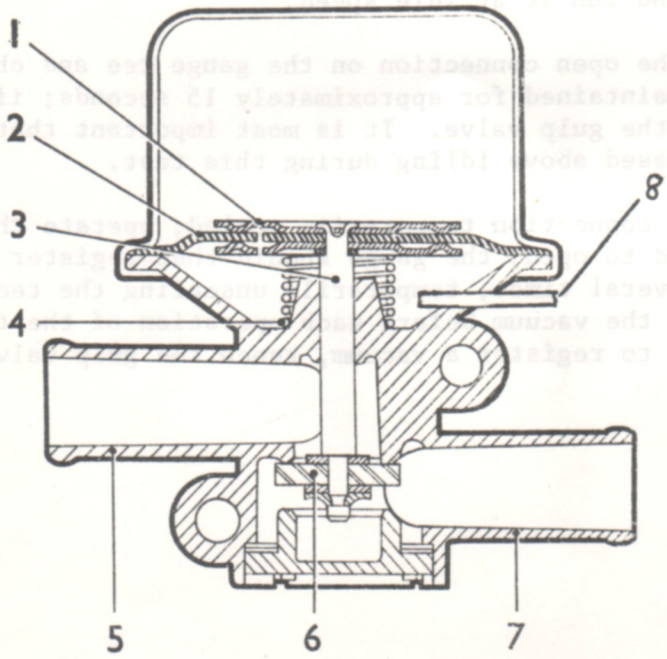

A section through the gulp valve

1. Metering balance orifice.
2. Diaphragm.
3. Valve spindle.
4. Return spring.
5. Inlet manifold hose connection.
6. Valve.
7. Air pump hose connection.
8. Sensing tube.