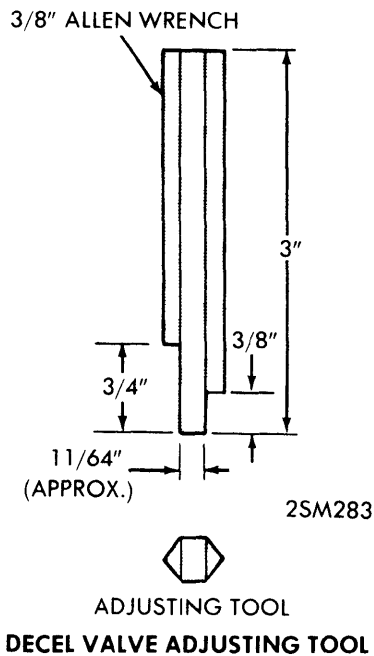


# Exhaust Emission Systems

## CAPRI 1600 CC TRANSMISSION REGULATED SPARK (Cont.)

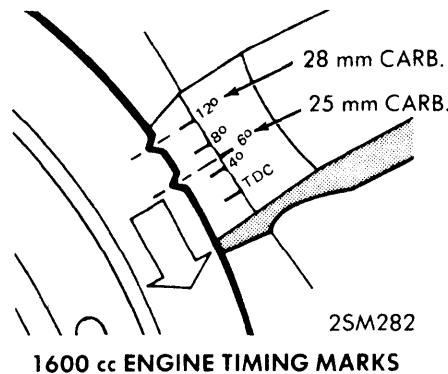


### ADJUSTMENT

Correct ignition timing and carburetor idle adjustment is important to maintaining correct emission levels and to proper running of vehicle. See *Tune-Up Charts for ignition and carburetor adjustment specifications.*

### Ignition Timing

With engine at normal operating temperature, connect tachometer and timing light. Disconnect both distributor vacuum lines and plug intake manifold line. Make sure that engine idle is set to 600 RPM. Rotate distributor housing to set ignition timing. Set vehicles with 28 mm carburetor (701W-9510-EA or DORY-B) to 12° BTDC. Set vehicles with 25 mm carburetor (701-9510-EB or D2RY-C) to 6° BTDC.



1600 cc ENGINE TIMING MARKS

### Idle Speed

With engine at normal operating temperature and tachometer attached, disconnect throttle solenoid lead at wiring harness and adjust curb idle speed screw to 500 RPM. *NOTE — It may be necessary to turn adjusting nut on throttle solenoid as well as idle adjusting screw if solenoid plunger interferes with lever.* Reconnect throttle solenoid lead and manually extend throttle lever slightly to allow solenoid plunger to extend. Set to 900 RPM by turning solenoid adjuster.

## 1972 CAPRI DECEL VALVE

Capri (All Engines) (1972)

### DESCRIPTION & OPERATION

Valve is mounted on intake manifold adjacent to carburetor. Purpose of valve is to meter an additional amount of air/fuel to engine during periods of deceleration. When decelerating, manifold vacuum forces diaphragm assembly against the spring which in turn raises (opens) decel valve. With valve open, existing manifold vacuum pulls a metered amount of air/fuel from the carburetor and travels through the valve body assembly into the intake manifold.

### SERVICE PROCEDURES

*NOTE — On 1600 cc engines, it is necessary to first determine carburetor model used. Number is stamped on fuel bowl opposite accelerator pump. A 28 mm venturi is used on early models and is numbered 701W-9510-EA. A 25 mm venturi is used on later models and is numbered 701W-9510-EB.*

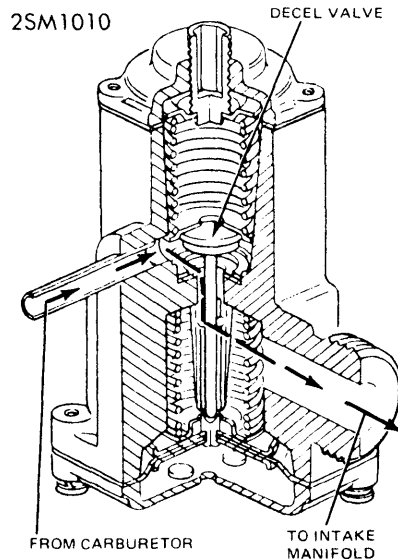
Connect a tachometer and install a vacuum gauge between carburetor and decel valve. Length of tube connecting vacuum gauge should not exceed 60". With engine at normal operating temperature, ignition timing and idle RPM set to specifications, proceed as follows:

1) Bring engine to 3000 RPM and maintain for about 2 seconds. Release throttle and note time interval between throttle release and a zero reading on the vacuum gauge. Time interval should be as follows:

Engine	Seconds
1600 cc (Carb. 701W-EA).....	3-5
1600 cc (Carb. 701W-EB).....	2.5-3.5
2000 cc (Manual Trans.).....	2.5-3.5
2000 cc (Auto. Trans.).....	1.5-3.5
2600 cc (All).....	1.5-3.5

2) If adjustment required, remove and discard colored cap (if equipped) for access to nylon adjuster. Using a suitable tool, back adjuster outward to increase time or turn adjuster inward to increase time. One turn of adjuster, in either direction, will increase or decrease time approximately 1/2 second.

3) When nylon adjuster is flush with top of threaded collar, the maximum permissible adjustment is 1 full turn inward or 9 turns outward. When adjustments are completed, snap in new service replacement colored cap in top of valve.



CAPRI DECEL VALVE