

SETTING THE THROTTLE CAPSTAN AND RODS.

- 1) Remove the throttle cable.
- 2) Remove the 2 cross rods, don't mix them up, they are thread handed, if they are mixed up, don't panic, just have a drink, and remember for next time.
- 3) Turn the throttle capstan, IT SHOULD TURN NICE AND SMOOOOOOTH, WITH A LIGHT SPRING PRESSURE RETURNING IT TO IDLE. If it is stiff, the shaft thru the centre that connects to the TPS is more than likely binding on the bushes in its housing, or the coil spring inside the housing is broken and binding on the housing. To lubricate that shaft, REMOVE THE CAPSTAN ASSEMBLY, remove the 2 small screws on the top plate, DON'T PULL UP ON THE SHAFT JUST YET, remove the TPS, NOW REMOVE THAT SHAFT CAREFULLY, there may be an adaptor in there, SO BE BLOODY CAREFUL NOT TO DROP IT, clean all the gunk off the shaft and the hole in the housing, lube it lightly. Rotate the aluminium plate, to ensure it is not binding on its support bushes, lube it also. If that part is binding, the coil spring is broken, remove the circlip, and gain access to the spring, replace with a Jaguar spring . Refit the shaft, refit the 2 small screws, turn it again and ensure it is smooth and lightly sprung to idle position, IF IT'S STILL STIFF, DO IT AGAIN UNTIL YOU GET IT RIGHT, refit the TPS, RESET THE TPS, make damn sure it is set at 0.32-0.36v at the idle position. Refit the capstan assembly, check the TPS again, reset again if it has moved whilst doing up the 4 nuts, it does happen, so be warned.
- 4) Check and reset the throttle disc clearance to 0.002", make damn sure that this is right.
- 5) Check the 2 throttle return springs at each housing. They are Jaguar specific, AS GENERIC WILL CAUSE HAVOC, and they must be fitted the correct way, or the throttle arm will catch on the coil section and you will be jammed at FULL throttle, sounds like fun, IT IS NOT.
- 6) Refit 1 crossrod, loosen the locknuts, one rod is LH thread, the other is RH thread, so don't break the bloody thing, be careful. Place a 2mm spacer between the idle stop of the capstan plate and the rotating aluminium disc that the throttle cable winds around. Rotate the shaft of the crossrod with the fingers until the corresponding throttle arm JUST lifts of the stop screw, do this numerous times, you will get the feel of it very quickly. Now fit the other shaft crossrod and set it the same. NOW GO BACK AND CHECK THEM AGAIN, UNTIL YOU ARE DAMN SURE THEY ARE RIGHT.
- 7) Remove the spacer.
- 8) Rotate the capstan, is should rotate SMOOTHLY, with a firmish spring tention resistance, IT SHOULD NOT BE STIFF, OR STRONGLY SPRUNG.
- 9) Refit the throttle cable, and allow about 2mm slack. This is not critical, so long as there is some slack.

That's about it, it will take time to check/set all the components that work the throttles, but they must be set correctly or the engine will never perform as designed.