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Fitting instructions dashpot damper cap (part no. 324184)

1. Remove one carburetor cap & damper assembly from your car.
2. The cap must now be separated from its rod. Be very careful not to bend the rod! Instructions below show how to pull it out straight.
 - A. If your present cap is plastic, you may be able to pull it off by hand. If you cannot, then follow instructions for brass caps, below.
 - B. If your present cap is brass, clamp it in a vise (use a leather scrap to prevent marks on original), apply locking pliers firmly and flush with the damper fittings, then lift the rod free with a claw hammer (see illustration).
3. Now simply tap the rod into the new MG crested cap with a hammer*. Use a firm, flat surface, and let the rod guide itself home.

***Note:** If your rod is not a tight fit to the new cap, you may hammer the side of the rod end slightly so it ovals out.

4. Remove the gasket from the old cap and install onto the new cap. If the old gasket is stubborn, and does not want to clear the old threads, it may be cut with a razor knife and „peeled“ off carefully like a piston ring. Work it onto the new cap in the same manner.
5. Venting: Some early cars had vents drilled in their carburetor dashpot bodies. Look inside your dashpot:
 If you see a hole as in the illustration, then your cap should not be vented and you must apply a dab of silicone caulk to seal up the vent in the MG crested cap. Carburetors will never tune properly with two vents.



