



### LEGGENDA

a	Calibratore aria principale	i	Iniettore pompa
E	Econostat	L	Leva comando pompa
F	Galleggiante	M	Membrana pompa
g	Getto minimo	P	Sede ago
Gg	Getto principale	V	Farfalla
Gst	Getto starter	W	Vite regolaz. minimo
K	Diffusore	X	Diffusore centrale

### KEY TO DIAGRAM

a	Correction jet	i	Pump injector
E	Econostat	L	Pump lever
F	Float	M	Pump membrane
g	Pilot jet	P	Needle valve
Gg	Main jet	V	Butterfly
Gst	Starter petrol jet	W	Volume control screw
K	Choke tube	X	Central diffuser

## **SPECIAL CHARACTERISTICS**

The SOLEX type PHH is a horizontal carburettor particularly developed for sport cars.

The main body has two throttle barrels between which is situated the float chamber with float (f). Each throttle barrel is fed by a main and idling jet system. The throttle spindle runs transversely across the main body. It carries two throttle butterflies (V) and the throttle lever.

## **STARTER**

The starter ensures starting from cold, slow running from cold and driving away.

It is used until the engine has reached its normal running temperature. The starting mixture strength changes with the position of the dashboard control, the weakening of the mixture is gradually obtained by progressively releasing the dashboard control.

Fully out (staring position), the mixture is very rich, and allows starting when the engine is cold.

Half way in this intermediate position is used when the engine is just warm, either after having run in the previous position, or when the engine has not become quite cold after stopping.

## **SLOW RUNNING**

For slow running feeding of the engine is ensured by the pilot jet (g). The slow running speed adjustment screw allows the speed of the engine to be varied and the volume control screw (W) allows variation of the slow running jet's delivery of petrol, allowing richness of the mixture to be corrected with accuracy.

## **MAIN CARBURATOR**

The main air passage of each barrel contains a choke tube (K), in front of which is located a diffuser (X). An outlet channel is connected to a cylindrical well, into which flows fuel from the float chamber via the main jet (Gg). From above, the emulsion tube (s) dips into the well: the emulsion tube is secured by the air correction jet (a).

## **ECONOSTAT ( on Lancia cars only )**

This device, which consists, basically, of a canalization (E) which is fed with petrol direct from the carburettor float chamber, functions under the effect of air flow when the latter reaches a certain value.

It operates only at high engine speeds.

For sport cars requiring one carburettor for every two cylinders.

## **ACCELERATING PUMP**

The accelerating pump injects a certain amount of supplementary petrol at the moment of acceleration in the following way. In the idling position, with the throttle butterfly closed the diaphragm (M) is forced outwards by a spring, permitting the pump cavity to be filled with fuel.

The diaphragm (M) is controlled by the accelerator by means of a rod connected to the carburettor throttle spindle. When the throttle butterflies are opened, the movement of the spindle causes immediate movement of the diaphragm (M) which forces the fuel contained in the pump through into the injector tube (i) discharging into the central diffuser (X).