REPLACING THE A.E.D

My P6 is one of the few fitted with the A.E.D. (Automatic Enrichment Device). I had been forewarned of the shortcomings of this device from letters printed in P6 NEWS. On my car, the device didn't work at all and after suffering the inevitable problems, I had had enough and decided to act. The consensus of opinion was that the fitting of a manual choke would be best for my needs.

It may be appropriate at this stage to describe the workings of the A.E.D for those who may be interested:

The device's purpose is to supply an additional amount of fuel into the inlet manifold, thereby enriching the mixture for cold starts.

The output of the device is controlled by a Bi-Metallic unit, activated by air taken from the air intake elbow and passed through a heater box fitted to the nearside exhaust manifold.

A letter to the Tech. Advice Team brought a helpful response from Andrew Kerr, listing suppliers of the manual choke conversion kits. I eventually obtained one from the Roverpart (081-653-4790) Part No. RTC1108. Having fitted the kit, I decided to produce this article, as no instructions are provided with the kit.

The Haynes Manual for the V8 will be needed as a guide, and also for setting up. The Haynes book for the 2000 is slightly better with regard to illustrations, I also had a series 1 2000 as full-size guide, (the installation is similar).

I carried out the adaptation with a view to returning the A.E.D to the car if required, if only for the sake of originality.

The contents of the kit are:

PARTS

Item No.	Description	Pt.No.	Qty.
1)	Exhaust Manifold tab washer	ERC 7321	8
2)	Circular clip for cable fixing	-	2
3)	"L" bracket, cable clip	-	2
4)	Cable diverter (2 parts)	-	1
5)	3/8" B.S.P. plug, hex. hd.	-	1
6)	Cam lever (handed)	AUD 3334	1 pr.
7)	Tube, outer, 5/16" o.d. x 1/4" i.d. x .58" long	-	2
8)	Tube, inner, 1/4" o.d. x	-	2
9)	Cable trunnion 3/16" i.d. x .67" long	-	2
10)	Screw, hex. hd. 2 B.A. x 1" long	-	2
11)	Screw, hex. hd. 4 B.A. x 5/8" long	-	2
12)	Nut, hex. 4 B.A.	-	2
13)	Washer, flat, 1/4"	-	2
14)	Washer, shim, 5/16"	-	2
15)	Spring clip, cable fixing	-	2
16)	Spring, return, cam lever	-	2
17)	Retainer "star" type	-	2
18)	Washer, copper, 3/8" B.S.P.	-	1
19)	Cable clip	-	1
20)	Petrol hose assy.	-	1
21)	Dashboard bracket for choke knob (P5 only)	-	1
22)	Choke cable assy. (diverter to carb)	-	1
23)	Choke cable assy. with knob	-	1

In addition to the above items, you will also require the following:

1.1)	10-32 U.N.C. screw, hex. hd.	-	2
1.2)	Cable nipple, 1/8" o.d. x	-	1

2.12 Fit the 4 B.A. screw & nut into the throttle spindle lever (items 11 & 12) (see Haynes book p. 63).

2.13 Dismantle the cable diverter and pass the two cable assy's through the holes and fit them into the holder (items 4 & 22).

2.14 Cut approx. 1" from the choke cable assy. (inner) and solder on the nipple.

2.15 Remove the nut and shakeproof washer from the choke cable assy. and fit into the centre console, thread on the nut and washer and washer and retain.

2.16 The cable should then be routed through the bulkhead via the large grommet on the passenger side.

2.17 Fit the end of the cable into the diverter, into the holder and assemble the diverter.

2.18 Re-fit the air filter assy.

2.19 Refer to the Haynes book and adjust the choke settings. (p.66 chapter 13).

CONCLUSIONS

The modification is fairly straightforward once everything is sorted out. I didn't use: 4 exhaust tabs, the clips and brackets (items 1,2 & 3), the cable clip and star retainer and dashboard bracket.
The "missing" parts i.e. items 1.1-4.4 could cause problems for people without access to a machine shop. An alternative would be to obtain the standard items from a spares supplier.

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