

A = 16 mm.

B FLOAT NEEDLE VALVE ASSEMBLY

Fig. 11. Float setting dimension position

4. Check, and if necessary adjust, the interconnection between the starter assemblies on each carburettor so that the cams (41) come against their back stops when the choke control is pushed down fully.
5. Refit air cleaner assembly and oil cooler if removed.

Method 2. With front carburettor removed from engine (See Fig. 10)

1. Refer to "Fuel System" in Data Section to obtain the fast idle throttle setting. Insert a drill shank, or a wire of this diameter, between the throttle edge and throttle bore at right angles to the centre of the throttle spindle. Hold the throttle closed against this gauge.
2. Tie the fast idle cam (41) against the starter assembly travel stop (7) with the STOP (7) IN THE POSITION SHOWN IN FIG. 10. The stop alternative lower position cannot be used when making this adjustment.
3. Adjust the bolt head (40) to just contact the fast idle cam (41) and then tighten the bolt lock nut.
4. Return the stop (7) to its alternative position in all cases when this position is used.

Float level (See Fig. 11)

This check or adjustment is only needed if flooding or excessive fuel consumption occurs.

The highest points of the carburettor floats should be 16 mm. above the main body face when the carburettor is in an inverted position.

If the float level needs correction the float arm extension, that contacts the float needle, can be carefully bent. Small corrections can also be made by putting an extra washer under the float needle valve assembly.

Needle position (See Fig. 12)

As shown in Fig. 12 the needle (21) shoulder should be level with the air valve piston (9) lower face.

Centralising jet (See Fig. 12)

The jet is correctly centralised to the needle if the air valve piston will fall freely onto the carburettor body when the jet is flush with its brass bushing. The jet is correctly centralised during the production assembly of the carburettor and further adjustment is not required normally.

The jet (24) will require re-centralising if it is removed for any reason, and this should be done in the following manner with the carburettor in position.

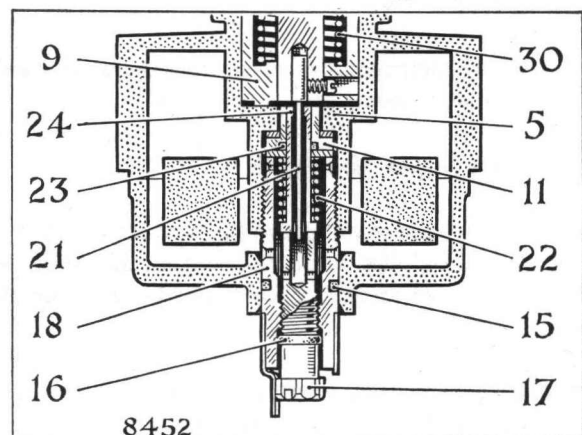


Fig. 12. Jet centralisation details