



Fig. 4 View of carburetors

1. JET ORIFICE ADJUSTER SCREWS	4. SUCTION CHAMBER
2. SPRING-LOADED LIFTING PINS	5. DAMPER PLUGS
3. "SLOW-RUNNING" ADJUSTMENT SCREWS	6. CLAMPING BOLT FOR FLEXIBLE COUPLING

1. Slacken both securing clips of the air cleaner mountings, and remove the air cleaner assembly.
2. Unscrew and remove both damper plugs(5) from the top of each carburettor, ensuring that the pistons are maintained dust free.
3. Check that the air valve piston in each carburettor falls freely by raising the spring loaded lifting pin(2) and then releasing it. Each piston should fall and emit an audible "tap" if it is correctly centralised and has not been tampered with.
4. Release the bolt of the flexible coupling "A".
5. Unscrew both "slow running" adjustment screws(3) until their ends are well clear of the carburettor flange abutment.
6. Close both throttles and tighten the bolt of the flexible coupling "A".
7. Maintain the throttles in the closed position and rotate each "slow running" screw clockwise until they just make contact with their respective abutments, then rotate each screw a further two full turns clockwise.
8. Start the engine and allow it to reach its normal running temperature, then make adjustments at each slow running screw by an equal amount until the engine idles at approx. 800-1000 r.p.m.

9. With the engine still running, commence adjustment, each in turn, of the jet orifice adjuster screws(1) by turning them clockwise until the engine speed begins to decrease, then turn the adjuster screws anti-clockwise until even running is obtained. Note: Turning the jet orifice adjuster screws clockwise weakens the mixture, while turning them anti-clockwise enriches the mixture.
10. Final adjustments to produce the correct idling speed are made by even adjustment of the slow running screws and the jet orifice adjuster screws.
11. Raising the spring loaded lifting pins, each in turn should cause the engine speed to decrease without stalling. In the event of the engine speed increasing when the pins are raised, this will indicate that the mixture is too rich at the carburettor being tested.
12. Top up the damper bores with the recommended lubricant, Shell X-100 20W; the level is correct when, using the damper as measure, its threaded plug is about $\frac{1}{4}$ in. (6 mm.) above the "funnel" of the suction chamber at the moment of oil resistance.
13. Refit the damper into the suction chamber and screw fully home: do not overtighten.
14. Refit the air cleaner and secure.

Carburettor dampers

At intervals of 5,000 miles (8,000 kms.) unscrew the damper plugs from the top of each carburettor and remove the dampers. Top up the damper bores with Shell X-100 20W oil: The oil level is correct when, using the damper as a measure, its threaded plug is about $\frac{1}{4}$ in. (6 mm.) above the "funnel" of the suction chamber at the moment of oil resistance.

Refit the damper into the suction chamber and screw fully home. Do not overtighten.

Jet centralisation

The jet will be correctly centralised in its respective carburettor needle if, when raising the spring loaded lifting pin, the air valve piston falls freely after the pin is released. The piston should fall and emit an audible "tap" as it contacts the carburettor body.

The jet of each carburettor is correctly centralised during production and re-adjustment is not normally necessary.

However, there are certain instances when a jet will require re-centralisation, such as would occur after the carburettor has been dismantled for cleaning or the renewal of seals; the procedure to be adopted is as follows:—