



Fig. 8. Throttle synchronisation and jet adjustments

ADJUSTMENTS

Slow running and synchronising carburettors (See Fig. 8)

When the throttles are correctly synchronised and the jets properly adjusted each carburettor will give a similar amount of air fuel mixture.

It is very important that the jet adjustments (1) are made correctly, and not moved more than the amount given in para. 12 from the setting position. More downward movement of one, or both jet adjustments will increase the fuel consumption.

These adjustments should be made in the following manner.

1. Remove the air cleaner assembly and the two air intake elbows from the carburettors.
2. Unscrew and remove the piston dampers from each carburettor.
3. Screw up each jet adjusting screw (1) until each jet contacts the lower face of the air valve piston **WITHOUT RAISING THE PISTON**. This position can be felt by holding each piston down with a suitable screwdriver placed in the damper bore, or by using a stop to hold the piston down. The use of a stop is recommended and its method of use and details for making are given on the following page.
4. If used remove the air valve stop(s). Check that the air valve piston falls freely. If the piston will not fall freely the jet must be centralised. See under **ADJUSTMENTS—centralising jet**.