

Section C (Fuel System)

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5. Slacken off both jet adjustment screws (1) two complete turns. The jet adjustments can be turned with a small washer or coin, and reached after unbolting the oil cooler and moving it aside without straining the oil pipes.
6. Top up the damper bores in the air valve spindle with Shell super motor oil 100. 5W grade oil must not be used as it is unsuitable for this purpose.
7. Release the throttle interconnecting shaft flexible coupling bolt (5).
8. Unscrew both slow running speed adjustment screws (2) until their ends are well clear of their abutment positions. Also adjust screw head (40) clear of cam (41), Fig. 10 so that throttles can close.
9. Close both throttles and tighten the flexible coupling bolt (5).
10. Holding the throttles in a closed position rotate each slow running speed adjustment screw in a clockwise direction until they just contact their abutments. Then rotate each screw a further $1\frac{1}{4}$ turns clockwise.
11. Run the engine until it reaches its operating temperature. Then adjust each slow running speed adjustment screw (2) by an equal amount to give the correct slow running speed given in the General Data section under FUEL SYSTEM.
12. If necessary adjust the jet adjustment screws (1) clockwise, or anti-clockwise, not more than a quarter of a turn up or down from their previously set positions, to improve engine idling. Clockwise movement weakens and anti-clockwise movement enriches the slow running mixture. If the jets cannot be adjusted within these limits, it indicates that the needle(s) position in the piston(s) may be incorrect. See under ADJUSTMENTS—needle position.
13. Check the throttle synchronisation by listening at each carburettor inlet with a suitable length of rubber tubing. Each carburettor should give a similar "hissing" sound while the engine is idling. If necessary the interconnecting coupling bolt (5) can be undone and the throttle openings adjusted to give a similar "hissing" sound.
14. Finally recheck, or tighten the clamp bolt (5) and ensure that the correct idling speed and even running are obtained while the throttles are closed. Then

adjust clearance between screw head (40) and cam (41) Fig. 10 to .012 in (0.3mm)

15. Refit the two air intake elbows and the air cleaner assembly.

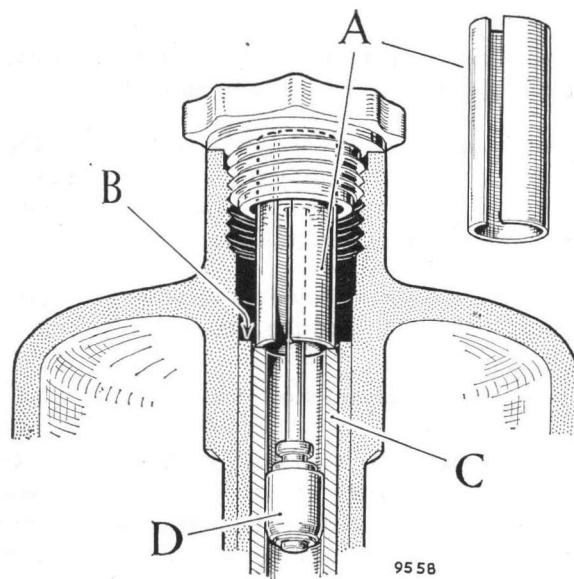


Fig. 9. Air valve piston stop

Air valve piston stop (See Fig. 9)

The stop (A) is used to hold the piston down when setting the jet positions as previously described. It is put between the damper cap and top of the piston spindle (C) as illustrated, and is centralised by the damper piston (D), as the damper is replaced so that it does not rest on the shoulder (B).

The stop (A) is made from copper tube to the following dimensions.

Overall length $1\frac{5}{8}$ — $1\frac{3}{16}$ ins. (29.4—30.0 mm.).
Maximum outside diameter .490 ins. (12.4 mm.).
Inside diameter $\frac{3}{8}$ in. (9.5 mm.).

If tubing of these diameters is not available, $\frac{1}{2}$ in. outside diameter tubing can be cut lengthways, as shown, after cutting to the length given. The required internal diameter is then obtained by pressing it around the shank of a $\frac{3}{8}$ in. drill.

REMOVE STOP AFTER ADJUSTING JET POSITIONS.