

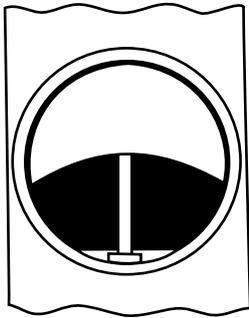
Adjusting Amal Monobloc Carburettor

Slacken off the throttle adjusting screw and put twist grip into the shut position.

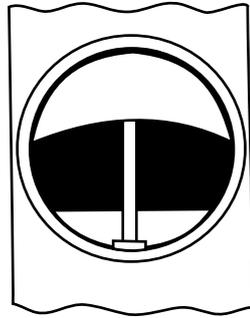
Check that there is free play in the cable.

Adjust throttle adjusting screw so there is slight opening of the throttle with twist grip still closed and engine running at a fast tickover.

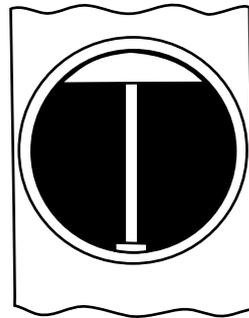
Phases of the needle jet throttle openings



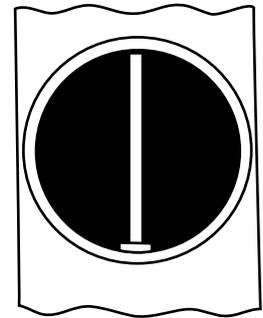
1.
Pilot Jet
Up to 1/8 open



2.
Throttle Cut-away
From 1/8 to 1/4 open



3.
Needle Position
From 1/4 to 3/4 open



4.
Main Jet
From 3/4 to fully open

1. Pilot Jet:

Regulates the strength of the mixture for idling and for the initial opening of the throttle. The pilot air screw controls the depression on the pilot jet by metering the amount of air that mixes with the petrol.

If starting from scratch start with pilot jet screw 1 1/2 turns out from being screwed fully in. With throttle closed and engine on fast tickover turn out the throttle adjusting screw until the engine runs slower and begins to falter. Now screw the pilot air screw in or out to obtain the position where the engine runs regularly and faster.

Slowly lower the throttle adjusting screw until the engine runs slower and begins to falter, adjust the pilot air screw to obtain the best slow running. If this second adjustment makes the engine run fast go over the adjustments again.

2. Throttle Cut-away

If you move off from an idling position and there is spitting from the carburettor slightly richen the mixture by screwing in the pilot air screw. If this is not effective screw it back and fit a throttle with a smaller cut-away.

If the engine jerks under load at this throttle position but there is no spitting from the carburettor either the jet needle is too high or a larger throttle cut-away is required to cure richness.

3. Needle Position

The needle controls a wide range of throttle opening and also the acceleration. If you don't know the correct groove that the clip locates in then try the needle in a low a position as possible with the clip in the groove as near to the top as possible. If acceleration is poor and if with the air valve partially closed the results are better raise the needle by two grooves. If it is very much better then try lowering the needle by one groove. Leave it where it seems best. If the mixture is still too rich with the clip in the top groove then probably the needle jet wants replacing because of wear.

4. Main Jet

If at full throttle the engine runs heavily the main jet is too large. If by closing the throttle or closing the air valve the engine seems to have better power the main jet is too small.

The correct main jet will be sufficient for the mixture to run rich enough to keep the engine cool and at full throttle the engine should run evenly with maximum power.

To test, after a fast run, de-clutch and stop the engine quickly. If the plugs are a dark biscuit colour the mixture is correct. If they are black and sooty the mixture is too rich. If there are signs of intense heat with the plugs being a very light biscuit colour then the mixture is too weak and a larger main jet is required.