tension wire from the spark plug), increase the engine speed until the speedometer reads 50 km/h. Wait several seconds to make sure that the condition achieved is steady. Switch on the second cylinder and, at the same time, switch off the first one. By turning the unions on the carburettor covers, raise or lower the throttle until the speedometer indicates the same speed. Since it takes relatively much time to perform this adjustment, care must be taken to prevent the engine from overheating.

When the throttle is fully raised, the amount of fuel passing through the atomizer is dependent mainly on the throughput of the main jet.

The engine operation under average load conditions depends on the position of the needle in the throttle, therefore, the adjustment of the carburettors will consist in the selection of the proper position of the needle. Whenever it is necessary to enrich the mixture (for instance, when passing from the summer operating period to the winter, or during running-in period) or if the engine power has to be increased at the expense of its operating economy, the carburettors are also adjusted by appropriately changing the position of the needle.

The adjusting needle is linked to the throttle body by means of retainer *23*. The needle is provided with six annular grooves. By bringing the retainer into each of the grooves, it is possible to obtain six different positions of the carburettor adjustment. The lower the position of the needle, the weaker the mixture, the higher the position of the needle, the richer the mixture.

In the case of the average load operation, the carburettor is checked for proper adjustment by sharply increasing the engine speed. If, as the result of such an increase, bangs are heard in the carburettor, the mixture must be enriched by lifting the needles being adjusted, by one or two divisions.

Care of Carburettors

It is good practice to wash and blow through the carburettors after every 5000 km. Before washing the carburettors, screw off plug *6* (Fig. 13), take out fuel filter *9* and wash it. Following that, blow through the jet in the channel from plug *14* end. If idling jet *15* is clogged, screw it out and blow through.

Never attempt to use a steel wire to clean the jets as this may disturb the jet cross-section and, consequently, will impair the carburettor operation.

Do not screw out the main jet, unless it is necessary to do so, as this may cause damage to the jet itself and to its gasket.

In case the throttle has to be dismantled (change of the position of the adjusting needle, removing of the throttle cable), detach the throttle body and its side piece by overcoming the effort of the expansion spring. The latter is also used as a check spring to prevent an occasional separation of the body and the side piece.

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