

The amount of taper of needle is marked on the side as follows:—2, 2½, 3, 3½, 4, 4½, 5, 6, 7, and 8. We also supply centrepieces with different size jets, which are marked on the side 2, 3, 4, 5, or 6. A two-stroke engine requires a smaller jet than a four-stroke in order to get two-stroking at low speeds, whilst a four-stroke engine requires a larger jet in order to get even firing in free engine at very low speeds.

It is very necessary that the compensating tubes are clear, and on no account should screws be used instead.

TO CHANGE NEEDLE.

Unscrew top cap and remove throttle, unscrew the hexagon throttle extension and take needle out—put needle spring on new needle, taking care that small coil of spring is at top of needle, place needle in throttle, screw hexagon extension in throttle (after seeing that wire is passing through top ring), then replace throttle in barrel and screw home top ring—seeing that top disc is located by means of the pip in its slot.

HINTS ON DISMANTLING, FOR CLEANING, ETC.

Carburetter should not be dismantled without first detaching it from engine. Remove throttle, turn carburetter upside down and unscrew bottom nut, take off fibre washer, lift cup off, take float off, lift out fuel needle, remove large fibre washer, unscrew the two compensating tubes from outside the carburetter. The centrepiece and jet will now drop out. **Do not unscrew jet from centrepiece.**

TO ASSEMBLE.

First see that every part is clean. Place centrepiece in position with fibre washer under head, screw compensating tubes in gently, place large fibre washer in position, place fuel needle in position (making sure it is the right way up); place float in position; place cup on, then fibre washer, then nut and tighten same with spanner, but do not use too much force.

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