

TUNING TWIN ENGINES WITH TWIN CARBURETTORS

where each cylinder has its own Carburettor.

First of all, slacken the Throttle stop screws and put the Twist Grip into the shut off position to allow the Throttles to shut off: there should be a slight backlash in the cables which backlash can be obtained, if necessary, by screwing in the cable adjusting screws on the top of the Carburettor after releasing lock nuts. Then, with the Handlebars in the normal position, and with the Throttles closed, adjust the cable adjusting screws so that on the slightest opening of the Twist Grip, both Throttles begin to open simultaneously, then reset lock nuts.

To set the Carburettors, follow the procedure as given on page 7, and bear in mind these "Hints," which may be useful:—Main Jet sizes are of course selected by checking the effect of the Mixture on the Sparking Plugs after taking a run at full throttle over a straight piece of road; the smallest pair of jets that give the best maximum speed are usually correct provided that the Plugs do not show any signs of excessive heat. It might be that for really critical tuning, one Carburettor might require a slightly different Jet size from the other.

For slow running, set the Twist Grip to make the Engine run slowly but just faster than a "tick-over"; then gently screw in the Throttle stops to just hold the Throttles in that position, and return the Twist Grip into the shut position, leaving the Engine running on the Throttle Stops.

The next thing to do is to set each Carburettor according to paragraph 2, on page 7, to obtain the idling by screwing down the Throttle Stop Screws and adjusting the Pilot Air Screws accordingly.

Regarding the setting of the Pilot, a fairly satisfactory method is to detach one Sparking Plug lead, and set the Pilot Air Adjusting Screw on the other Cylinder as a single unit, and then reversing the process to the other Cylinder. It may be found that when both leads are connected to the Sparking Plugs, the Engine runs slightly quicker than desirable, in which case, a slight readjustment of the Throttle Stop Screws will put this right. It is essential that the speed of idling on both Cylinders is approximately the same, as this will either make or mar the smoothness of the get-away on the initial opening of the Throttle.

It is essential with Twin Carburettors that the Throttle Slides are a good fit in the bodies, and also that there is no suspicion of air leaks at either of the flange attachments to the Cylinder.

Regarding the lower end of the Throttle range, which is always the more difficult to set, one can only take excessive pains to make quite sure that the Control Cables are perfectly adjusted, without any excessive backlash or difference in the amount of backlash between one Carburettor and another; otherwise one Throttle slide will be out of phase with the other, and so resulting in lumpy running.

To check the opening of the Throttle simultaneously, shut the Twist Grip back so that the Throttles are resting on the Throttle Stop Screws in their final position of adjustment; then insert the fingers into the air intakes and press them on the Throttles and with the other hand, gently open by the Twist Grip and feel that the Throttles lift off their stops at the same time.

SERVICE ARRANGEMENTS

There are many AMAL Service Stockists in Great Britain and also in other countries where Motor-cycling is popular: They have information about recommended settings for all standard machines and, you are strongly advised to purchase GENUINE AMAL SPARES through them, at our List prices. ALL GENUINE JETS are stamped with the name AMAL and with the Calibration Number.

GUARANTEE.

The Company take all possible reasonable care in the manufacture and the quality of their products. Purchasers are informed that, any part proved to be defective in manufacture or quality, and returned to the works within six months of its purchase new, will be replaced.

The Company must respectfully point out however, that its responsibility and that of its agents, stockists and dealers, is limited to this Guarantee and that they cannot, under any circumstances, be held responsible for any loss or for any contingent or resulting liability arising through any defect.

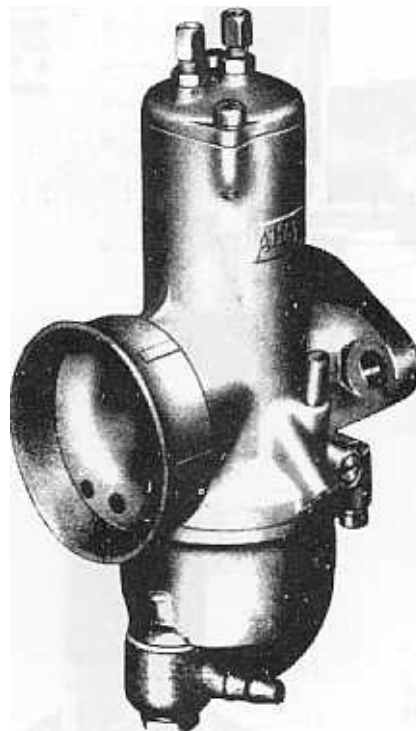
The conditions of sale and use also apply when the Company's products form part of the original equipment of machines purchased new.

50m/3/69. W.

Printed in England

LIST No. 117/3 (Issue No. 5)

HINTS AND TIPS for AMAL CARBURETTOR Series 600 and 900



INDEX

- | | |
|----------------------------|--|
| 1 This Page. | 5 How to Trace Faults. |
| 2 Sectional Illustrations. | 6 Parts to Tune Up with. |
| 3 How it Works. | 7 How to Tune Up. |
| 4 Hints and Tips. | 8 Tuning Twin Carburettors and Service Arrangements. |
| 5 Re-assembling. | |

IMI Amal Ltd, a subsidiary of IMI plc
Holdford Road, Witton, Birmingham, B6 7ES
England
Telephone: 021-356 2000 Telex: 335959 IMICOM G

IMI