

THE AMAL GP.2 CARBURETTER AS FITTED TO YOUR B.S.A. SPITFIRE MK. II

In choosing your B.S.A. Spitfire Mk. II you have shown your appreciation of the finer points in motor cycling and that you will settle for nothing but the best. Built into your machine is over 50 years of high quality motor cycle engineering and with proper care your Spitfire will give you a wonderful performance and make you the envy of all your enthusiastic friends. You will be anxious to see that nothing you may do will detract in anyway from the pleasure of owning the pride of the B.S.A. range.

Remember that the Spitfire engine is a further development of the world famous Lightning, a machine acknowledged in 1965 as the fastest motor cycle so far tested by America's Hot Rod Magazine. Wait until breaking in is completed and you sample the extra performance built into your machine since Hot Rod had the privilege of testing the standard model.

The achievement of the fantastic performance of which the Spitfire is capable is, however, entirely dependent upon careful adjustment of the variable settings provided. This booklet deals with just one instrument, its characteristics and methods of adjustment.

Top ranking athletes of our time can only give their best when their diet is carefully measured and the air they breathe is adequate for the requirements of their lungs. So it is with your Spitfire with its full race camshaft, carefully machined induction ports and combustion chambers and its compression ratio of 10.5 to 1. It will only work efficiently if its lungs are fed with exactly the right diet of gas and air. This is why B.S.A. has chosen the very best carburetters available.

It is the job of the two Amal GP.2 carburetters on your Spitfire to measure its diet of gas and air and to ensure that at no time is this diet allowed to become unbalanced. Because it is a delicate instrument designed to achieve the maximum possible performance of which your engine is capable, it is important that you should know something about the design of the GP.2 and the ways in which it can be adjusted to take advantage of unusual atmospheric or geographical conditions.