

this is because the mixture is rich or weak. Correcting a rich or weak mixture at this point in the range is a simple matter as it only means detaching the top of the carburetter body and raising the throttle slide until the top of the needle can be seen. When you have done this you will notice that the needle is held in position by a small brass clip which locates in one of five notches on the needle. At the Factory we set this needle with the clip in the second notch from the top but if for some reason you wish to richen the mixture you should raise this first to the third notch and possibly even to the fourth notch noting the results. It is extremely unlikely that you will find it necessary to weaken the mixture and we strongly recommend that you should not do so without a great deal of thought and expert opinion.

With the GP.2 instruments properly calibrated you will get from your machine the acceleration, performance and reliability which were your aim when you made the purchase. Please remember that just because your machine is fitted with a racing-type carburetter there is no advantage to be gained in normal circumstances by the use of special racing fuels. Use of these fuels in the carburetter as calibrated at the Factory will lead to serious engine damage and if you intend to enter your machine for competitions where such fuels would give you an advantage your attention is drawn to a Service Sheet No. A5065 available from your B.S.A. dealer. Alcohol fuels require drastic increases in jet sizes and cannot be accommodated by simple adjustment of the standard carburetter specification.

Good Luck and Good Riding on your Spitfire