LIST No.

THE GRAND PRIX CARBURETTER

features

UNOBSTRUCTED BORE — **for maximum power at peak R.P.M.**

Because the metering needle does not pass through the choke of the Carburetter, the only restriction to flow through the Carburetter when the throttle valve is fully open, is a small one caused by the protrusion of the spray tube, and this is overcome by a slight swell in the choke at this point. A taper returns the bore to its nominal diameter on the engine side of the throttle valve.

SHORT MIXTURE TRACT — **for rapid acceleration**

Although the needle does not obstruct the choke, it is positioned within the throttle valve diameter, and this results in a very short tract for the mixture to traverse from the needle jet to the choke. The benefit of this is felt in rapid and consistent acceleration throughout the range, and where megaphone exhausts are used an additional advantage is cleaner entry onto the megaphone at lower R.P.M. than with previous types of racing Carburetters.

PRIMARY AIR JET — **for accurate depression control**

The quantity of primary air that atomises the fuel issuing from the needle jet, is controlled by making it pass through a drilled bush. Its effect is that of a depression control for the main jet, and while the air jet as fitted by the factory with due regard to the bore size of the Carburetter would normally be left unaltered, it could be changed for one of different size for special purpose tuning. It may, therefore, be regarded as an additional tuning factor in exceptional circumstances.

FIVE TUNING FACTORS — **for accurate tuning throughout the range**

The established Amal principles are followed by incorporating :—

Easily changeable **main jet** controlling the fuel supply at full throttle ;

changeable **needle and needle jet** and adjustable **needle position** for control at smaller throttle openings ;

changeable **throttle valve** of which the amount of cutaway controls the mixture at still smaller throttle openings ;

Pilot Air Adjusting Screw for controlling the mixture strength for idling. The fuel being supplied by a pilot jet.

By using these tuning factors in the proper sequence, it is possible to obtain clean and consistent carburation at all throttle openings, with excellent progression throughout.

FLOAT CHAMBERS — **to ensure adequate fuel supply**

The float chamber recommended and normally fitted to the current GP2 carburetter is a remotely mounted type 510 and is of bottom feed design incorporating a lever type operated float.

If a rigid float chamber is required our type 302 which is attached to the mixing chamber in the orthodox manner can be supplied. The float chamber can either be upright, or cranked at the angle of the induction port of the engine in question. It is, therefore, necessary when ordering a carburetter incorporating a solid mounted float chamber to state the angle of the induction port.

FOR OPERATION AND TUNING INSTRUCTIONS, SEE LIST NO. 115/3.

FOR SPARE PARTS SEE LIST NO. 115/2.