

2.3 Installation angles

The tapered-needle-type carburettors with concentric, central float chambers have a horizontal main barrel and can be mounted up to a maximum inclination of 40° from the horizontal (figure 3).

For applications on motocross and trials engines, etc, this inclination should be 30° or less.

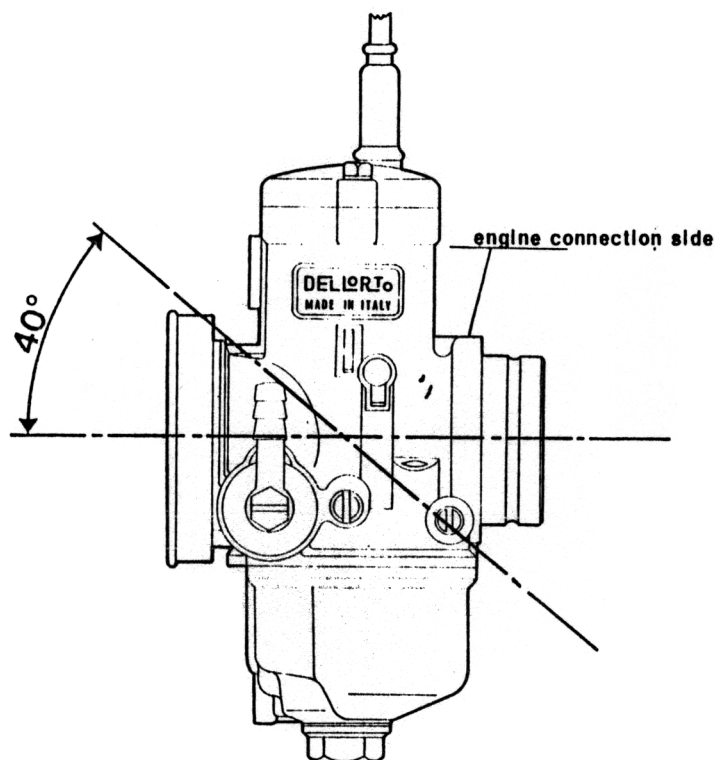


fig. 3

2.4 Engine connections

The carburettor is usually connected to the engine with one of the following:

- A-male clamp fixing (figure 4)
- B-female clamp fixing (figure 5)
- C-flange fixing (figure 6)

- the male clamp connection used for the flexible fixing of the carburettor to the engine is usually recommended on motorcycles for motocross, trials, etc or fitted to engines which run to high rpm or those which produce strong vibrations.
- the female clip connection and the flange connection, with a rigid fitting to the engine, are usable on road motorcycles or fitted to engines which do not generate very strong vibrations.

Note that the female clamp fixing and the flange connection, as you can see in figure 5 and 6, there is also the need to provide both effective heat insulation and a perfect airtight seal.

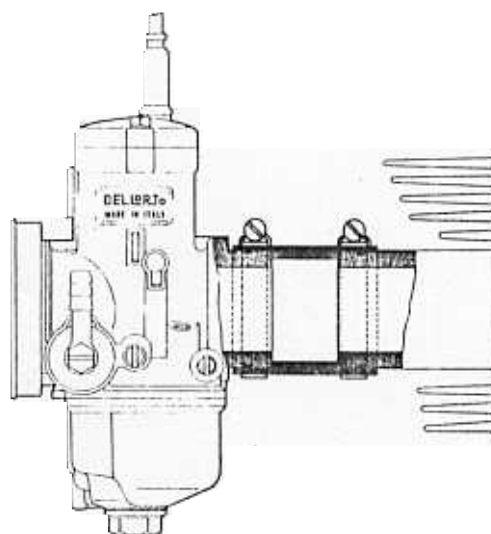


fig. 4