

passing through the hole (6) and through the canals (3 & 4), reaches the main carburetor duct (1) by-passing the slide (2).

B) IDLE

The fuel coming from the float, is regulated by the idle jet (23); mixes with the air coming from canal (18) and through the canal (20) reaches to the adjusting screw (22) then the carburetor duct (1) by-passing the slide (2). The screw (19) regulates the opening of the slide (2).

C) MIDDLE RANGE

As the valve begins to open from the idle to the maximum position, the fuel reaches the main carburetor passage (1) also through the hole (21).

D) MAXIMUM RANGE

With the carburetor slide fully open, the fuel passing through the calibrated main jet (28) and through the needle jet (27); and regulated by the needle (26), mixes with the air coming from the canal (25), reaching the main carburetor passage (1) and further mixes with the air forced through the air intake (24).

ADJUSTMENT

A) IDLE

The idle speed must always be made when the engine is hot. Adjust the screw (A) until the idle speed is slightly higher than normal. Adjust the screw (B) until the engine will run smoothly. Reset the normal idle speed by turning the screw (A) counter clockwise.

