B) MIDDLE RANGE

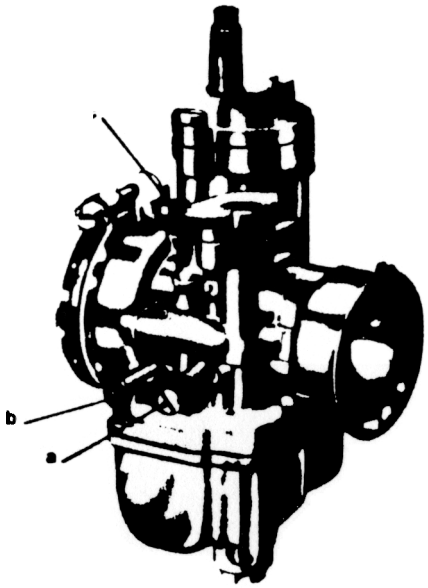
Above the idle speed position (about 1/5 of the total slide opening) if the carburetion is lean, the existing slide must be replaced with a lower cut-a-way (lower number).
If the carburetion shows signs of being rich, a higher cut-a-way must be installed (higher number).
If the carburetion is too rich (from about 1/5 to 4/5 of the total opening of the slide) the fuel is regulated by the needle which is connected to the slide with a clip (which is normally set into the middle notch).
If the carburetion is too rich, the needle should be lowered and if too lean, the needle should be raised.

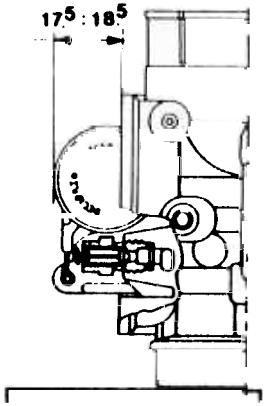
C) MAXIMUM RANGE

In maximum range, generally the mixture is regulated by the main jet. In case of lean carburetion, the main jet must be replaced with a larger one (larger number) or smaller (lower number), if the carburetor is too lean.

D) FLOAT ADJUSTMENT

Be sure that the float is of the proper weight, that is, not damaged and if it is turning free on the pin.
Keep the carburetor in the position as shown in the figure, so that the rocker of the float is touching against the needle and the needle is in contact with the seat.
Then control if the distance of the float, from the plane of the carburetor, is corresponding to the dimension prescribed.





CARBURETOR PLANE

STARTING

When the engine is cold, pull up the starter lever (C). In case the carburetor is equipped with cable type starter control, completely pull the starter lever, located on the handlebar.
DO NOT OPEN THE THROTTLE, and start the engine.
If the temperature is not too low, also open the throttle, slightly.
As soon as the engine is beginning to warm up, close the starter lever.