Needle Jet in high strength special bronze.
Diffuser at great strength multiple elements.
Main Jet flooded in an emulsioning tube, placed under the mixing chamber.
Idle Device: in these carburetors, two are the idle different systems:

with **Interchangeable jet and air adjusting screw** fitted on carburetors where the engine needs a high operation sensibility at low speed;
with **variable pilot jet by screw and air fixed**, fitted on carburetors for racing engines, where these, according to their use, do not require a meticulous idle.

Mixture strength **Control** bearing additional air, which brakes the fuel delivery from the needle jet, letting so to enrich (by closing the air valve) the mixture strength if needed, without shutting the choke adaptor section.
Air tube with truncated cone shape in different lengths according to engine requirements.
Allowed fittings. The carburetors of the SS-A series can be fitted with a 15 degrees slant at the most (with throttle valve controlled both in vertical and horizontal plan).
On the contrary the carburetors of the series SS-I, for a special device, can be fitted with larger slants up to 90 degrees (downdraft).
Float Chamber. For the carburetors with choke adaptor from ø 18 to ø 30 mm. fitted on sport engines, stiff float chambers anchored to the carburetor directly are supplied. In this case it is necessary when ordering to point out the induction pipe slant, bearing in mind that 12-26-45 deqrees standard slanting float chambers can be supplied. For racing engines, where their vibrations are of great degree, two types of float chambers are supplied: type SS 1 (larger) for carburetor from ø 32 to ø 42 - type SS 2 (smaller) for carburetor from ø 18 to ø 30.
These float chcunbers have the fuel level at 35 mm. from their lip; when installing they must be fixed so that their level is at the same height of air valve channel center line, as shown on fig. 2.
Banjos for fuel take, single and twin, with the end suitable for direct assembly of rubber pipe and 1/4 gas threaded.

NECESSARY DATA FOR A SUITABLE CARBURETOR SUPPLY

1. Engine **Make** - displacement of each cylinder - 2 or 4 strokes - Number of cylinders.
2. Compression **Ratio** and fuel used.
3. Highest **Rpm** and corresponding power.
4. Inner **Diameter** of induction pipe tube. Induction valve diameter. Section size in mm.^{2} of induction ports - Transfer and exhaust (only for 2 stroke engines).
5. Carburetor connection **Type** to the head or to the cylinder (clip or flange fitting) and its sizes: outside diameter if clip fitting and stud bolt centers if flange fitting.
6. Eventual **Slant** to which the carburetor will be subjected.
7. If normal or remote **Float Chamber** wanted; top or bottom feed and banjo sizes for the connection to the fuel pipe.
8. **In case** of normal float chamber, it is necessary to state if right or left is wanted, stating it by looking the carburetor body from the air tube side.
9. **Air tube** wanted: if long or short one.

For the choice of the carburetor to set up on the different engines please see table A.

INSTRUCTIONS FOR TUNING