

IDLE ADJUSTMENT (Throttle valve opening corresponding to the section **A - Fig. 1**)

It is necessary first of all to bear in mind that this adjustment must be established always when the engine has reached its normal running temperature.

In the first idle system,, where is subsisting the replacing jet and the air adjusting screw, you must operate on this air screw in order to obtain a correct carburation, bearing in mind that by tightening it the mixture strength is enriching, while by unscrewing it the mixture strength is weakening.

In the second system, where is subsisting the variable screwed pilot jet and the fixed air, the wished engine running will be obtained by operating only on the screw which adjusts the fuel passage; the mixture strength will weaken by tightening this screw and will enrich by unscrewing it.

This second idle system, although it is not exact and sensitive like the first one (suitable to particular uses and engines as told in the general features) allows a better and quicker mixture strength change; it favours therefore easy corrections of carburation also in the passage runnings and necessary easy enrichments in case of alcohol feed.

With both the idle systems is always advisable to adjust the mixture strength at the slowest runnings, rather about the rich, in order to have then clean passages and pickups without hesitation.

FIRST PASSAGE ADJUSTMENT (Throttle valve opening corresponding to the section **B - Fig. 1**).

When obtained a satisfactory idle adjustment, one becomes to the choice of the suitable throttle valve for the intermediate runnings, proceeding as follows.

1. If opening gradually the throttle valve for a space corresponding to the part **B - fig. 1** the engine running is normal, it means that the throttle valve is suitable.
2. If the engine is inclining to fall or it gives backfires for weaken mixture, it means that the fitted throttle valve has a cutaway too high and it is necessary to replace it with another one of lower size.
3. If the engine instead is emitting black smoke at the exhaust or it is giving irregular explosions with a heavy running, it means that the fitted throttle valve has a cutaway too low and it is necessary to replace it with another one of upper size.

JET NEEDLE ADJUSTMENT (Throttle valve opening corresponding to the section **C - Fig. 1**).

In order to have the possibility to adjust the jet needle there are on it 5 grooves or holes (the numeration is starting from the top as follows: 1-2-3-4-5). The jet needle checks the carburation for a throttle valve opening corresponding to the section **C - Fig. 1**.

If the mixture seems to be weak, the needle must be moved upwards one or two grooves so as to allow a larger flow of fuel at the exit of the needle jet.

If instead the mixture appears to be reach, the opposite must be done, by lowering the needle a few grooves (or holes where existing).

The average position of the jet needle is generally established by us at the third groove (or hole).

MAIN JET SIZE (Throttle valve opening corresponding to section **D - Fig. 1**).

The influence of the main jet is especially felt in the throttle valve opening corresponding to section **D - Fig. 1**.

It is therefore in this field that it is necessary to operate in order to establish if the main jet fitted is the