

most suitable one, and precisely:

1. If fully opening the gas, the engine begins to turn over with difficulty and instead of increasing in speed, it does not change or even loses and tends to backfire, and if by closing the mixture control piston, a distinct improvement in running is noted, this indicates that the mixture is too weak. In this case the main jet must be replaced by others of the next sizes up until the one, which gives the correct result, is found.
2. If the throttle valve is fully turned on, and the engine gives a muffled sound from the exhaust or is missing explosions with emission of black smoke, and by closing the air valve the defect increases, this indicates too rich a mixture. In this case it is necessary to replace the fitted main jet by others of the smaller sizes until the one, which gives the correct result, is found.

A correct carburation at high speed must be obtained at completely opened air valve.

It must be born in mind that it is advisable to use the size of the main jet which will have given the best result in power or highest speed but that will have however kept the engine at a temperature of safety.

**Exact main jet** = normal engine temperature

**Small main jet** = higher engine temperature

**Large main jet** = lower engine temperature

Only following scrupulously the above instructions and using a sensibility at the highest point when effecting the tests on road and at the brake, one may arrive at a perfect adjustment of the carburetor and therefore at the best performance of the engine itself.

As approximate adjustment data please see at the adjustment key for gasoline.

#### BASE ADJUSTMENT FOR GASOLINE

| Carburetor type   | Throttle valve                   | Jet needle   | Needle jet                        | Main jet  | Pilot jet                      |
|---|----------------------------------|--|-----------------------------------|---|--------------------------------|
| SSI-C<br>18-20-22-23  | Cat. N° 1916<br>70               | Cat. N° 2289<br>R2 at 3 groove   | Cat. N° 1805<br>260               | Cat. N° 1126<br>85-95-105-110                     | Cat. N° 1159<br>50             |
| SS-A, SSI-A,<br>SSF-A, SSFF-A<br>24-25<br>26-27-28<br>29-30 | Cat. N° 2384<br>90<br>100<br>100 | Cat. N° 1824<br>M7 at 3 groove<br>M13 at 3<br>groove<br>M13 at 3<br>groove | Cat. N° 1805<br>260<br>265<br>270 | Cat. N° 1126<br>115-120<br>125-130-135<br>140-145 | Cat. N° 1159<br>50<br>50<br>50 |
| SSI-B, SSFI-B<br>32   | Cat. N° 3466<br>110              | Cat. N° 1141<br>N1 at 3 groove   | Cat. N° 1121<br>315               | Cat. N° 1126<br>155                               | N/A                            |
| SSI-B, SSFI-B<br>35   | Cat. N° 3686<br>120              | Cat. N° 1900<br>P1 at 3 groove   | Cat. N° 1121<br>320               | Cat. N° 1126<br>170                               | N/A                            |
| SSI-B<br>36-38<br>40-42                                     | Cat. N° 4545<br>130<br>150       | Cat. N° 2470<br>S1<br>S1   | Cat. N° 1121<br>325<br>330        | Cat. N° 2475<br>180-200<br>220-240                | N/A                            |

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