

THE S.U. CARBURETTER

STARTING THE ENGINE.

Turn on the petrol tap.

2. On the left hand side of the carburetter will be found the jet lever. To increase the mixture strength for starting, the lever should be raised. No pre-determined position can be given as the characteristics of every engine fitted with this carburetter are not the same for starting. The lever position therefore is a matter of experiment until the rider is fully conversant with the setting.

3. Open the throttle slightly (about $\frac{1}{4}$ th turn) and turn the engine over with the kickstarter until compression is felt. The kickstarter crank should then be moved down to almost the horizontal position by freeing the clutch.

4. Depress the kickstarter smartly, when the engine should fire immediately; if not, re-position the jet lever and try again.

5. When the engine starts depress the jet lever into the closed position. In extreme cold weather it may be necessary partly to close the jet lever until the engine warms up.

Air Leak at Flange Joints. At all times ensure good jointing at the carburetter and flange joints, as an air leak at these joints will cause faulty carburation and bad starting, especially from cold.

WARNING. IF THE SUCTION CHAMBER OIL CAP IS LOST IT MUST BE REPLACED WITH THE STANDARD GREY PLASTIC CAP WITHOUT A HOLE.

THERE IS A CAP USED ON SOME CAR TYPE S.U. CARBURETTERS MADE OF BRASS OR BLACK PLASTIC WITH A HOLE DRILLED THROUGH IT. IF THIS TYPE OF CAP IS EMPLOYED, PETROL CONSUMPTION WILL BE VERY HEAVY UNLESS THE HOLE IS STOPPED UP.

This Carburetter is a
product of

THE S.U. CARBURETTER CO. LTD.
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BIRMINGHAM, 24