

Instructions for using The VILLIERS Two-lever Carburetter.

TO START.

Move the jet lever (the small top lever) to rich, open throttle, press tickler until petrol appears (there is no need to let it drip), close throttle and open a little, then start (most four-stroke engines do not require flooding).

After engine has warmed up (about 1 to 3 miles according to load) move jet lever towards weak as far as possible consistent with good running, when it should not be necessary to move the jet lever until again starting from cold. If, however, you find that at speed you get better running by moving the jet lever, it shows you are not using the correct needle and should carefully read the following:—

HINTS ON TUNING.

By means of the various needles the carburetter can be perfectly tuned to suit any engine as follows:—After the engine has warmed up, get the best position of needle for slow running on the road (about 15 m.p.h. on top gear) by means of the jet lever, then see if you can open up fairly quickly. If engine dies out, showing that the mixture is too weak at full opening, fit a needle with more taper. If you can open up very quickly and engine is inclined to hunt, showing mixture is too rich at full opening, fit a needle with less taper. After fitting a new needle always start by getting mixture correct at small openings.

If when running at speed you close throttle to a smaller opening engine starts hunting or cuts out for a while, it shows mixture is too rich. The best needle for speed is the best for hill climbing, economy, etc. In other words the correct needle is the best for everything.

There is no emphatic ruling as to the best running position of the jet lever, but we suggest that when it is on full weak the mixture should be too weak to run. There is a screw with lock-nut on the body of control which if screwed in makes mixture weaker, and if screwed out makes mixture richer—but this is only to be used if jet lever does not give the desired position without altering this screw.