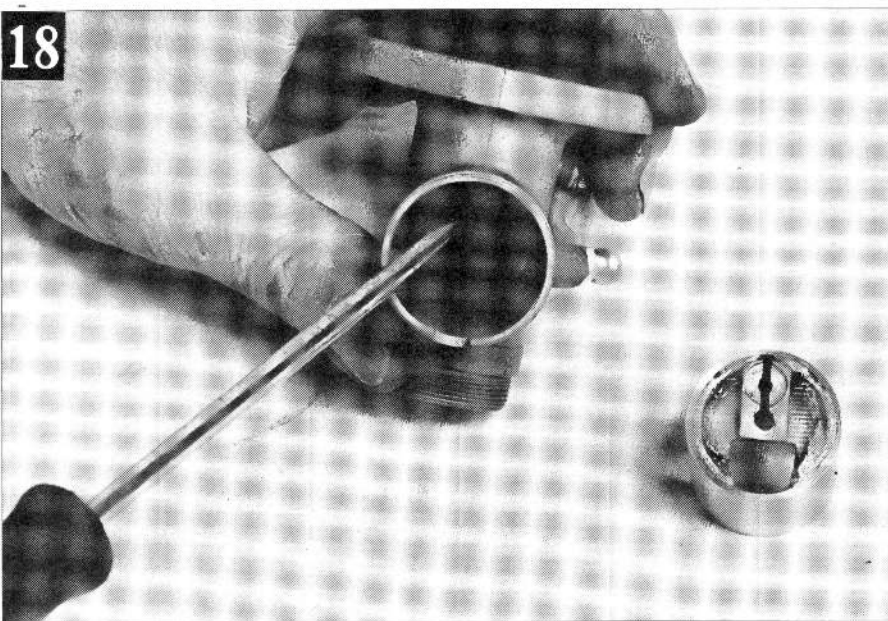
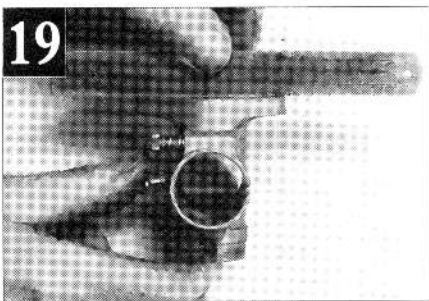
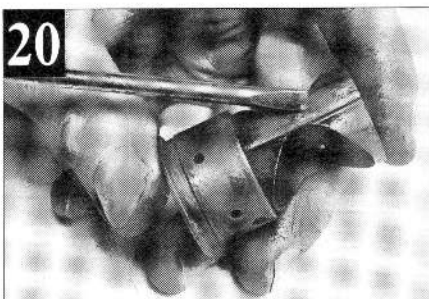
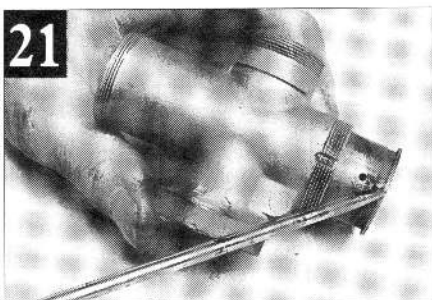
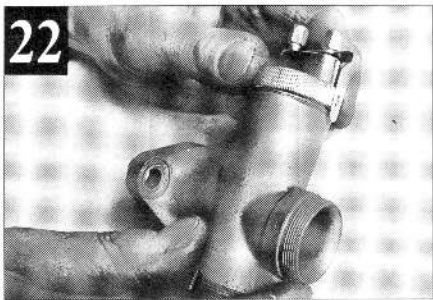
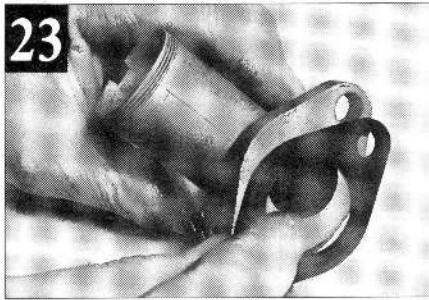


**18****19****20****21****22****23**

you may break the body in two, especially the early pattern. Soaking it in boiling water for about five minutes should free it. There is a fibre or composition washer inside the nut.

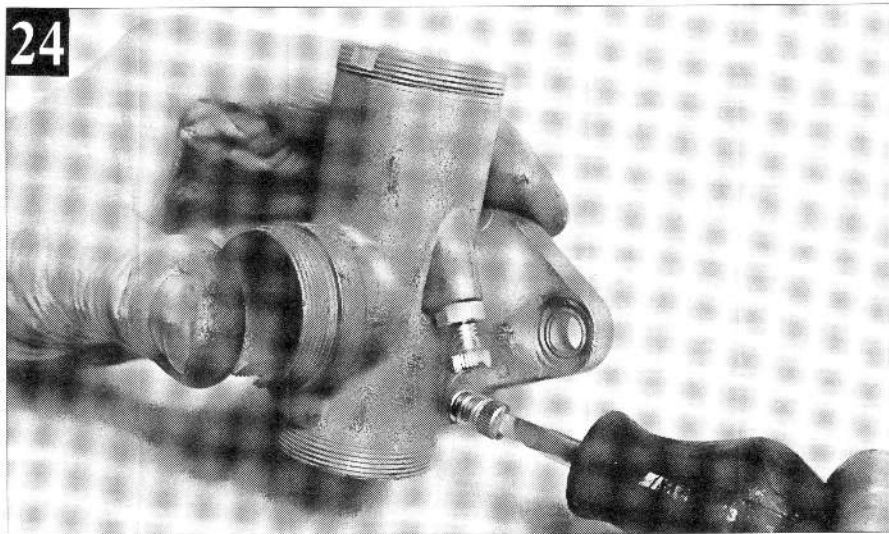
**16** Next the pilot air screw can be removed noting the small spring behind it. The angled throttle adjusting screw has the end slightly belled out so that it does not drop out if the locknut is loose. It must be unscrewed carefully before you attempt to remove the jet block.

**17** The jet block can now be tapped out using a piece of round wood such as a piece of small broom handle. Again care must be taken to avoid damage and as before immersion in boiling water will help.

**18** With the carb now fully stripped it can be inspected for damage or wear. The main area of wear will be where the throttle slide moves up and down in the body. This will play havoc with the running of your bike and make a nice tickover impossible.

New parts are no longer available apart from what you may find at Auto-jumbles. Several people recondition the body by boring it out to remove the wear and then fit a sleeve over the slide to make as good a fit as new.

**19** Another problem area can be a bowed flange caused by overtightening the bolts holding the carburettor to the engine. Check it with a ruler. If it is bowed it can be trued up by rubbing it on emery cloth on a flat

**24**

surface.

**20** Some wear will also be found on the sides of the jet block where the slide moves up and down. Whilst a new part is desirable it is not too critical.

**21** When refitting the jet block note that there is a locating peg that must align with the slot in the bottom of the mixing chamber.

**22** The thread on the top of the body is very fine and care must be taken to make sure that the ring does not get cross-threaded.

**23** A useful modification is to fit a heat spacer between the carburettor and the cylinder head to prevent heat transferring to the carburettor.

**24** The tickover must be set when the engine is hot. If you set it when the engine is cold you will find it will be too fast when warmed up.

For a start the pilot air screw should be screwed in as far as it will go and then unscrewed about three quarters of a turn. It is then adjusted either way in conjunction with the throttle stop screw to get a nice tickover.

Screwing the air screw in richens it and out weakens it. If the machine has a manual ignition control it should be retarded slightly for a nice tickover.

● **Next month: stripping and servicing the monobloc Amal.**