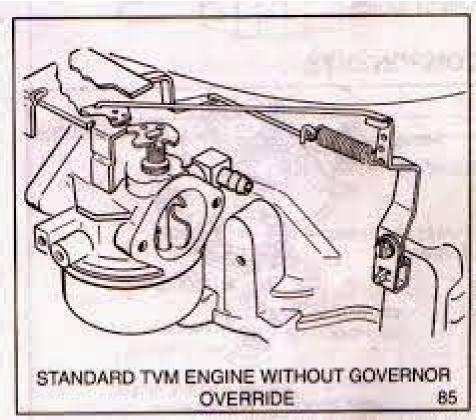

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Order required jets as your checks tell you. Please positively identify your jet type in the jets section, as all jet sales are final with no refunds. If at all in doubt, see your local tuning shop. Wind back the number of counted turns to the centre point. Then count the turns from this point to bottoming out, if you take less than 3 and more than 1 complete turns to achieve bottom, the jet is correct and you simply wind back to the centre point. Job done. Remember if you don’t wait 10 seconds for the engine to catch up every half turn at a very slow idle this tuning process will not work. Some engines will actually have two size jets that may fall within the 13 spec in which case see which feels better when riding, generally the richer one. The performance changes can be detected at wide open throttle in low gears we do not recommend the operation of motorcycles over the speed limit. Don’t give up half way through this process thinking you’ve got it right before reaching the limit, otherwise you may will be robbing yourself of a surprising amount of horse power! We don’t do returns on jets so maybe buy one bigger and one smaller to determine which way you need to go before then buying a selection in the correct direction richer of leaner. Never drill jets and do remember that most aftermarket jets do not flow correctly. Generally if you have the right profile needle for your engine, a difference in performance and response can be detected by raising and lowering the needle. If improvements appear in one direction of adjustment but perfection is not achieved whilst having reached the end clip on the needle, then you will need to install a richer or leaner needle if available or else a corresponding needle jet. Once having made a change its back to the middle clip position and start all over again. Never change main or pilot jets to try and correct a midrange problem. It is not to be confused with Carburizing or Carbonation.

They are still common on small engines for lawn mowers, rototillers and other equipment.The first person to patent a carburetor for use in a petroleum engine was Siegfried Marcus with his 6 July 1872 patent for a device which mixes fuel with air.In 1896, Frederick and his brother built a gasolinedriven car in England, a single cylinder 5 hp 3.7 kW internal combustion engine with chain drive. Unhappy with the cars performance and power, they redesigned the engine the following year using two horizontallyopposed cylinders and a newly designed wick carburetor.Many motorcycles still use carburetors for simplicitys sake, since a carburetor does not require an electrical system to function.EEC legislation required all vehicles sold and produced in member countries to have a catalytic converter after December 1992. This legislation had been in the pipeline for some time, with many cars becoming available with catalytic converters or fuel injection from around 1990. However, some versions of the Peugeot 106 were sold with carburetor engines from its launch in 1991, as were versions of the Renault Clio and Nissan Primera launched in 1990 and initially all versions of Ford Fiesta range except the XR2i when it was launched in 1989. Luxury car manufacturer MercedesBenz had been producing mechanically fuelinjected cars since the early 1950s, while the first mainstream family car to feature fuel injection was the Volkswagen Golf GTI in 1976. Fords first fuelinjected car was the Ford Capri RS 2600 in 1970. General Motors launched its first fuelinjected car in 1957 as an option available for the first generation Corvette. Saab switched to fuel injection across its whole range from 1982, but keeping carbureted engines as an option on certain models until 1989.The throttle accelerator linkage does not directly control the flow of liquid fuel. Instead, it actuates carburetor mechanisms which meter the flow of air being carried into the engine.

The speed of this flow, and therefore its static pressure, determines the amount of fuel drawn into the airstream.Later engines used an early form of fuel injection known as a pressure carburetor. Multiple carburetor engines were also common enhancements for modifying engines in the USA from the 1950s to mid1960s, as well as during the following decade of highperformance muscle cars, each carburetor feeding different chambers of the engines intake manifold.This had the advantage of never flooding the engine, as any liquid fuel droplets would fall out of the carburetor instead of into the intake manifold; it also lent itself to use of an oil bath air cleaner, where a pool of oil below an element below the carburetor is sucked up into the mesh and the air is drawn through the oilcovered mesh; this was an effective system in a time when paper air filters did not exist.In Europe, the sidedraft carburetor replaced downdraft as free space in the engine bay decreased and the use of the SU type carburetor and similar units from other manufacturers increased. Some small propellerdriven aircraft engines still use the updraft carburetor design.The fuel jets are much smaller and fuel flow is limited mainly by the fuels viscosity, so that the fuel flow tends to be proportional to the pressure difference. So jets sized for full power tend to starve the engine at lower speed and part throttle. Most commonly this has been corrected by using multiple jets. In SU and other variable jet carburetors, it was corrected by varying the jet size. For cold starting, a different principle was used in multijet carburetors. An airflow resisting valve called a choke, similar to the throttle valve, was placed upstream of the main jet to reduce the intake manifold pressure and suck additional fuel out of the jets.A simpler version exists, most commonly found on small motorcycles and dirt bikes, where the slide and needle are directly controlled by the throttle position.

The most common variable venturi constant depression type carburetor is the sidedraft SU carburetor and similar models from Hitachi, ZenithStromberg and other makers. The UK location of the SU and Zenith Stromberg companies helped these carburetors rise to a position of domination in the UK car market, though such carburetors were also very widely used on Volvos and other nonUK makes. Other similar designs have been used on some European and a few Japanese automobiles. An interesting variation was Fords VV variable venturi carburetor, which was essentially a fixed venturi carburetor with one side of the venturi hinged and movable to give a narrow throat at low rpm and a wider throat at high rpm. This was designed to provide good mixing and airflow over a range of engine speeds, though the VV carburetor proved problematic in service. The pipe is in the form of a venturi it narrows in section and then widens again, causing the airflow to increase in speed in the narrowest part. Below the venturi is a butterfly valve called the throttle valve — a rotating disc that can be turned endon to the airflow, so as to hardly restrict the flow at all, or can be rotated so that it almost completely blocks the flow of air. The throttle is connected, usually through a cable or a mechanical linkage of rods and joints or rarely by pneumatic link, to the accelerator pedal on a car, a throttle lever in an aircraft or the equivalent control on other vehicles or equipment.Fuel flow is adjusted by means of precisely calibrated orifices, referred to as jets, in the fuel path.This is when the venturi shape of the carburetor throat comes into play, due to Bernoullis principle i.e., as the velocity increases, pressure falls. The venturi increases the air velocity, and this higher speed and thus lower pressure sucks fuel into the airstream through a nozzle or nozzles located in the center of the venturi.

Sometimes one or more additional booster venturis are placed coaxially within the primary venturi to increase the effect.Small model engines have flow restrictions ahead of the jets to reduce the pressure enough to suck the fuel into the air flow. Similarly the idle and slow running jets of large carburetors are placed after the throttle valve where the pressure is reduced partly by viscous drag, rather than by Bernoullis principle. The most common rich mixture producing device for starting cold engines is the choke, which works on the same principle.It is activated at high rpm to extend the engines rev range, capitalizing on a twostrokes tendency to rev higher momentarily when the mixture is lean.The stepup rods are tapered at the bottom end, which extends into the main metering jets. The tops of the rods are connected to a vacuum piston or a mechanical linkage which lifts the rods out of the main jets when the throttle is opened mechanical linkage or when manifold vacuum drops vacuum piston. When the stepup rod is lowered into the main jet, it restricts the fuel flow. When the stepup rod is raised out of the jet, more fuel can flow through it. In this manner, the amount of fuel delivered is tailored to the transient demands of the engine. Some 4barrel carburetors use metering rods only on the primary two venturis, but some use them on both primary and secondary circuits, as in the Rochester Quadrajet.When the throttle is rapidly opened, airflow through the carburetor increases immediately, faster than the fuel flow rate can increase. Also the air pressure in the manifold increases, decreasing the evaporation of the fuel, so less fuel vapour is sucked into the engine. Most accelerator pumps are adjustable for volume or duration by some means. Eventually, the seals around the moving parts of the pump wear such that the pump output is reduced; this reduction of the accelerator pump shot causes stumbling under acceleration until the seals on the pump are renewed.

Excessive priming, like an improperly adjusted choke, can cause flooding. This is when too much fuel and not enough air are present to support combustion. For this reason, most carburetors are equipped with an unloader mechanism The accelerator is held at wide open throttle while the engine is cranked, the unloader holds the choke open and admits extra air, and eventually the excess fuel is cleared out and the engine starts.A richer mixture is also easier to ignite.With this restriction in place, extra vacuum is developed in the carburetor barrel, which pulls extra fuel through the main metering system to supplement the fuel being pulled from the idle and offidle circuits. This provides the rich mixture required to sustain operation at low engine temperatures.This causes the engine to idle at a higher speed. Fast idle serves as a way to help the engine warm up quickly, and give a more stable idle by increasing airflow throughout the intake system which helps to better atomize the cold fuel.For easier, more convenient driving, automatic chokes; first introduced in the 1932 Oldsmobile, became popular in the late 1950s. These were controlled by a thermostat employing a bimetallic spring. When cold, the spring would contract, closing the choke plate. Upon startup, the spring would be heated by engine coolant, exhaust heat or an electric heating coil. As it was heated, the spring would slowly expand and open the choke plate. A choke unloader is a linkage arrangement that forces the choke open against its spring when the vehicles accelerator is moved to the end of its travel.To meet increasingly stringent emission requirements, some cars that still retained manual chokes from around 1980, depending on market began to have choke opening automatically controlled by a thermostat employing a bimetallic spring, heated by the engine coolant.Typically used on small engines, notably motorcycles, enrichment works by opening a secondary fuel circuit below the throttle valves.

This circuit works exactly like the idle circuit, and when engaged it simply supplies extra fuel when the throttle is closed. This is simply a springloaded rod that, when depressed, manually pushes the float down and allows excess fuel to fill the float bowl and flood the intake tract.These are introduced for reasons such as engine responsiveness, fuel efficiency or automobile emissions control. Various air bleeds often chosen from a precisely calibrated range, similarly to the jets allow air into various portions of the fuel passages to enhance fuel delivery and vaporization.The correct fuel level in the bowl is maintained by means of a float controlling an inlet valve, in a manner very similar to that employed in a cistern e.g. a toilet tank. As fuel is used up, the float drops, opening the inlet valve and admitting fuel. As the fuel level rises, the float rises and closes the inlet valve. The level of fuel maintained in the float bowl can usually be adjusted, whether by a setscrew or by something crude such as bending the arm to which the float is connected. This is usually a critical adjustment, and the proper adjustment is indicated by lines inscribed into a window on the float bowl, or a measurement of how far the float hangs below the top of the carburetor when disassembled, or similar. Floats can be made of different materials, such as sheet brass soldered into a hollow shape, or of plastic; hollow floats can spring small leaks and plastic floats can eventually become porous and lose their flotation; in either case the float will fail to float, fuel level will be too high, and the engine will not run unless the float is replaced. Conversely, as the fuel evaporates from the float bowl, it leaves sediment, residue, and varnishes behind, which clog the passages and can interfere with the float operation.

This is particularly a problem in automobiles operated for only part of the year and left to stand with full float chambers for months at a time; commercial fuel stabilizer additives are available that reduce this problem.Heat deflectors and insulating gaskets attempt to minimize this effect. The Carter ThermoQuad carburetor has float chambers manufactured of insulating plastic phenolic, said to keep the fuel 20 degrees Fahrenheit 11 degrees Celsius cooler.Placement of these vent tubes is critical to prevent fuel from sloshing out of them into the carburetor, and sometimes they are modified with longer tubing. Note that this leaves the fuel at atmospheric pressure, and therefore it cannot travel into a throat which has been pressurized by a supercharger mounted upstream; in such cases, the entire carburetor must be contained in an airtight pressurized box to operate. This is not necessary for installations where the carburetor is mounted upstream of the supercharger, which is for this reason the more frequent system.Instead, a diaphragm chamber is used. A flexible diaphragm forms one side of the fuel chamber and is arranged so that as fuel is drawn out into the engine, the diaphragm is forced inward by ambient air pressure. The diaphragm is connected to the needle valve and as it moves inward it opens the needle valve to admit more fuel, thus replenishing the fuel as it is consumed. As fuel is replenished the diaphragm moves out due to fuel pressure and a small spring, closing the needle valve. A balanced state is reached which creates a steady fuel reservoir level, which remains constant in any orientation.Two barrel and four barrel configurations are commonly used to accommodate the higher air flow rate with large engine displacement.

These advantages may not be important in highperformance applications where part throttle operation is irrelevant, and the primaries and secondaries may all open at once, for simplicity and reliability; also, Vconfiguration engines, with two cylinder banks fed by a single carburetor, may be configured with two identical barrels, each supplying one cylinder bank. In the widely seen V8 and 4barrel carburetor combination, there are often two primary and two secondary barrels.The primaries in such a carburetor are quite small relative to conventional fourbarrel practice, while the secondaries are quite large. The small primaries aid lowspeed fuel economy and driveability, while the large secondaries permit maximum performance when it is called for. To tailor airflow through the secondary venturis, each of the secondary throats has an air valve at the top. This is configured much like a choke plate, and is lightly springloaded into the closed position. The air valve opens progressively in response to engine speed and throttle opening, gradually allowing more air to flow through the secondary side of the carburetor. Typically, the air valve is linked to metering rods which are raised as the air valve opens, thereby adjusting secondary fuel flow.The mixture is adjusted by one or more needle valves on an automotive carburetor, or a pilotoperated lever on pistonengined aircraft since the mixture changes with air density and therefore altitude. Independent of air density the stoichiometric air to gasoline ratio is 14.71, meaning that for each mass unit of gasoline, 14.7 mass units of air are required. There are different stoichiometric ratios for other types of fuel. Another method, widely used in aviation, is to measure the exhaust gas temperature, which is close to maximum for an optimally adjusted mixture and drops off steeply when the mixture is either too rich or too lean.

Black, dry, sooty plugs indicate a mixture too rich; white or light gray plugs indicate a lean mixture.Piston wash is the color and amount of carbon buildup on the top dome of the piston. Lean engines will have a piston dome covered in black carbon, and rich engines will have a clean piston dome that appears new and free of carbon buildup. This is often the opposite of intuition. Commonly, an ideal mixture will be somewhere inbetween the two, with clean dome areas near the transfer ports but some carbon in the center of the dome.This will typically be wideopen or close to wideopen throttle.Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. July 2011 Learn how and when to remove this template message This is generally reported as a 1940sera product that would allow kerosene to power a gasoline engine requiring lighter hydrocarbons. There seems to be some confusion with some older types of fuel vapor carburetors see vaporizers below. There is also very rarely any useful reference to realworld devices. Poorly referenced material on the topic should be viewed with suspicion.This pressure controlled throttle provides relatively even intake pressure throughout the engines speed and load ranges. The most common design of the CV carburetor would be that of the SU or Solex, among others, which use a cylindrical closure that is operated by a diaphram. The cylinder and diaphram are connected together with the fuel metering rod to provide fuel in direct relation to air flow. To provide more smooth operation and more even intake pressure, the diaphram is viscous dampened. These carburetors allowed for very good drivability and fuel efficiency. They are also widely adjustable for best performance and efficiency. See variable venturi carburetors aboveThis limited its use to mostly inline engines and also made it impractical for large displacement engines. This makes maintenance and tuning difficult.