

## GENERAL RECOMMENDATIONS

### **Fitting the carburettor**

- Use a thin flange washer, exceptly in case of using an isolating flange of sufficient thickness.
- Tighten the two fixing nuts for the carburettor progressively and simultaneously in order to avoid warping the flange, using, if necessary, split washers.
- Avoid the petrol pipe passing too close to any hot part of the engine, the exhaust in particular.
- When using a sheathed cable for a throttle control avoid sharp bends and before fixing the cable to the throttle lever allow sufficient clearance for this lever to open to the maximum.

### **Cold and warm starting**

- The petrol tap having been turned on, move the strangler lever into the "closed position" and make sure that the throttle butterfly is slightly open at least.
- Start the engine on the handle and let it run for a few seconds with the strangler closed and as soon as the engine begins to hunt slightly, open the strangler wide.
- When the engine is hot do not close the strangler, and start opening the throttle, slightly for a 4 stroke engines and fully for a 2 stroke.

### **Setting the idling**

1. Setting of the idling should be done when the engine is warm.
2. Screw in slightly the throttle stop screw (Z) and make the engine turn over at a moderate speed without racing it.
3. Unscrew the richness idling screw (W) until the engine begins to hunt and then screw it back in, progressively until the engine runs evenly.
4. Unscrew the throttle stop (Z) very slightly to bring the engine down to a normal tickover, (500/550 Rpm).
5. If at this moment the engine hunts again a little, then screw in the richness screw (W) very slightly.

N.B.—Before starting to set the slow running of the engine it is essential to check the sparking plug for cleanliness and for the correct gap between the points.