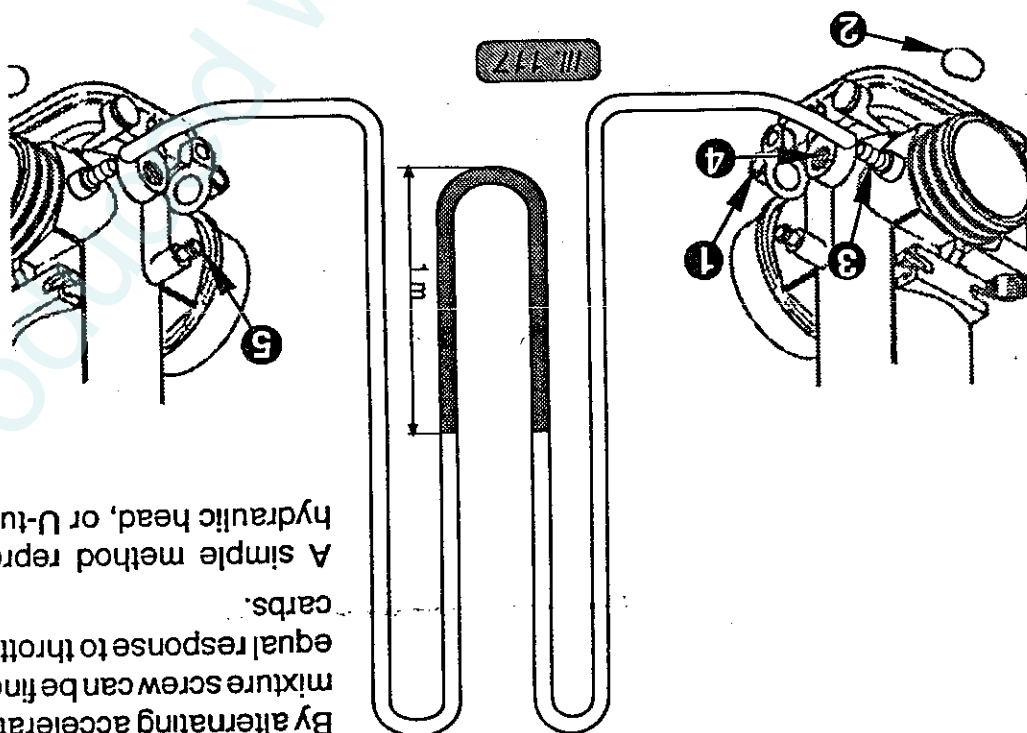


7.16) Pneumatic synchronization of a 2-carb installation:

With suitable flow meters (synchro tester) or depression gauges (see carb description) both carbs are adjusted to equal flow rate at idling. The rubber cap (45) plugs the connection for pneumatic synchronization.

By alternating acceleration on each carb, the mixture screw can be fine-adjusted to achieve equal response to throttle movement on both carbs.

A simple method represents the use of a hydraulic head, or U-tube pressure gauge.



- Support and attach 5 - 6 m of transparent tube, suitably routed. Fill tube with water approx. 1 m high. Close mixture control screw ① completely first on both carbs and re-open screws by 3/4 of a turn.
- Run engine warm and stop. Remove rubber cap ② from primer nipple ③ and connect the ends of U-tube pressure gauge to nipples.
- Start engine, kink hose to prevent that the water in the tube is sucked into engine. Let engine idle and allow free passage of hose.
- At idling, the water head on both sides of U-tube has to be of equal height. If head is higher on one side, adjust with idle screw ④ on respective carb, i.e. turn adjustment screw clockwise.
- If idle speed is too high, turn idle screw ④ on both carburetors anti-clockwise and re-adjust if necessary as per point d).
- Check mixture composition. When turning air regulating screw to either direction, idle speed ought to decrease. If not, try to find best adjustment. Finally, re-adjust again to point d).
- Slowly accelerate. Rising of the water on one side of U-tube indicates too much clearance of the Bowden cable on this carb. Re-adjust Bowden cable to the minimum clearance of 1 mm.
- Remove pressure gauge hose and plug nipples again. ⑤ = Nipple for float chamber venting