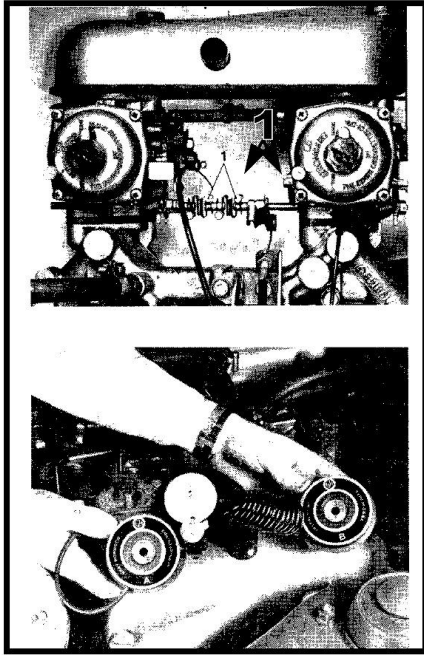


Synchronizing Twin Carburettors

Before synchronizing twin carburettors they must first be adjusted individually to obtain the correct mixture. Remove the air cleaner(s) and release a clamping bolt (1) so the carburettors can work independently of each other.

Unscrew both throttle stop screws until there is a barely measurable



clearance between screw and stop - making sure that the choke fast idle is not impeding the return of the throttle spindle. Screw in both idle screws by an equal amount starting around 1½ turns each and then start the engine. Adjust the screws again evenly until an acceptable tickover is reached.

The mixture can now be adjusted on each carburettor (*see this newsletter*). Because of some interaction between the carburettors, you will have to return to the first carburettor again after adjusting the second and repeat for stable results. Once the mixtures are correct, the clamp bolt can be retightened and the throttle stop

screws adjusted again as necessary to obtain the correct idle speed. Because of some wind-up in the connecting linkage that often occurs with twin carburettors, a balance gauge or air flow meter is available from various sources, useful to check the throttle balance.



Gunson G4053 Carbalancer from Amazon at £16.29

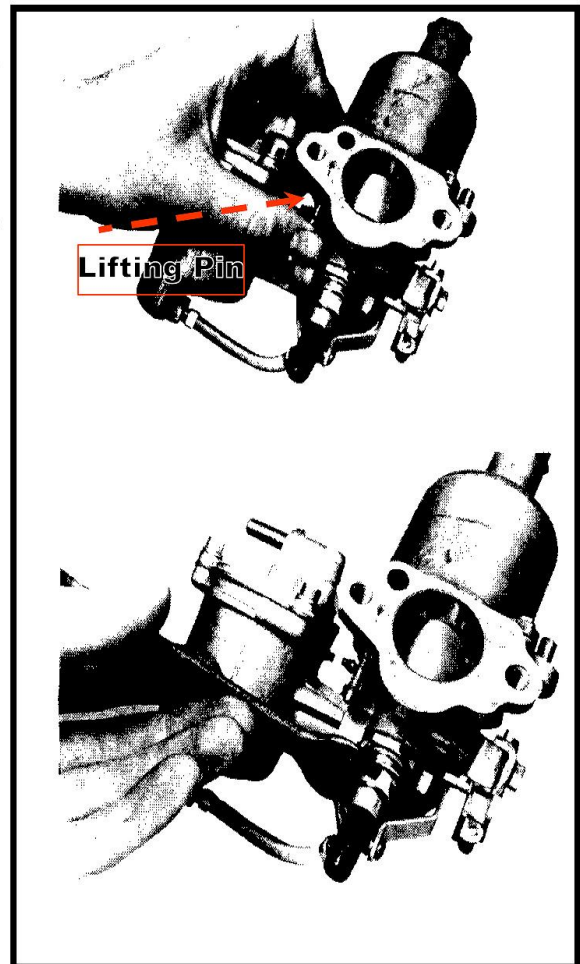


Carbalancer from Moss at £29.95 or £44.95

How to fix it

Adjusting the Mixture

The fuel to air ratio on variable jet carburettors is controlled either by a hexagonal nut as on the IS or by a knurled nut on the CD and CDS models. Later Stromberg models, in particular the CD3 (not always marked on the carb body) are adjusted from the top using a special tool with an Allen key end. This raises or lowers the needle rather than the jet as in the other method. To adjust the mixture strength, with the engine on tickover, raise or lower the adjusting nut until an even fast tickover is reached. Then, by means of the lifting pin as shown in the top illustration opposite or by using a narrow probe such as a smallscrewdriver, lift the piston by 1/32 inch only. If the engine momentarily speeds up and then returns to normal the mixture is correct. If the speed increases permanently as long as the piston is held up, the mixture is too rich and the jet must be screwed up slightly (or the needle screwed down on the CD3). If the engine speed falls off sharply the mixture is too weak and the nut must be unscrewed downwards (or the needle raised on the CD3).



Particularly on the Stromberg CD carburettors, it is important to ensure that the jet does in fact lower when the nut is screwed down. A couple of sharp taps with a spanner on the lower carburettor body will usually make sure that the jet drops down.

