

## **"A" Group Models**

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### **CARBURATION**

**(Twin Carburetters).**

The instructions given in Service Sheet No. 708 for Carburetter Tuning on Single Cylinder machines will apply equally to the early Star Twin models, where Twin Carburetters were employed. There are, however, three points which require special attention, they are:—

1. If the engine does not respond immediately after opening up from tickover speeds, in other words, if a flat spot should be apparent when just opening up, it may be due to either one, or the other, or both throttle slides, and/or needle valves, being worn, and they should be replaced before attempting to tune.
2. For slow running, each carburetter should be tuned separately for its own cylinder: Remove the plug lead from the offside cylinder and run the engine on the nearside cylinder only. Adjust the throttle stop and pilot air screw on the nearside carburetter as for the single carburetter (see Service Sheet 708).

Stop the engine, remove the plug lead from the nearside cylinder and reconnect the plug lead to the offside cylinder. Start the engine on the offside cylinder only, and adjust the carburetter throttle stop and air screw as for the nearside cylinder.

Stop the engine, replace both plug leads and restart the engine on both cylinders. The tickover may have increased slightly. If it has, reset both throttle slides by the same amount until the tickover is even.

3. When even slow running is achieved and the throttle slides are resting on their respective stops, the throttle cable adjusting screws should be accurately set with the twist grip in the closed position, to take out any backlash in the cables. This ensures that both throttles open the same amount, an important point particularly at low speeds