



## J2 TECHNICAL ARTICLE

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From Octagon Heaven

Source-- Blower

### MAINTENANCE AND ADJUSTMENTS TO THE CARBURETTORS

1. Lubrication of the piston guide rod -- "Bicycle" oil, three drops every 1,000 miles
2. Hydraulic damper --- Remove damper plunger (brass cap) and fill reservoir with "Duckham's Carburettor piston oil" Note, I have used 10W40 for years with no problem. Blower says that "it is essential to use recommender oil otherwise dampering will be upset and in turn affect acceleration"
3. The jet adjustment nut is for setting mixture and is set to get good slow running.
  - screwing the jet adjustment upwards, pushing in the jet until the jet head abuts against the nut weakens the mixture.
  - When the engine is warm, the weakest setting which is consistent with good slow runningBlower says that " if a richer or weaker setting is desired, either improve performance or obtain more economical running, a different needle should be fitted -- The adjustment of the jet position will not achieve a richer or weaker setting, all it does is upsets the idle!"
4. The mixture control (choke) is used to provide rich mixture for cold starting
5. When adjustment of the jets are being made, disconnect the control levers. When finished adjust (lengthen or shorten the coupling rod to fit the levers. (jets are hard against their adjusting nuts
6. Occasionally remove the suction chamber and piston and clean. Make sure the suction chamber is replaced in the same position as it was removed.

I have personally experienced suction chamber/ piston problems when trying to build carburetors from various units.