



## SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 55/4.

P.T.O.

### "MONOBLOC" TYPE CARBURETTOR

When investigating complaints of excessive petrol consumption, and when it is known that the condition of engine is normal, continual or intermittent flooding is possibly the cause.

Usually a surface stain, on either the oil tank or seat lug tube is a witness that fuel has been blown back from the carburettor. Fault may be due to foreign matter under needle seat or needle is inclined to stick. If the fault is not cleared by cleaning, fit a new nylon needle. A punctured float has the same effect, but has yet to be experienced in service.

When there is no evidence of flooding, reference to illustration of carburettor in the Instruction Book should be made.

It will be seen that two holes of different diameters are drilled in the mixing chamber intake. Two similar holes are drilled in the Jet Block complete.

With the carburettor assembled, check that the larger of the two holes in the mixing chamber registers exactly with the large hole drilled in the Jet Block. Thus O. If the hole in the Jet Block is not in full register with the hole in the mixing chamber, thus O (shown exaggerated) Jet Block should be exchanged on application to the makers of the carburettor. The alignment can be ascertained by using the jet needle as a probe. If the holes overlap, the edge can be felt with the end of the jet needle.

May, 1955.

Issued by:

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