

which screw into the flange of the ram pipe casting, again applying Loctite to the threads.

- 10/ Fit the throttle cable supplied (this is the longer of the two) to the twist grip of your machine. Thread the other end through the hole in the manifold and attach one of the swivel nipples supplied. Remove all slack before tightening carefully, but ensure that the throttle does not move slightly when the handlebars are turned.

The cable supplied is universal. If low or flat bars are fitted, it may be shortened by withdrawing the inner cable, removing the ferrule from the carb. end, and cutting to the desired length with a pair of wire cutters, and refitting the ferrule.

- 11/ Fit the other cable to the cold start unit in the same way, using your existing handlebar lever. The other end is passed through the lug on the carburetter body. Shorten the cable if desired.

The two cables are Acetal-lined to give smooth operation and should be lubricated with light oil only (eg. 3 in 1).

- 12/ Push the new fuel feed pipes onto the carburetter tubes and secure with the clips provided. Fit the other ends to the existing taps.

- 13/ The oil breather tube fitted to the "Black Box" casing should be routed so that its open end presses against the foam of the new filter element to allow the engine to consume the recirculated fumes, etc. On earlier types where no air box is fitted, this pipe can be routed as a rear chain oiler or, preferably, routed to the new filter element. To do this pierce a small hole through the foam at the rear of the element and push the end of the breather pipe through into the element (after suitably shortening the pipe). The foam will expand to closely fit the end of the pipe without leaks.

- 14/ The mixture adjustment on the SU HIF carburetters is varied by means of the jet adjusting screw (2) shown in Fig. 2. This is pre-set to 2 turns out as a starting point for this model. The fast idle screw (5) is set to give 2mm clearance between the screw and the cold start enrichment lever cam (10) which should be positioned in the 'off' position as shown.

Tuning instructions;

- 15/ Turn on fuel tap and switch ignition on. Operate the cold start enrichment (choke) lever on the handlebar and start engine. Once started progressively close the lever as the engine warms up.

- 16/ Run the engine for 15 minutes. By turning the throttle adjusting screw (4) set the idle speed to around 1000 RPM.

- 17/ Adjust mixture by turning the jet adjusting screw (2) anti-clockwise until the engine begins to falter, then turn the screw clockwise a quarter turn. Blip the throttle, if the engine dies on return to tickover position, screw in (richen) the jet adjusting screw (2) by one eighth of a turn.

- 18/ Re-adjust idle speed to 800-1000 RPM.

- 19/ Check cable adjustment and smooth operation. Trim the free ends of the inner cables as required.

Note: THE ENGINE MUST BE HOT WHEN THE MIXTURE IS SET.

Road test the machine.

- 20/ A small amount of adjustment may be necessary to optimise the mixture settings. Hesitation in pick-up may be overcome by slightly richening (turn screw 2 clockwise by 1/8th turn only at a time). If this is not required try turning the screw anti-clockwise by 1/8th turn at a time to give optimum economy without hesitation during pick-up. The lean mixtures made possible by the efficiency of the SU carburetter result in a warm-up time of three to five minutes