



The Type HIF Carburetter

1. Suction chamber assembly
2. Jet adjusting screw
3. Float chamber
4. Throttle adjusting screw

5. Fast idle adjusting screw
6. Piston lifting pin
7. Fuel inlet
8. Vent tube (alternative positions)

9. Auto ignition connection
10. Cold start enrichment lever (cam lever)
11. Crankcase ventilation tube

TUNING—TYPE IIF CARBURETTERS

Foreword

These instructions are intended as a general guide for tuning and servicing the Type HIF carburetter in both single and multi-installations. It is essential, particularly where vehicles are equipped and tuned to comply with engine emission control regulations, that the carburetters are tuned in accordance with the vehicle manufacturer's tuning data.

To achieve the best results when tuning, the use of a reliable tachometer, balancing meter and an exhaust gas analyser (CO meter of the infra-red non-dispersive type or equivalent) are required. **These instruments are essential when tuning vehicles equipped to conform with exhaust emission regulations.**

Before servicing or tuning a carburetter in an endeavour to rectify poor engine performance, make sure that the maladjustment or fault is not from another source by checking the following:

- Valve clearance
- Spark plug condition
- Contact breaker (dwell angle)
- Ignition timing and advance
- Presence of air leaks into the induction system

NOTE: Each instruction in this leaflet has a sequence number, and to complete a tuning or servicing operation efficiently it is essential that the instructions are performed in numerical sequence. Where applicable, the sequence numbers identify the relevant components in the appropriate illustration.