PROCEDURE FOR ADJUSTMENT OF BROSOL/SOLEX 31-PICT3 CARBURETORS

This type of carburetor has a slightly different procedure than the traditonal carburetors, for the adjustment of idle and mixture control, in that, at idle the throtle butterfly should be almost completely closed. Although each carburetor is pre-set at the factory, it is suggested that the installer perform some final adjustments in order to achieve a correct mixture adjustment for a good running engine, with smooth idle and responsive acceleration.

It is important that all other systems are in good working order and within correct specifications (valve adjustment, plugs, points and timing correctly set) and that the engine is in good overall condition and even compression in all cylinders. The manufacturer advises that the 5-step procedure stated below be performed with the air cleaner properly cleaned and installed.

Making sure that there are no vacuum or fuel leaks and after the new carburetor and air cleaner are installed, proceed as follows:

1) Run the engine for a while at fast idle, so that it reaches its normal operating temperature.
2) With the engine warmed up, set the idle speed to a chosen rpm (650 / 700 rpm) by turning out the large air by-pass screw (fig. 1).
3) Next, adjust the idle mixture by turning out (or in) the small mixture screw (fig. 2), until a smooth running idle is reached.
4) By holding the accelerator arm and using a slow and gradual motion, partially open the accelerator a few times to check the transition from idle to low range rpm, turning the mixture screw in or out, only if absolutely necessary to achieve the smoothest running.
5) Readjust the idle speed (large screw, fig.1) as necessary and recheck the mixture adjustment (small screw, fig. 2) while trying to reach the smoothest running.

If these adjustments do not result in a satisfatory idle, stop the engine and proceed as follows:

A) Remove the air cleaner.
B) Unscrew the aceelerator lever screw (fig. 3) away from its resting point on the dented wheel (fig. 4) that controls the choke opening.
C) Holding the dented wheel so that the choke butterfly is in a completely open position, insert the 0.10mm blade of a feeler gauge between the screw end and its resting point at the dented wheel and turn the screw out and then in as necessary for the blade to be removed with a slight resistance.
D) Remove the blade and turn the screw in 2¼. (two and a quarter) turns against the dented wheel.
E) Reinstall the air cleaner and run the engine, repeating the 5-step adjustment procedure listed above and backing off the throtle arm adjusting screw (fig. 3) slightly if necessary.