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MINNOW CARBURETTORS are Developed and Manufactured by:-

MINNOW FISH CARBURETTORS LTD.



MINNOW HOUSE, LOCHGILPHEAD, ARGYLL

Tel. Lochgilphead 2418 (STD 0546)

Installation Instructions

Installation instructions are usually taken as very dull reading to the average individual and are sometimes laid aside. The Minnow Carburettor metering system is a radical change over the present multiple metering systems of the conventional carburettor. The Minnow Carburettor leaves the factory tested and adjusted on an engine and the important cruising range adjustment must not be changed unless it is found necessary. After initial road testing a successful installation cannot be made unless the following directions are read and thoroughly understood.

1. Inspect your Minnow Carburettor for damage in shipping. The throttle lever should turn freely with no binding. If you find that it is damaged in any way, return the Carburettor to us and we will ship you a replacement immediately.
2. Before removing old carburettor check position of stock throttle linkage. When installing Minnow Carburettor it will simplify things greatly if you start with your linkage in the same position.
3. Remove old carburettor.
4. Instal Minnow Carburettor and adaptor, if used, so that float chamber is towards front or left side. Failure to instal Carburettor in this position may cause hesitation or "flat spot" on acceleration.
5. Connect up vacuum ignition advance pipe to the $\frac{1}{8}$ " pipe threaded fitting beside the knurled air bleed screw. You can use the fitting out of your old carburettor if it has a standard $\frac{1}{8}$ " pipe thread. If not, use the one supplied.
6. Connect up fuel line. This may require some bending. Here again you may be able to use your old fitting. If not, follow instructions in paragraph 5. **CAUTION. DO NOT UNSCREW FUEL NEEDLE VALVE HOUSING AS FUEL NEEDLE MAY FALL OUT, CAUSING CARBURETTOR TO FLOOD.**
7. Turn engine over with Carburettor opened slightly. You will save your battery if you fill Carburettor float chamber with fuel through equalizer passage and pump throttle lever rapidly until petrol squirts out of holes in shaft before cranking.
8. After warming engine up to operating temperature, bring throttle lever back to idle position and set idle to manufacturers' specs. This may take a little juggling with the air bleed screw and throttle stop screw to get proper air-fuel ratio at correct RPM. If you have trouble, see "Trouble Shooting" section.

9. Connect standard linkage where possible to linkage provided. SEE LINKAGE INSTRUCTIONS. Make sure throttle lever moves from idle to wide open with same amount of foot pedal travel as you had before, **disregarding position of throttle valve.** The relationship between the throttle valve and the throttle shaft controls the air-fuel ratio. This relationship has been adjusted and set on our dynamometer and in most cases will be correct for your engine. If you find this setting to be incorrect see "Trouble Shooting" section.

10. Try advancing ignition up 2 or 3 degrees. We have found that we can operate satisfactorily with this much advance above factory specifications and sometimes even more! Careful experimenting often pays dividends.

11. Take car out for road test. Your car should perform better now than it ever has before and at the same time deliver better consumption.

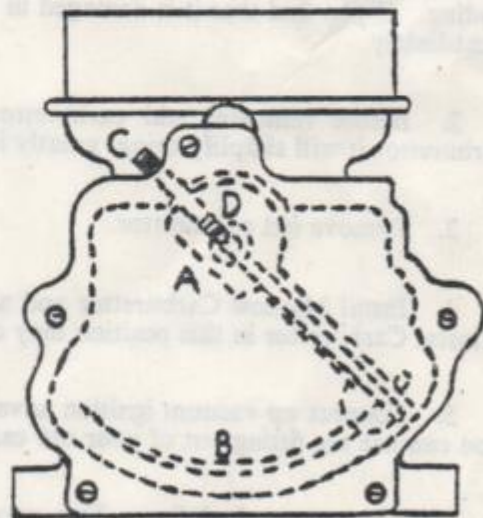
12. All of our Carburetors leave the factory thoroughly checked and adjusted on an engine dynamometer. We have a specific purpose in requesting that the installation is made and the car checked for performance **without changing any adjustments.** Any irregularities can then be pin-pointed and corrected by consulting the trouble shooting sheet.

13. If the Carburettor should flood at any time after the installation, the float chamber screws should be loosened and the fuel drained out on a rag. This will cause the float to drop and any particles of foreign matter will be dislodged from the fuel needle valve when the engine is restarted. Sometimes, when assembling brass fittings for petrol lines, fine slivers of metal will peel from the threads and after a period of operation work their way to the needle seat and cause flooding.

14. The full throttle mixture control screw is located in the top of the fuel arm (A). Turning this screw clockwise into the main fuel arm passageway will restrict the volume of fuel being delivered from the deeper rich end of the groove (B) at high speed throttle openings.

15. With engine shut off, remove Allen plug (C) in Carburettor body located above top float chamber screw using Allen wrench or key. Hold throttle plate to full open position, insert wrench into the hole at (C) to engage the adjustment screw (D) on top of the fuel arm. Turn screw (D) clockwise 1 full turn (1 flat on $1\frac{1}{4}$ " bore models) and replace plug (C). Road test car in all speed ranges for performance. Repeat this adjustment until a decrease in performance indicates too lean a mixture. It also indicates the peak setting for your individual engine is at one specific point within the last adjustment of screw (D). Continue road tests, making $\frac{1}{4}$ th counter-clockwise turns of screw (D) until top performance is restored. This should be the ideal setting for top performance and economy in full throttle ranges.

16. Under no circumstances should heavy linkage or return springs be hung on the Carburettor arm or spindle. All such springs should be hung remotely, preferably on a jackshaft, layshaft or arm.



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