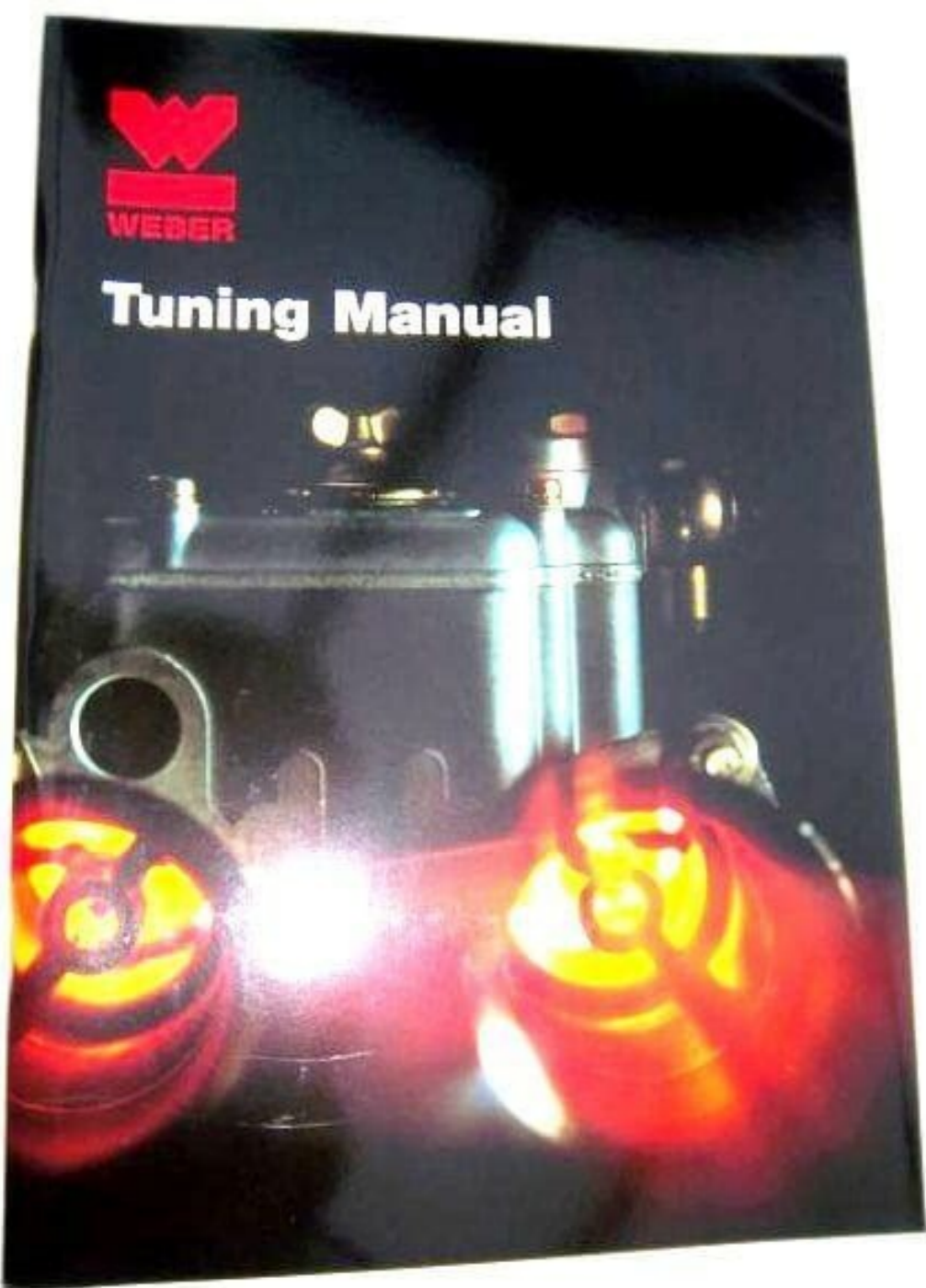
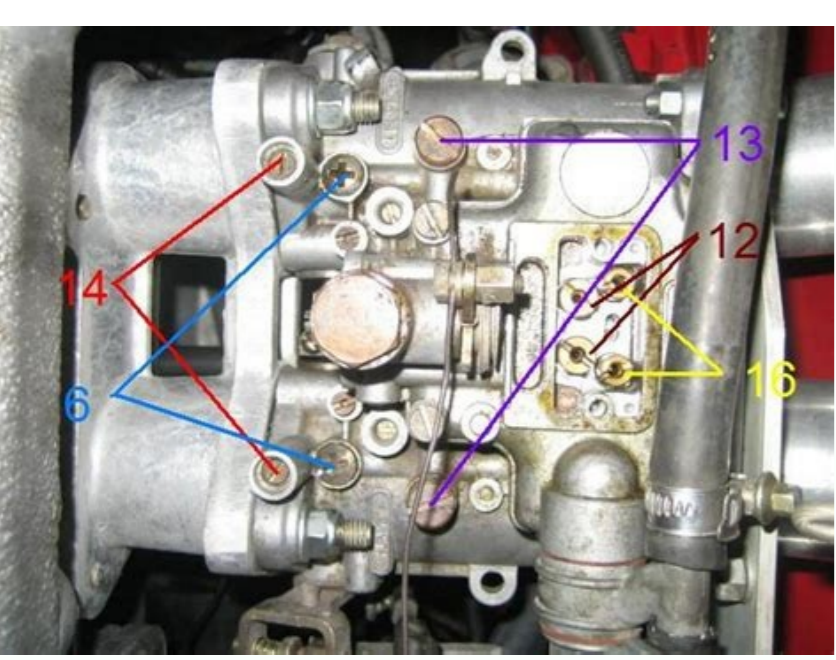


I'm not robot!



MIKUNI Performance Starts Here
RACING CARBURETORS

POCKET TUNER

TEMPERATURE -°F	ELEVATION -ft
N 100.604 4 / 042 130 135 140 145 150 155 160 165 170 95 200 220 240 260 280 300 320 350 380 400	+8000 +4000 0 -4000 -8000 +9000 +2000 -2000 -8000 N 100.604 4 / 042 130 135 140 145 150 155 160 165 170 95 200 220 240 260 280 300 320 350 380 400

INSTRUCTIONS for TEMPERATURE / ELEVATION COMPUTATION:
Align current pointer mark on scale with '0' indicator on POCKET TUNER graph. Note temperature CHANGE plus or minus in degrees, and in elevation CHANGE plus or minus in feet. Find your new main jet size.

NOTE: When temperature and elevation CHANGE, determine new main jet size first for use and then apply to the other.

FOR BEST PERFORMANCE INSIST ON GENUINE MIKUNI JETS.



Dellorto carb tuning guide. Tuning dellorto carbs. Dellorto carb setup. How to tune dellorto carburetors. Dellorto carburetor tuning guide.

Dell'Orto stopped printing these a while ago but eurocarb ltd. have commissioned a re-print! We now have the Dell'Orto tuning manual for motorcycle carburetors, and the original more technical Guide 1.1 in stock. Both books provide invaluable advice and tips on how to choose and set up Dell'Orto tapered needle carburetors. Either available individually, or together giving a saving on the combined individual prices. Find them both here in the tuning guide section.

2. FEATURES

2.1 Carburetor diagram and principal parts 1 - air intake 2 - throttle valve 3 - tapered needle 4 - atomiser and needlejet 5 - main jet 6 - starting device 7 - venturi 8 - idle speed adjusting-screw 9 - idle mixture adjusting-screw 10 - starter jet 11 - idle jet 12 - float chamber vent 13 - fuel inlet banjo union 14 - needle valve 15 - float 16 - float chamber fig. 1 2.2 Operating ranges. Scheme of phases while running fig. 2 Figure 2 shows the section of a venturi according to the operating periods regulated by the throttle valve opening. In every phase of operation, it is possible to vary and select the optimum setting. In the idle stage, the idle circuit and idle adjustment is set with the mixture screw and idle-speed screw. In the "B" progression phase, fuel mixture delivery from the idle hole is steadily replaced by mixture delivery from the progression hole, drawing emulsion mixture from the idle circuit, and in this range, choosing the correct idle jet and throttleslide cutaway is necessary. The throttle valve cutaway slightly affects the carburation up to about half throttle. In the "C" high-speed period, mixture delivery from the idle circuit and from the progression hole is replaced by mixture from the main circuit and selection of both the atomiser and the tapered needle should then be made. In the "D" period of full throttle and, with all the circuits of the earlier periods operating correctly, the size of the main jet is now finally selected. 2.3 Installation angles The tapered-needle-type Carburetor's with concentric, central float chambers have a horizontal main barrel and can be mounted up to a maximum inclination of 40 degrees from the horizontal (figure 3). For applications on motocross and trials engines, etc, this inclination should be 30 degrees or less. fig. 3 2.4 Engine connections The Carburetor is usually connected to the engine with one of the following: fig. 4 Male clamp fixing the male clamp connection used for the flexible fixing of the Carburetor to the engine is usually recommended on motocross, trials, etc or fitted to engines which run to high rpm or those which produce strong vibrations. fig. 5 Female clamp & Flange fixing the female clip connection and the flange connection, with a rigid fitting to the engine, are usable on road motorcycles or fitted to engines which do not generate very strong vibrations. fig. 6 Note that with the female clamp fixing and the flange connection, as you can see in figure 5 and 6, there is also the need to provide both effective heat insulation and a perfect airtight seal. 2.5 Air intakes Different air intake arrangements are possible for each type of Carburetor. Open air intakes Trumpets of various shapes and lengths Aircleaners and filter-silencers As far as the lengths of the trumpets is concerned, remember that short trumpets are usually used on Carburetor's for two-stroke engines and longer ones on Carburetor's for four-stroke engines. For particular requirements, such as on some racing engines, Carburetor's with air intakes having a special shape are available eg PHBE H and PHM H models. On motorcycles with simple aircleaners or air filter-silencers, it is extremely important to check on the efficiency of the filter and for perfect sealing of the filter box to prevent damage to the engine and to the Carburetor. Any change in the filter-silencer may produce a change in the carburation and consequently fresh adjustment and tuning of the Carburetor may then become necessary. Remember also that replacing the filter or silencer with a trumpet usually results in an increase in the amount of air drawn into the engine and consequently there should also be a suitable increase in the size of the main jet fitted. 2.6 Construction materials The Carburetor bodies are diecast in aluminium or zamak alloys. For special weight-conscious requirements, there are some small-volume Carburetor's in elektron magnesium alloy. All the setting parts such as the jets, atomisers, needle-valve seats, etc are made of brass. A GUIDE TO THE CHOICE, SETTING AND USE OF TAPERED NEEDLE MOTORCYCLE CARBURETORS Page : 1 / 20 Dellorto Motorcycle Carburetor Tuning Guide 1 FUNCTIONS OF THE CARBURATOR

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A GUIDE TO THE CHOICE, SETTING AND USE OF TAPERED NEEDLE MOTORCYCLE CARBURETORS Page : 2 / 20 Dellorto Motorcycle Carburetor Tuning Guide 1 FUNCTIONS OF THE CARBURATOR The main Carburetor functions are: • To form a proper homogeneous inflammable mixture of fuel and air • To supply the engine with varying amounts of this mixture The fuel-air mixture is formed through vapourising and by uniformly spraying fuel into the airstream or at least by atomising it into very small droplets. Atomization takes place in this way: liquid fuel from the atomiser nozzle meets the flow of air which carries it, broken into very fine droplets, to the combustion chamber. We have spoken of a "proper" mixture because the mixture strength, defined as the amount of air in weight mixed with a fuel unit of weight, must have a precise value, ie it must be within the limits of inflammability so that the mixture can be easily ignited by the spark in the combustion chamber. Inflammability limits for commercial petrol are: 7:1 (rich limit ie. 7 kgs of air and 1 kg of petrol), down to 20:1 (lean limit ie. 20 kgs of air and 1 kg of petrol). To obtain optimum combustion between these inflammability limits, a value very close to the so-called stoichiometric value is needed ie. about 14.5 - 15.0 kgs of air to 1 kg of petrol. A stoichiometric mixture ratio is one which ensures complete combustion of fuel with only the formation of water and carbon dioxide. The stoichiometric mixture ratio depends on the kind of fuel used, so if the fuel is changed, this fuel-air ratio will also change (see SECTION 5.1). The selection of the fuel-air ratio is therefore very important both for engine performance and for exhaust emission levels. The throttle valve (usually a flat or piston-type gate valve, also called a slide) is the main part by which the engine is tuned ie. the engine power output is varied by controlling the amount of mixture being drawn into the cylinder. During bench tests, the engine is usually run in top gear in two characteristic conditions: full throttle and part throttle. The full throttle test simulates conditions for a vehicle on a progressive climb with the throttle wide open. In the bench test, this condition is reproduced by running the engine with the throttle fully open; from this maximum horsepower condition, the engine is braked at various speeds and the specific power and consumption figures are taken. The part throttle test simulates the conditions for vehicle on a level road at varying speeds. On the test bench, this condition is simulated by running the engine again from the maximum engine power conditions, but progressively Page 2A GUIDE TO THE CHOICE, SETTING AND USE OF TAPERED NEEDLE MOTORCYCLE CARBURETORS Page : 1 / 20 Dellorto Motorcycle Carburetor Tuning Guide 1 FUNCTIONS OF THE CARBURATOR

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