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RICAMBI CARBURATORI

**Welkom !**

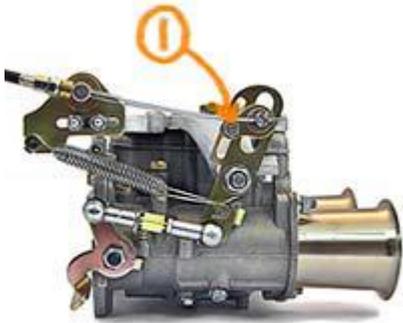
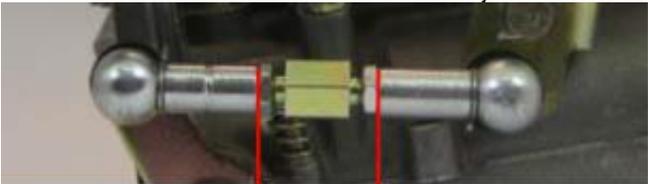
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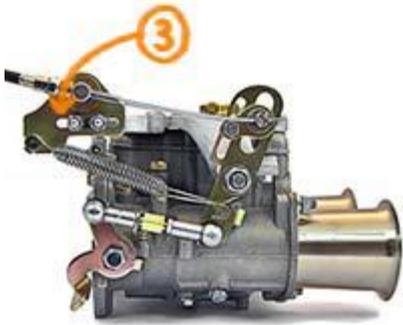
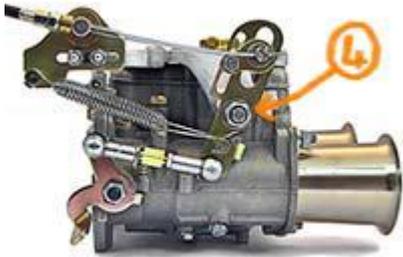
## INSTALLATION INSTRUCTIONS MANGOLETSI "SLIDING SET UP" LINKAGE

1. **Pre-assembled linkage** – bolt to carburettor with new bolts and washers supplied
  2. **Manifold** -The carburettor flanges on Mangoletsi manifolds are not connected between port 3 and 4. Other makes may require removal of the cast joining bar.
  3. **New carburettor levers (see note 1)** - **Single** carburettor linkage kit – bolt new main operating lever to carburettor (discard twin compensator lever). **Twin** carburettor linkage kit – fit the operating and compensator levers
  4. **Ball joint hex joining bar** – push the ball joint dust shrouds over the balls. Press the ball joint assembly on to the balls. Insert spring retaining clips into ball joint bodies.
  5. **Cables – Single cable:** Reconnect original cable through swivelling cable adjuster and through the cable clamp (**see note 3**)
- Twin cable linkage** – Fit pedal block to accelerator pedal and drill 2 holes through bulkhead (**see note 2**). Pass twin cables through swivelling cable adjuster and through the twin cable clamp. (**see note 3**)

Ensure throttle pedal lever is in closed position and outer cables are tight between pedal end and swivelling cable adjusters.

## SET UP INSTRUCTIONS

|  |  |
|--|--|
|   | <p><b>1. SET the throttle pedal travel</b></p> <p>Unscrew throttle plate idle screw until it is clear of the new carburettor lever so that the throttle plates can completely close.</p> <p>Slacken bolt on cable clamp carrier with the Allen key supplied.</p> <p><b>Slide</b> the whole cable clamp assembly along the slots until throttle fully open and throttle fully closed positions are achieved.</p> <p>Tighten bolt, then locknut.</p>   |
| <p>Measurements shown are taken between ball joint bodies.</p>  <p>First undo nuts<br/>See text</p> | <p><b>2. SET the rate of throttle opening</b></p> <p>To obtain the optimum "feel", the rate of opening the throttle can be fine-tuned by adjusting the centres of the ball joints by rotating the hex joining bar.</p> <p>As a starting point, the gap between the ball joints is factory set at 16.0mm for Webers and 26.0mm for Dellortos.</p> <p>If you want the throttles to open more quickly for a small pedal movement, increase the gaps up to 18.0mm for Webers and 28.0mm for Dellortos.</p> <p>If you want the pedal to travel further for a smaller opening, close the gaps down to 14.0mm for Webers and 24.0mm for Dellorto.</p> <p>Re-tighten ball joint body locknuts.</p> <p>Obviously you can adjust to any setting between these limits to suit your driving style.</p> <p><b>Never exceed minimum 14.0mm or maximum 18.0mm for Webers and minimum 24.0mm or maximum 28.0mm for Dellorto.</b></p> |

|   |   |
|---|---|
|  | <p><b>3. SET the spring tension\</b></p> <p>Slacken the nuts on the spring / swivelling cable adjuster carrier plate.<br/>Slide plate along slot until a good balance between a positive idle shut-off and pedal feel is obtained.<br/>Tighten nuts.</p>  |
|  | <p><b>4. SET throttle stop screw.</b></p> <p>Adjust idle speed with carburettor adjusting screw.<br/>Open carburettor throttles until the carburettor throttle lever hits the full throttle stop on the carburettor casting.<br/>Using Allen key supplied, screw down socket screw until it just makes contact with the throttle stop lug on linkage main operating lever.<br/>Then tighten lock nut.</p> <p><b>Re-check that you have full throttle cable movement betweenfully open and fully closed.</b></p> |

## NOTES TO INSTALLATION INSTRUCTIONS.

### NOTE 1

#### New Carburettor levers

The levers may be a tight fit on the shaft.

If so, press the lever on to the spindle until at least 2 threads show.

Put back tab washer, and tighten nut against lever to drive it square along the shaft.

Turn over tabs.

#### For twin carburettor applications

Offer up both carburettors to the manifold.

On the main operating lever, cut the steel joining bar to correct length.

Ensure that, by gently bending the joining bar, it is square, so that it will engage accurately with the compensator lever.

Do this off the job to avoid damage to the carburettor spindle.

#### Dellorto

There are two different main body castings.

On the inside of the main operating lever there is a steel pin that acts as a pedal stop when it strikes the face of the casting.

If the end of the pin strikes the main body of the casting first, file it back approximately 1mm in length until it is clear.

Check each carburettor separately to ensure that they open and close positively.

If not, refer to paragraph below to set them up correctly, then continue.

Adjust the compensator lever to open and close both carburettors simultaneously - **linkage** carburettor, back off idle screw, **second** carburettor, remove idle screw, so all the throttle plates are fully closed.

Next open linkage carburetor idle screw by half a turn.

Back off the adjusting screw on the compensator lever until clear of the joining bar.

Slowly screw it back to the bar until the throttle plates on both carburettors just start to open.

Tighten locknut on compensator screw.

To double-check, back off idle screw to check all 4 throttle plates close and then open again simultaneously.

**If the carburettors are not closing positively**, each carburettor should be checked separately as follows:

Check there is clearance between the carburettor body and the throttle levers and throttle end cover plates.

If not, slacken spindle nuts and tap gently both ends of the throttle shaft until it frees off.

If it does, re-tighten nut until it just touches the lever, then lock tab washer.

If this is unsuccessful, very slightly slacken the throttle plate screws until the throttle plates are just slack (if you unscrew them too much, or totally remove them, they may fall out in later use).

It is advisable to gently tap the throttle plates, and agitate the throttle shaft backwards and forwards, so that they both fully close in to the bore of the carburettor – re-tighten screws.

You may need to repeat the process until successful.

## NOTE 2

### Twin Cable Linkages

Position split pedal block assembly on the throttle pedal shaft, as close as possible to the original cable fixing position, so that the cables will face an area of the bulkhead where you can drill 2 x 8mm holes at 20mm centres.

Next insert inner cables into the pedal block and clamp up pedal block tightly to the pedal shaft.

Fix the threaded outer cable through the drilled holes.

## NOTE 3

### Connecting cables

**Single cable** – Fit 1 washer between cable clamp shoulder and oilite bush.

Fit 2 washers between other side of oilite bush and inner cable – maximum 1.0cm of cable to pass through clamp.

Tighten 4mm bolt and locknut.

**Twin cables** – Fit 2 washers between each of the two cables and the oilite bush - maximum 1.0cm of cable to pass through clamp.

Tighten 4mm bolts and locknuts.

**Single and Twin** – It is important to support the cables between the bulkhead and the swivelling cable adjusters.

Tiewraps supplied may assist to give smooth run



## FINAL CHECK LIST

- Ensure all components rotate smoothly in oilite bushes. If there is any tightness, rotate components vigorously by hand to remove any high spots – Oilite bushes are self-lubricating.
- Check pedal stop on linkage bracket is adjusted so that the main operating lever stops simultaneously with the carburettor lever full throttle stop striking the carburettor casting.
- Check throttle pedal travel operates fully to give full throttle and correct idle speed.
- Check all nuts and bolts are tight.
- Check cables have smooth path

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