

(9) Replace the left-hand plug cap and lead. The engine should now be running steadily at a fast idle.

(10) Slow the engine down by unscrewing each throttle stop equally. If running becomes lumpy adjust each pilot air screw an equal amount. If necessary, slow engine down further by unscrewing each throttle stop equally but do not try to get *too* slow an idle with a hot engine otherwise it will be liable to stop when only partly warmed up.

72. Dismantling Carburettor

The construction of the carburettor is clearly shown in Fig. 22.

If the float chamber floods, first make sure that there is no dirt on the fuel needle seating. Owing to the use of a Kemetal needle and the leverage ratio between float and needle, flooding is very unlikely with this type of carburettor unless dirt is present or, of course, the float is punctured.

73. Causes of High Petrol Consumption

If the petrol consumption is excessive first look for leaks either from the carburettor, petrol pipes, petrol taps or tank. If coloured petrol is in use this will readily indicate the presence of any small leaks which otherwise might pass unnoticed. If the petrol system is free from leaks, carefully set the pilot adjusting screw as described in Subsections 70 and 71 to give the correct mixture when idling. Running with the pilot adjusting screw too far in is a common cause of excessive petrol consumption. If the consumption is still heavy try the effect of lowering the taper needle in the throttle slide by one notch. Do not fit a smaller main jet as this will not affect consumption except when driving on nearly full throttle and may make the mixture too weak at large throttle openings, thus causing overheating. Remember that faults in other parts of the machine can have a marked effect on petrol consumption. Examples of this are binding brakes, chains too tight or out of line and, in particular, under-inflated tyres.

Settings for AMAL Concentric Carburettors on Royal Enfield "Interceptor" 750 Series I and II Motor Cycles

Carburettor Type No.	Choke Bore m.m.	Main Jet c.c.	Needle Jet in.	Needle Position	Throttle Valve	Pilot Jet	Remarks
L/H L930/4 R/H R930/3	30	220	107	2	3	25 c.c.	Series I & early Series II engines.
L/H L930/33 R/H R930/32	30	220	.107	2	3½	622/107	Pilot jets are not removable.

Notes: Needle positions:—No. 1=clip in top groove. No. 3=clip in bottom groove.
L930/4 and R930/3 carburettors fitted to Series II engines have different throttle needles, needle jets and jet holders from the carburettors fitted on Series I engines, and these three items are only interchangeable as sets.

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