

Idle jet mixes fuel and air for the low speed action internally

Fuel comes from the bottom

Air comes from the side

Fig. 11.8 Carburettor idling and progression

4 *Float chamber*
13, 15 and 20 *Internal channels*

14 *Idling jets*
16 *Progression holes*
17 *Throttle plates*
18 *Idling feed holes*
19 *Idle mixture adjustment screw*

Mixture screw (note mixture screw does not mix or change fuel or air.)

It is a mixture screw in name only. To Weber this is the idle screw

The transition / **Progression holes** are needed for smooth acceleration and cruise. Not for normal curb idle setting

Curb idle Hole for fuel and air volume already mixed in idle jet mixture screw mixes nothing. It is just an idle screw to change the mixture you need to change the jet

Shown is proper fuel mixture entry.

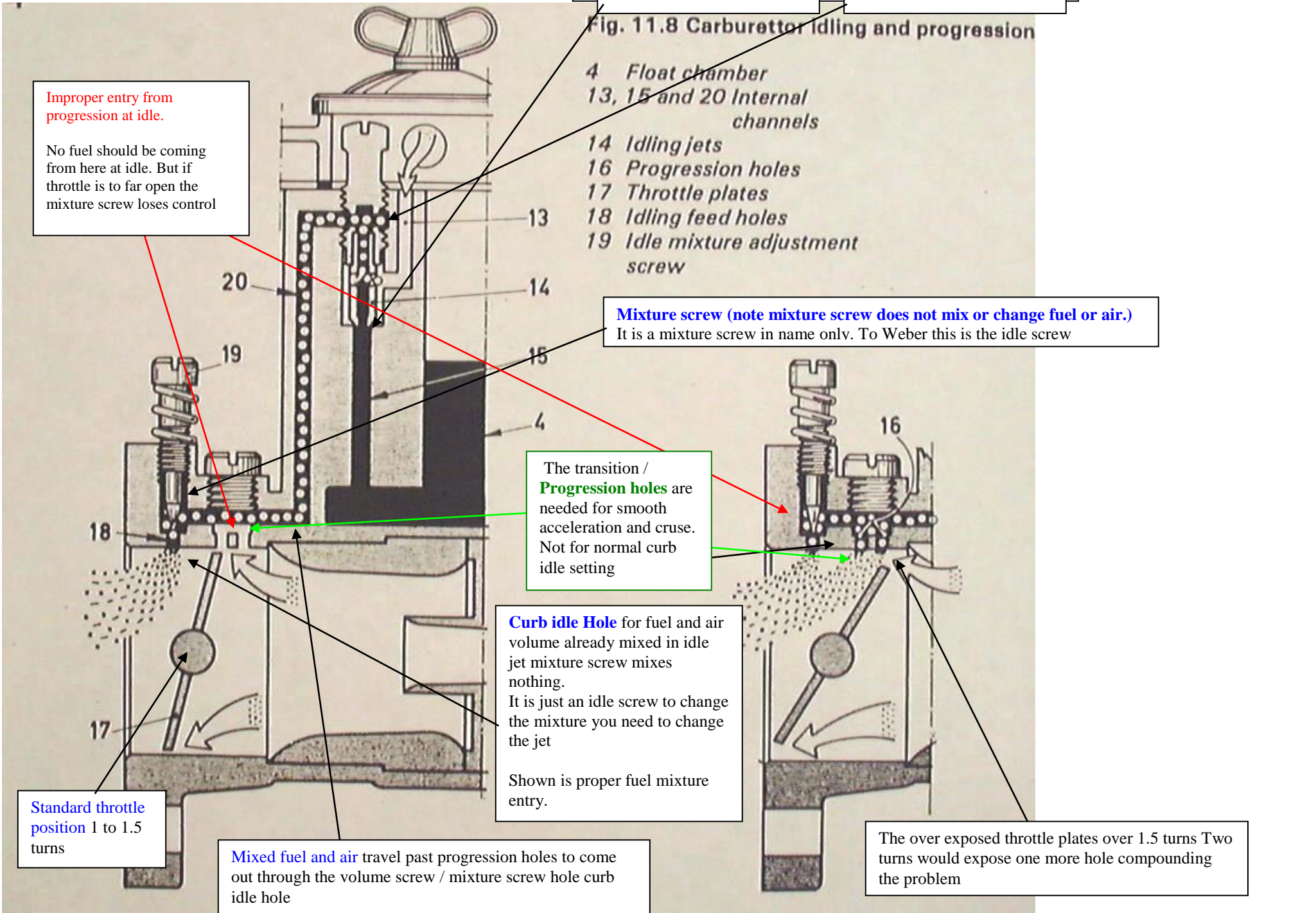
Improper entry from progression at idle.

No fuel should be coming from here at idle. But if throttle is too far open the mixture screw loses control

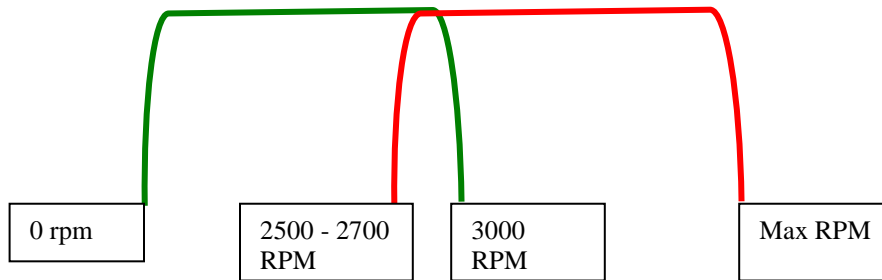
Standard throttle position 1 to 1.5 turns

Mixed fuel and air travel past progression holes to come out through the volume screw / mixture screw hole curb idle hole

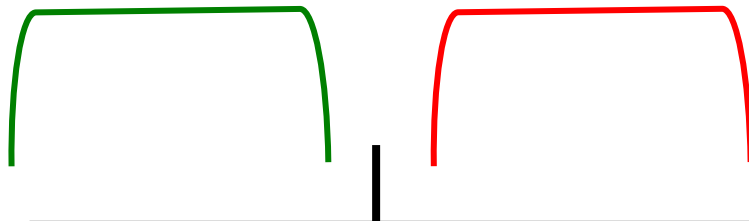
The over exposed throttle plates over 1.5 turns Two turns would expose one more hole compounding the problem



Proper low speed high-speed overlap



Improper low speed High speed overlap Usually causing a flat spot due to the gap between the circuit



Lean gap between Low and high speed circuits. Idle circuit cannot complete its curve to support low speed operation. Symptom spits and pops back through the carb

Base idle settings for progressive carburetors

Idle speed screw should be in the 1 to 1.5 turn range

Idle mixture screw should be in the 2 turn range

Variation in these settings for best running idle position will reflect need for additional calibration