

TWIN CARBURETOR ADJUSTMENTS--

To synchronize carburetors, or a Spica system, the goal is to run the engine on the front two cylinders and then on the back pair; the speed should be the same.

Procedure: connect a wide scale idle tach if available--nice but not mandatory. On cars with **electronic** ignitions, move plug wire boots until metal sparkplug connectors are exposed. (If the boots are balky, take a nail, slide it in 1/2" or so between the wire and boot, and put a drop of oil in the opening--should make sliding boots up much easier. Silicone grease could be used also.) Start engine. Take two screwdrivers and short out either front or rear pair of sparkplugs. Do the same to the other two cylinders. The goal is to have equal speeds on each pair of cylinders. (There is a synch. screw between cyls 2 and 3.)

Discussion: On non electronic ignitions, one has the plug wires loose/sitting on the plugs and carefully lifts pairs of wires to have engine run on 2 cyls at a time. (Doing such on the elect. system would do damage.) Once carbs are in synch., one can go back and tweak the idle mixture adjustment from the initial 3/4 of a turn out on early style idle adjustment screws, or 3 turns out for the later highly tapered screws; one wants the highest engine speed. Playing with the idle speed screw by #3 cyl is obvious. Also obvious: screws shouldn't need to be turned lots/turns and turns--easy does it.

Finally: forget carb flow meters etc. Years ago I watched an Italian mechanic in Canada synch/adjust my carbs as above in 5-10 minutes!! Shorting cylinders has worked very well over the years. I've used this strategy on the 6 cyl 2600s I've owned also!

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