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This arrangement results in a small amount of air entering through the slow running system as the engine speed increases under normal working conditions affecting the formation of the mixture. This arrangement is known as a "constant jet" system as the formation of the mixture is affected entirely through the main jet. It is also described as an independent idling system.

With an independent idling system the fuel for idling is taken before it passes through the main jet (see Fig. 20). In this case the idling system is completely independent and under normal operation slowly affects the formation of the mixture, therefore very careful adjustment of idling setting is required. This is known as the "jet jet" system.

On the same engine the main jet will always be smaller with a "jet jet" system than with a "constant jet" system.

4. The Main Jet Circuit

On all modern carburetors there are four adjustable parts for normal operation as follows (Fig. 19):

- the choke tube K
- the main jet Gg
- the air correction jet a and
- the simulation tube s.

On carburetors of the older BF type there are only two adjustable parts for normal operation which are (Fig. 20):

- the choke tube K
- the main jet G.

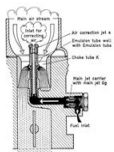


Fig. 19. Main jet circuit of a standard carburetor.

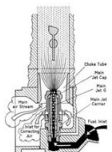


Fig. 20. Main jet circuit of a jet-type carburetor.

A. Selection of the Choke Tube K

After the size of the carburetor has been determined, the correct choke tube K has to be selected.

When a test bench is available, the choke tube to select is that which gives a power output 2-4% lower than that obtainable with larger choke tubes. This ensures a good performance from most normal engines.

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