

Carburettor Pilot Screw.txt

Chris

Joined: 31 Aug 2004

Posts: 4

Location: Hallow wood, Mansfield

Posted: Sat Sep 11, 2004 10:09 pm Post subject: Help with Carb Pilot Screw please

Hi everybody. My Scott (1935 flyer) is finally running and i have ridden it for a short distance recently for the first time in about 5 years!! Power and acceleration seem good on first impression. The standard Amal Carb has had all the usual new parts but I am not sure how to set up the pilot air adjuster. I have the Hints and Tips from Hitchcock's but wondered if the Forum has any useful info on the subject. Great forum. Still looking for old style Tool box, thanks to Jeff for his pictures but need something older.

Chris Macgregor

[Back to top](#)

Stan Thomas

Joined: 01 Jun 2004

Posts: 78

Location: Stafford

Posted: Sun Sep 12, 2004 10:26 am Post subject:

Hi Chris,

Setting the pilot screw on a two-stroke is something of a problem, given it will not run evenly at low revs off load.

So do this.

Screw the pilot screw in fully, then unscrew one and a half to one and three-quarter turns. That should be about right. Set the throttle stop screw just sufficient to run the engine, and try on the road. If the engine seems to "jerk" on over-run with the throttle close, the pilot is too weak.

Also, with the engine running, open the throttle quickly, if there is any hesitation, again this is a test the pilot is too weak.

Dont expect to get "four stroke" smoothness at tick-over, it aint possible on a two stroke.

regards,

Stan Thomas.