

NIBBI CARBURETOR INSTRUCTION


THANKS FOR BUYING THE NIBBI CARBURETOR. BEFORE USING THE CARBURETOR, PLEASE READ THE INSTRUCTION CAREFULLY, INSTALL AND USE THE PRODUCT CORRECTLY.


NOTE

- This is high-precision processed product, if you need to work on it, please do so in a clean environment.
- If, in the course of adjusting or disassembling, the carburetor is damaged we as manufacturers do not accept responsibility.
- The carburetor function will be affected by factors such as air pressure, temperature, humidity and by height above sea level.
- This carburetor requires knowledge and understanding for its setup. If you lack either of these do not contact a professional for advice.


EXPLANATION OF SYMBOLS:

Note Read information under this head carefully, it will help you understand the essential features.

 Follow procedure accurately to avoid damage of the carburetor.

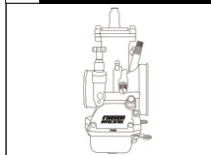
 **NO FIRE** Make sure to stay clear of open flames so as to avoid unwanted fire.

 **INSTALLATION CAUTION** Make sure all screws are tightened properly before starting the engine.

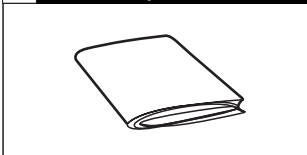
 **READ CAREFULLY** If any information dealt with in the manual remains unclear seek professional assistance.

1-1 ACCESSORY

1 Carburetor

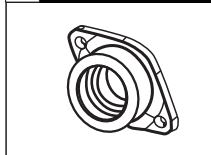


2 Assembly instructions

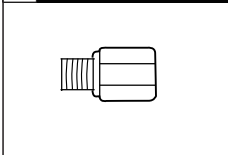


1-2 OPTION ACCESSORY

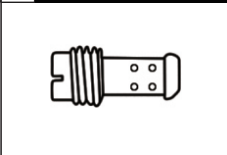
1 Manifold



2 Main Jet



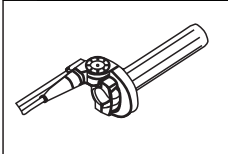
3 Pilot Jet



4 Air Filter



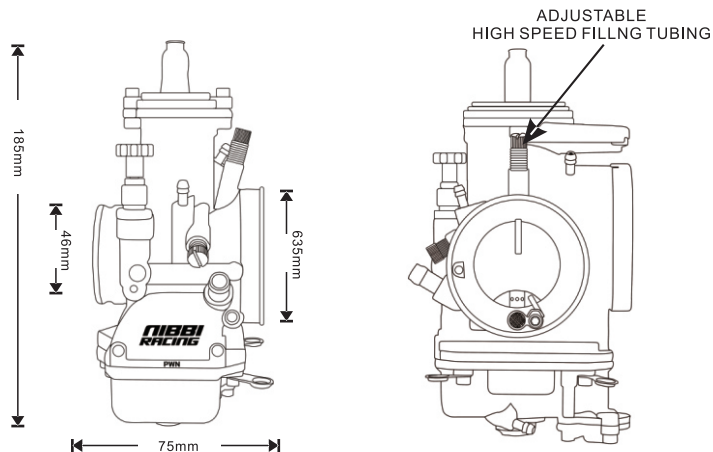
5 Accelerator



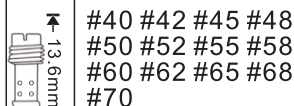
6 Throttle Cable



1-3 OPTION PARTS SPECIFICATION

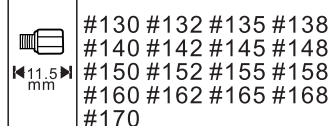


1 Pilot Jet



#40 #42 #45 #48
#50 #52 #55 #58
#60 #62 #65 #68
#70

2 Main Jet






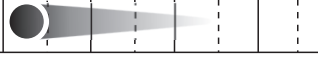


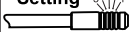








#130 #132 #135 #138
#140 #142 #145 #148
#150 #152 #155 #158
#160 #162 #165 #168
#170

2 THE ORIGINAL SETTING

Carburetor	φ34	φ36	φ38	φ40
Stroke	2T	2T	2T	2T
Air Screw	2 1/2	2 1/2	2 1/2	2 1/2
Jet Needle	4	4	2	2
Main Jet	#135	#140	#145	#140
Pilot Jet	#50	#50	#55	#60

3-1 BASIC TUNING COMMON SENSE

Air Scre 	Clockwise rotation the air mix screw will richer the mixture, anticlockwise rotation the air mix screw will leaner the mixture.	
Main Jet 	The bigger the mainjet, the richer the fuel.	
Pilot Jet 	The bigger the slow jet, the richer the fuel.	

Jet Needle Setting 	There are five options per needle, the higher the number, the richer the mixture	
Throttle Valve	The throttle valve is inversely proportional to the fuel concentration. If the throttle valve angle is small, the fuel is rich, otherwise the fuel is lean.	
THE THROTTLE VALVE OPENING		
	     	

● **For throttle closed to one quarter throttle opening**

○ According to the air input, change slow jet to adjust mixture.

○ Running in a low speed, Set air adjustment screw to adjust mixture.

● **From one quarter throttle opening to three quarter throttle opening**

○ According to the air input, change needle.

○ Running in a middle speed, change needle adjust jet needle position to adjust mixture. change needle.

● **From three quarter throttle opening to full throttle**

○ According to the air input, change main jet to adjust mixture.

○ Running in high speed, change power to adjust mixture

● **Half throttle to full throttle (high air speed in the carb)**

○ Adjust mixture by changing main jet, jet needle or jet needle setting.

○ Make sure to read the spark plug to check whether setting is correct or not.

3-2 BASIC TUNING NOTES

● Basic jetting of the air screw is fully in, then 1 and a half turns out. If engine runs to rich or to lean try to adjust with air screw, if this cannot be done within a few turns of the screw change slow jet.

● If mixture is too rich between closed and half throttle, and if this cannot be rectified with the air adjustment screw, go to a smaller slow jet.

● Running your engine in too rich will result in your engine not running at its best, running it too lean will eventually damage your engine's components such as piston, cylinder and head. We therefore recommend starting on the rich side when you set up your engine and work your way down to the proper setting.

● Check and read the spark plug to learn about the mixture your engine requires.

1. Spark plug is black, or even wet: your engine runs too rich. Unbrnt fuel causes soot to built up on spark plug.

2. Spark plug is dry and grey, or even white: Your engine runs to lean. This may lead to damage of engine componets such as piston, cylinder, head, spark plug caused by overheating. Go for a richer setting, use larger jets.



3. The spark plug is brown and looks clear: Mixture is as it should be.

● When changing to a larger main jet this will affect your engine's performance at half to full throttle. Always change one factor at a time and assess the changes this has made to the engine's performance before changing something else.

3-3 NATURAL ENVIRONMENTAL FACTORS

Environment	The states of mixture	Improve the mixed gas directionality
High temperatures	Rich	Rare
Low temperatures	Rare	Rich
High humidity	Rich	Rare
Low humidity	Rare	Rich
High altitude	Rare	Rich

● If you run an engine to lean for a longer period it is likely to overheat and suffer damage.

4 BASIC TUNING

Problem	The states of mixture	Setting	Notes
When idling ● Engine runs erratic ● RPM is not stable	Lean	<ul style="list-style-type: none"> ● Turn air screw in clockwise to make mixture richer. ● Change to a bigger slow jet. ● Change to a smaller diameter needle to make mixture richer. 	<ul style="list-style-type: none"> ● There is a possibility that a reed petal is broken ● There may be an air-leak in the inlet tract.
When idling ● The engine is stalled. ● Exhaust fumes are black.	Rich	<ul style="list-style-type: none"> ● Screw out the air screw to make the mixture thinner ● Change to a smaller slow jet ● Change to a larger diameter needle to make mixture leaner 	
When riding away ● Poor acceleration	Lean	<ul style="list-style-type: none"> ● Change to a bigger main jet. 	
When riding away ● Engine runs erratic	Rich	<ul style="list-style-type: none"> ● Change to a smaller main jet. 	
Between closed throttle and one quarter throttle opening ● Engine stalls and does not pick up revs	Lean	<ul style="list-style-type: none"> ● Go for a thinner needle to make the mixture richer. ● Turn the air screw in clockwise to make the mixture richer. 	
Between closed throttle and one quarter throttle opening ● Acceleration is hesitant or irregular	Rich	<ul style="list-style-type: none"> ● Go for a bigger needle to make mixture leaner. ● Turn the air screw out anticlockwise to make the mixture leaner. ● If these two measures do not solve the problem try a smaller idle jet. 	This may happen in rainy conditions in particluar, pay attention to the engine temperature
Between one quarter and half throttle ● Engine brakes ● Engine bogs	Lean	<ul style="list-style-type: none"> ● Change the needle jet to a bigger one to make the mixture richer 	Please check 3-1 Basic knowledge & Adjustment
Throttle between a quarter and half open ● Acceleration is bad	Rich	<ul style="list-style-type: none"> ● Change the needle jet to a smaller one to make mixture leaner. 	Please check 3-1 Basic knowledge & Adjustment
Throttle is fully open ● RPM changes erratically ● Engine Pings, Detonation ● Spark plug is dry and white	Lean	<ul style="list-style-type: none"> ● Change main jet to a larger one (Spark plug should be brown) 	a: Ignition could be out, that is too much advance. b: Here may also be an air leak in the inlet tract.
Throttle is fully open ● Engine speed rises slowly ● Engine feels flat ● Spark plug is black	Rich	<ul style="list-style-type: none"> ● Adjust mixture by using a smaller main jet. Keep checking spark plug until colour is brown. 	Air filter could be bolcked. Also check choke is not stuck.
Rapid throttle opening	Rich/Lean	<ul style="list-style-type: none"> ● Check all parts involved as described above and settlement, don't rush things. 	Make sure this is not cause by a broken reed petal or an air leak in the inlet tract.