

CHAPTER II. – **Adjusting and Dismounting**

RADIATOR.

To fill the radiator use rain water only, in order to prevent deposits.
(See *part III for precautions to be taken during cold weather*).

CARBURETTOR.

The carburettor (fig. 7) is of the constant level type, self-acting, atomising by suction. It consists of a constant level chamber M and a stop D forming a mixing chamber. This stop operated by a lever W (figs. 3 and 4) regulates by its displacement and by its specially designed shape, the quantity of carburetted air sucked up by the engine, and at the same time ensures a mixture suitable for all speeds.

The jet I (fig. 7) projects into the centre of the stop D and has a doubleing N with holes at its ends, its upper part being closed by a screw F. This casing is intended to create a current of air round the jet I to facilitate vaporisation of the petrol. The jet is fed by the chamber M connected direct to the petrol tank, the level of the petrol in this chamber being automatically maintained by a float C which controls the valve N.