



SPARES for ROYAL ENFIELD & AMAL

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## FITTING INSTRUCTION FOR Mk I CONCENTRIC CARBURETTOR TO 500 LEAN BURN ENGINE

### PART NUMBER 90005

#### COMPRISING:

- 1 Off Spacer Block
- 2 Off Eccentric Studs
- 1 Off The Gasket between Spacer Block and Cylinder Head
- 1 Off Gasket between Spacer Block and Carburettor
- 2 Off Tapered Washers

Prior to fitting, fit the throttle and air cables into the carburettor, screw the air screw fully in then unscrew one and a half turns and set the throttle adjuster screw so the slide is just raised from the fully closed position.

#### FITTING INSTRUCTIONS:

Place the Thin Gasket onto the cylinder head and screw the 2 Eccentric Studs into the cylinder head until just tight.

The Eccentric Studs are used to make the transition between the 2¼ inch stud spacing on the cylinder head and the 2 inch spacing on the carburettor.

The Spacer Block is slightly tapered bottom to top.

Fit the Spacer Block over the Eccentric Studs with the counter bored holes facing the cylinder head and the thin side of the taper uppermost. It will probably be necessary to slacken off the Eccentric Studs by up to half a turn in order to get them to fit centrally through the Spacer Block holes, for the block to sit down onto the Thin Gasket and for the Spacer Block to sit horizontally.

Place the second gasket on the outside of the Spacer Block

Fit the carburettor using the Tapered Washers with the thick edge uppermost and tighten the nuts to finger tight. Re check that the carburettor is vertical when looking front-to-back on the bike (it will sit at a slight downdraft angle when viewed from the side) and then tighten the carburettor fixing nuts taking care not to over-tighten them and distort the carburettor body, (between 6 and 7lbs-ft).



**IMPORTANT AIR/CHOKE LEVER OPERATION**  
Correct use of the air or choke lever is essential. This is normally fitted on the right hand side of the handlebar. When fitted on this side for cold starting, the lever must be pushed away from the rider which lowers the air slide in the carburettor. For normal running the lever should be pulled towards the rider.

