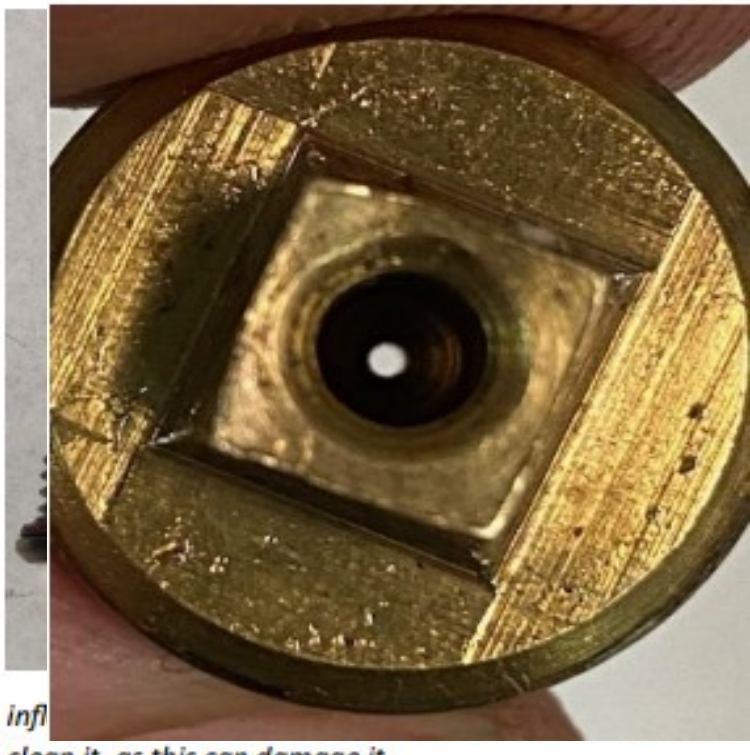
Early Zenith Carburettor, Part 3: the Jets

Frank Sibly

The brass jets have been placed outside the carburettor body, to illustrate their relative positions. The slow-running/compensating jet is on the left (blue arrow), together with the mixture jet (green arrow) with the normal jet on the right (orange arrow).



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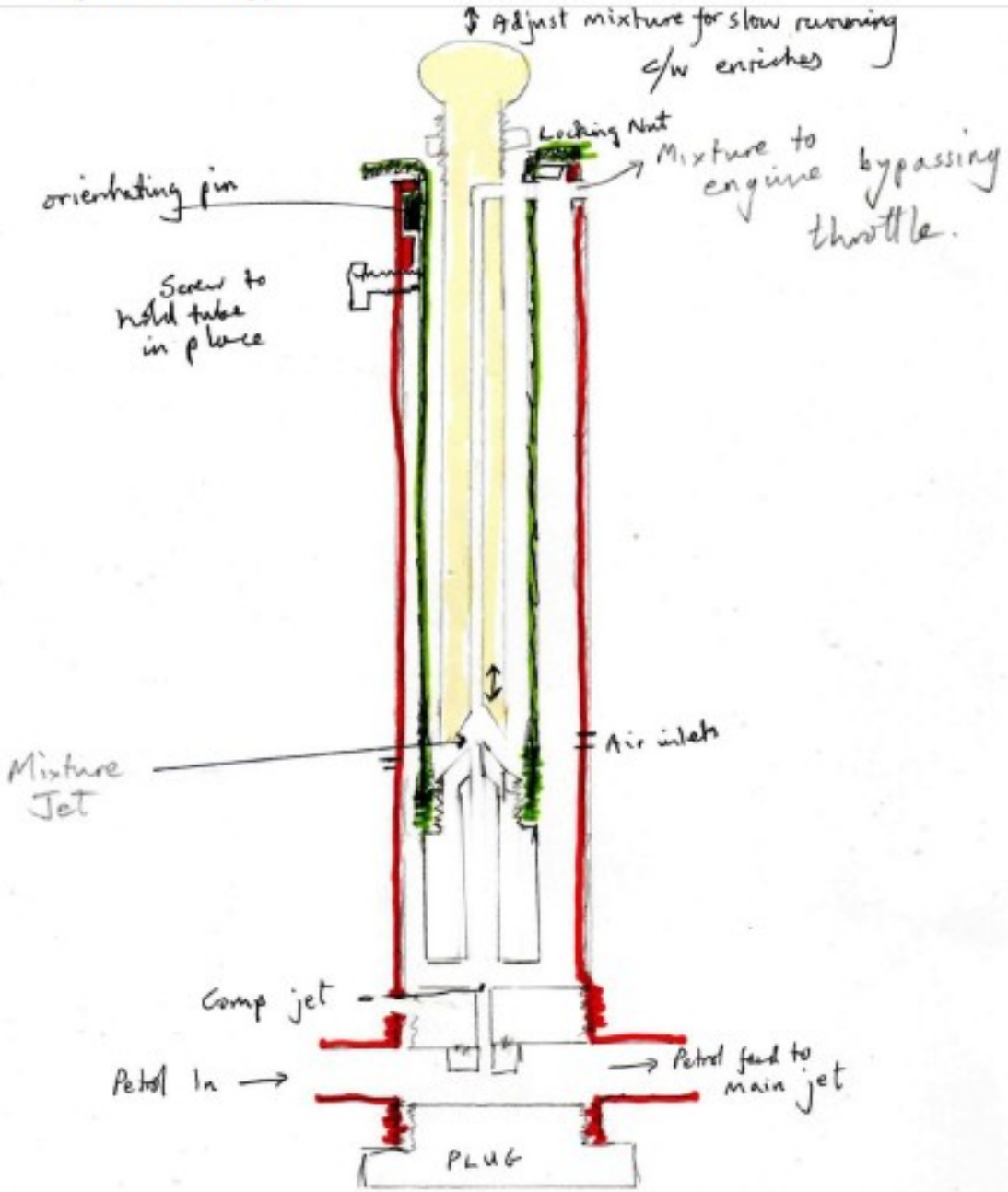
clean it, as this can damage it.

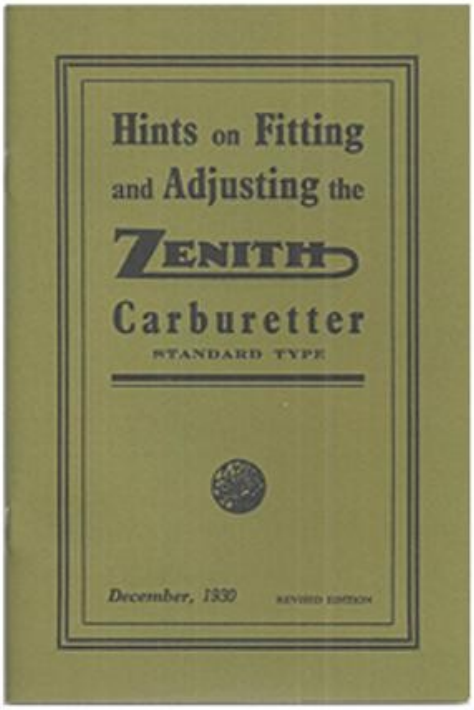
The compensating/ slow running jet:



When the throttle is closed, the main jet does not supply the inlet manifold. Instead, fuel is sucked in through the compensating/slow running jet. This jet also comes into play when the engine is under heavy load, or at high speed, and needs extra fuel

The components of the slow running device

The compensating jet is at the bottom (blue arrow)
The middle section (green arrow) is the mixture jet, which screws into the top sleeve (orange arrow). It is detachable so that it's jet can be cleaned. Note the hole (black arrow) in the top sleeve for air intake
The tube on the right (grey arrow) sits inside the top sleeve, going in from the top, and is the mixture control, with a female cone being brought close to the male mixture jet cone. The locking nut and thread at the top allow its position to be varied. The sucking noise you hear when the car is labouring, is the petrol being sucked through the slow running tube



The 1930 handbook on the A7 carburettor has been reprinted by the Bristol A7 club for £5