

## **Gunson Carbalancer - Tom Hodgson**

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I have available for Headwaters British Car Club members' use the Gunson Carbalancer and the Gunson Colortune. Some general information follows.

### **Carbalancer by Gunson**

First, be sure that your contact breaker has the correct gap. Ignition timing should be correct, too.

General instructions for using the Carbalancer:

1. Warm the engine to normal operating temperature.
2. Remove the air filter assemblies.
3. Disconnect the throttle linkages between the carburetors. This applies where the throttles can be adjusted independently. On some carburetors, a single screw allows for this adjustment.
4. Start the engine and allow it to idle.
5. Clip the scale to some convenient part of the car. Set the inner Bezel to the fully open position. You slide one disc against the other until the vents are fully open. Press the Venturi adapter into the first carb Venturi and hold firmly.
6. Now with the other hand, turn the adapter disc until you get a reading at any convenient position on the scale. Do not close so much that the engine slows down.
7. Then, without changing the adjustment, move to the other carb Venturi.
8. Now adjust, if necessary, the throttle screw or balance screw until both readings are the same. With more than two carbs, this operation needs to

be repeated for the subsequent carbs.

9. Reconnect the throttle linkage and check that the settings have not been disturbed.

10. Now adjust the idle speed if necessary. Both carbs will now be breathing the same amount of air.

11. Clean and replace the air filters.

Caution: Avoid having plastic parts of the balancer contact hot parts of the engine such as the exhaust manifold.

The balancer will fit many carbs on older vehicles with both side and downdraught types in sizes from 1 inch to 2.25 inches.



### **Colortune by Gunson**

This unit allows the mixture to be set evenly for each carb in single or multi-carb systems. This is done after the air mixtures are even. The tester looks like a spark plug, but has a window that allows you to see the colour of the flame.

General instructions are:

1. Start the engine and have it reach normal operating temperatures.
2. Park in such a way that the engine is in shade. (Be careful not to have the exhaust gases inside your garage.)

3. Once the engine is warmed, replace the first or second spark plug with the Colortune. Do not overtighten. Hand tight plus 1/16th of a turn.
4. Screw the plain end of the adapter lead to the centre lead of the Colortune. Fit the lower half of the Viewerscope tube, fitting it over the hexagon. Fit the upper part of the Viewscope. Plug the adapter lead into the plug cap of the open plug lead.
5. Start the engine. All cylinders should now be firing. Adjust the idle if necessary. Adjust the mixture until a yellow flame (rich) is seen. Now adjust until the yellow just disappears and you have Bunsen blue. Reset idle if it has changed. If you have more than one carb, move to the 3rd or 4th spark plug and repeat. There are more tests that can be done at other engine speeds.

There is, with this equipment, colour charts and detailed instructions that are kept with the unit.

