

Most people know how the mercury manometer works.

There is a column of mercury in a tube. The tube is connected to the engine. The vacuum in the engine pulls the mercury up the tube. You take readings off the scale.

It's a good idea until you drop it, turn it upside down or try to transport it.

The mercury free Carbtune II is used vertically like a mercury manometer and works in a similar way - except you have a column of stainless steel rising and falling. No chance of that leaking!

The ground and polished stainless steel columns float smoothly through guides that have been machined to fit them. The guide acts like a seal and the column moves through it vertically. This is contained inside a clear plastic tube which gets connected to the engine. The vacuum from the engine draws the stainless steel column up through the guide.

As with the mercury manometer, the stronger the vacuum, the higher the column rises. **Simple!**

Just like the mercury manometer except it's smaller, there are no liquids to spill and as the Carbtune II is made from high impact plastics and metal it is much more robust.

1. Connect up the Carbtune



2. Start the engine and take the readings



3. Set throttle to idle and adjust the idle stop to get the readings as even as possible



4. Set throttle to 3000 RPM and adjust the cable to get the readings as even as possible



Check that the cables are still slightly slack at idle and that's it !