

**Installing the Amal® Tickler Conversion:** The tickler on Amal® carburetors does something very simple. When you hold it down, it pushes down on the float and causes the carburetor to flood. When the original tickler presses down on the float, gasoline comes out the little air hole and often the housing surrounding the tickler and gets on your finger. The new-style tickler still pushes down on the float which causes the carburetor to flood, but the gasoline cannot reach your finger and usually doesn't pour out of the side of the carburetor. If you hold it long enough, it will pour into the air cleaner or velocity stack, whichever you have installed. With the old tickler, you push until you see gasoline, with the new, you tickle for the right amount of time, probably 2 or 3 seconds depending on the fuel level in the bowl – you'll figure it out.

The old tickler is composed of three parts: A drift pin that goes through the carburetor body, a spring that goes around the drift pin and under the tickler button, and the tickler button. To remove it, you remove the float bowl, grab the button with pliers or side cutters, and pull up. Once the button is off, the drift pin can slide out from the bottom. The drift pin, spring, and button will not be reused.

To install the new tickler, first push/press the tube into the carburetor housing with the little hole in the tube's side up using only your fingers – no tools – the tube is soft metal! Sometimes it goes in easy, and sometimes it goes in with some difficulty. In either case, it needs to go in past the little hole in the carb body – the tube will be sticking out of the carb about 3/8". The little hole in the carb will now be blocked. New Amal® carburetors from the factory don't have that hole. Once the tube is in, insert the drift pin through the carburetor body and tube from the bottom – it will only go in one way – the flared end goes down. Slip the new spring over the drift pin from the top, and finally press the new button on the drift pin as far as it will go. Today, I use a small "C" clamp to do that, but I have used channel locks in the past and I've even hammered them on (not recommended!). The picture shows a proper installation.



Notes: Please don't try to force the tube in with tools! I've had cases where the hole was undersize or there was a burr inside. To fix that, use a drill bit and, using only your fingers or a pin vice to turn the bit, ream out the hole. In my experience, a wire size #1 bit is a tiny bit small, a 15/64" bit is a tiny bit large, a wire size A bit would be perfect, but they are really hard to find. I've had reports that a #1 is perfect, and a size A is too large even though I've seen the opposite; so, be careful – the tubes might not all be exactly the same size! If the tube is loose in the hole, clean the hole and tube with alcohol or acetone and use a tiny bit of epoxy to make it solid. I use Permatex® Perma Oxy™, but any epoxy meant for metal should be fine. I've recently done some 40-year old 600-series carbs that there was no way the tube would go in without opening the hole and I opened them with a 15/64", very carefully, and used epoxy to make them solid. If you use an electric drill, you will most likely destroy your carb – don't even try it!

This can all be done on the bike by removing only the float bowl if it is a single or dual carb model, but it is easier to do on the bench where you can see everything better. I've done it enough that I just do it on the bike most of the time, but I struggled the first few times even on the bench, so I recommend the bench!

There is a LOT of bad advice on the Internet about this and Amal® does not provide instructions. My instructions have been verified with Amal®.

Greg...

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