2. Idle engine and adjust "idle speed" screw on stop bracket (Figure 3) so that engine idles at 500 RPM in forward gear.
3. Run engine between 4500-5000 RPM.

CARBURETOR ADJUSTMENTS

A. High Speed Adjustment (Figure 6)

Carburetors have fixed high speed jets. Standard jet, installed at factory, is recommended for operation from sea level to 4000 ft. (1219.2m) elevation.

1. If engine is operated above 4000 ft. (1219.2m), select and install correct jets from chart following (aperature decreases .002" [.0508mm] as elevation increases each 3000 ft. [914.4m]).
2. Before changing jets, check engine out unless previous tests indicate exact jet size.
3. Jet size recommendations are intended as a guide (like a propeller chart). Try size larger or smaller if in doubt. See jet sizes in chart below.

Model	*Up to 4000' (1219.2m)	4000 (1219.2m) 7000' (2133.6m)	7000 (2133.6m) 10000' (3048.0m)
1000	.065" (1.6510mm)	.063" (1.6002mm)	.061" (1.5494mm)
900	.049" (1.2446mm)	.047" (1.1938mm)	.045" (1.1430mm)

* *Standard jet -- factory equipped*

4. No change in spark advance is recommended for elevation operation. Propellers of lower pitch should be used at high elevations to allow proper engine RPM.
5. Engine can be tested in test tank with propeller or Test Wheel.

B. Idle Adjustment (Figure 6)

1. Idle adjustment also has been set at factory. If readjustment is necessary, it can be done with Test Wheel or a regular propeller in the test tank or on the boat.
2. Start with all idle needles one turn open and adjust for maximum RPM with distributor retarded to give about 600-700 RPM. (Figure 6)
3. Warm engine before attempting adjustment.
4. With engine running at idling speed while in forward gear, turn low speed mixture adjusting needle counterclockwise until affected cylinders start to "load up" or fire unevenly due to overrich mixture. (Figure 6)
5. Slowly turn needle clockwise until cylinders fire evenly and engine picks up speed.
6. Continue turning clockwise until too-lean a mixture is obtained and engine slows down and misfires.
7. Set adjustment screw one turn counterclockwise from lean-out position to gain approximate true setting.
8. Do not adjust leaner than necessary to attain reasonably smooth idling.
9. When in doubt, it is preferable to have mixture set slightly rich rather than too lean.
10. If engine hesitates during acceleration after adjusting idle mixture it is too lean and idle mixture should be richened slightly until engine will accelerate correctly.

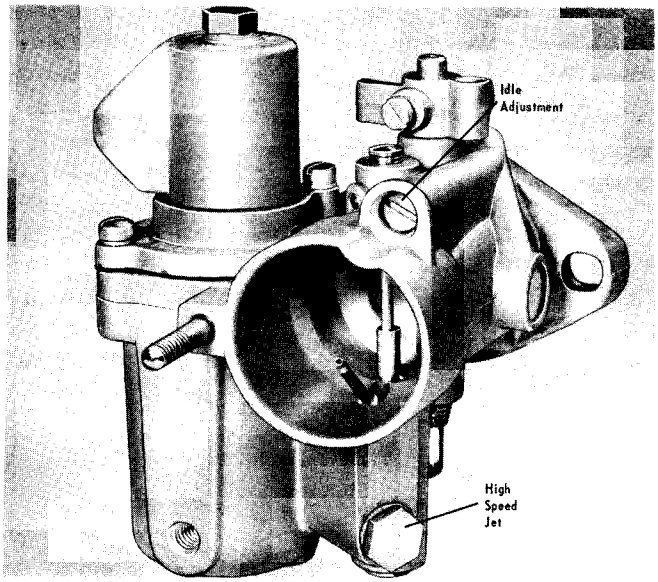

Figure 6. Idle Adjustment

REMOTE CONTROL ADJUSTMENTS

A. Gear Shift Control Cable

1. Remove front cowl and wrap-around cowl.
2. Place single lever remote control handle in forward position and smaller neutral warmup lever (on side of box) down all the way.
3. Place remote control shift cable through opening in front left hand side of bottom cowl.
4. With motor in forward gear, place brass barrel (on shift cable) in recess in bottom cowl and cable end guide over peg without disturbing setting as shown in Figure 7. If necessary, readjust brass barrel for correct position and to compensate for backlash.
5. Press down on rear of clamp lever and position lever over cable end guide as shown in Figure 8

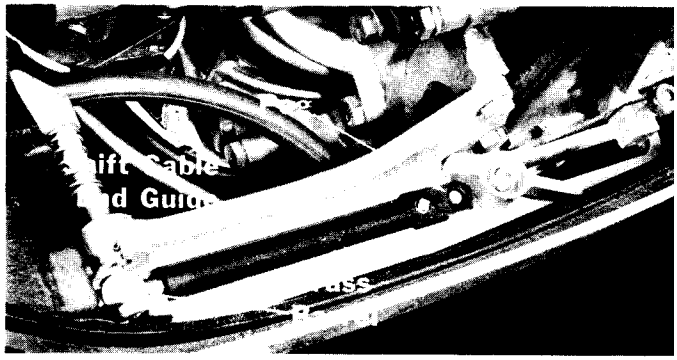

Figure 7. Positioning Brass Barrel and Cable End Guide

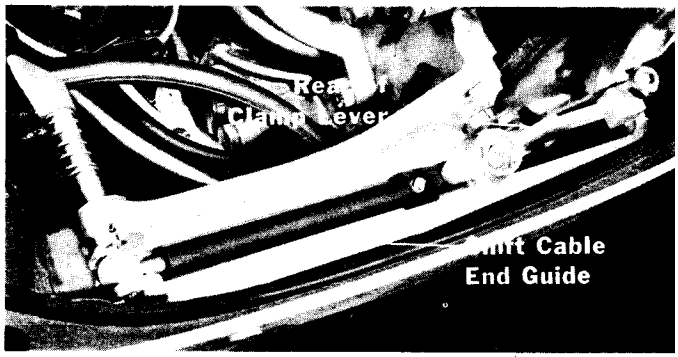

Figure 8. Positioning Lever over Cable End Guide