GENERAL SERVICE HINTS

A. Clean Fuel

Always strain fuel through a suitable medium when filling tank. When deposits of dirt and water are observed, after removing cover, clean bowl and channels with compressed air.

Before storing motors for the winter, thoroughly clean the carburetor of gasoline, water and dirt. This will insure free flow of gasoline through it when ready to use.

B. Testing Equipment

To eliminate carburetor complaints of all nature, tune up service should be performed with modern testing apparatus, such as the recommended Magneto Analyzer (91-25213). Spark plugs, complete magneto mechanism, ignition, valve setting, compression and the carburetor all are important in controlling good engine performance. They should be checked in the above sequence and serviced to specifications.

C. Adjustments

To correctly service the carburetor, check the adjustments, gasoline level and other factors outlined previously. Clean as mentioned above, using a wire or drill in cleaning the orifices.

Note: Drill reference in carburetor means to use small drill held in pin vise actuated with fingers.

All plugs, screws and nozzles must be tight. All gaskets must be in their proper place, and it is recommended that new gaskets be used.

Re-adjust carburetor in accordance with instructions for high speed and idle adjustment, following, bearing in mind that either too rich or too lean a mixture causes flatness. Also, check the gasoline level in the bowl and see that no dirt or lint is restricting the orifices. Check action of throttle and choke. Any gum residue left in carburetor or copper lines can be removed with alcohol or lacquer thinner. Caution must be exercised when using lacquer thinner.

Caution: Do not use lacquer thinner on neoprene or flexible lines.

NOTE: For motors operated in higher elevations, carburetors may possibly need slightly different adjustments than when operating at sea level. Normal carburetor operation is based on operating at atmospheric pressure which is 14.7 pounds (P.S.I.) at sea level. At high elevations, because of less dense (rarified) air, the main fuel adjustment of the carburetor must be set to a leaner position by adjusting high speed screw or replacing fixed jet.

D. Probable Restrictions

Constant difficulty in getting proper idle adjustment may be caused by a restriction in idle jet. This can be cleaned by using proper size drill (See Carburetor Drill Chart, following in this section) and compressed air. A restriction in the idle bypass chamber (beneath welch plug) will also cause this trouble. Drill holes with proper size drills and blow off with compressed air.

If unable to get sufficient fuel (rich mixture) while running above ½ throttle, after having tried to adjust according to instructions, and it is necessary to constantly "choke" engine to maintain running, then main fuel discharge tube is partially clogged and should be cleaned with proper drill size (see chart). Blow clear with compressed air.

Note: When carburetor constantly floods, it may be caused by a float that is saturated with fuel to a point beyond buoyancy. Install new float. It may also be caused by 1) Float sticking or out of position, 2) Worn inlet needle and seat or 3) Incorrect float lever dimensions.

NOTES