F. Final Adjustment

Alternately open and close throttle a few times for adjustment test. If acceleration hesitancy or stalling at idle speed occurs, entire adjustment procedure, outlined in "E" preceding, should be repeated. Warm motor only requires opening of throttle and one or two vigorous pulls on starter rope. (Choking is not required, unless previous experience indicates otherwise.) Regardless of elevation or climate conditions, a proper carburetor adjustment can be made by following the above rules.

G. Synchronization

Synchronization between magneto cam and carburetor throttle shaft is important. Magneto cam should pick up throttle lever at centerline of engine. It may vary slightly and pick up sooner or later in order to maintain smooth intermediate operation. Improper synchronization will cause a "flat spot" or "4-cycling" in engine operation.

*Note: On the Mark 20 and Mark 25-25E, set so throttle arm of carburetor is 1" to 1½" from end of magneto cam travel. This is maximum spark advance. (For 4-and-6-Cylinder Models, see Ignition Section, "Synchronization".)*

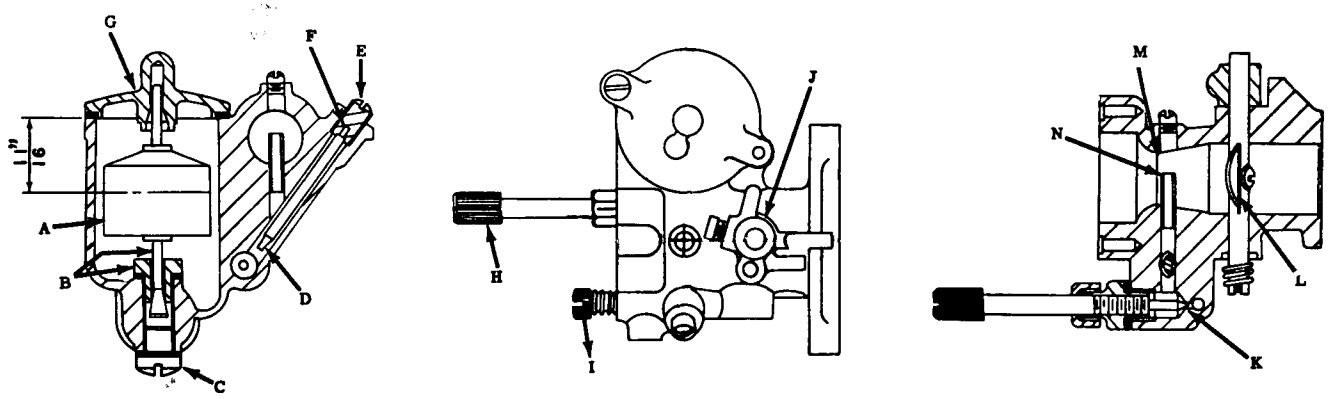


**Figure 3. Gravity Feed General Type Carburetor, "AJ" Series**

A. Float
B. Inlet Needles and Seat
C. Inlet Plug Screw
D. Idle Jet Seat
E. Idle Jet
F. Idle Jet Gasket
G. Cover
H. High Speed Adj.
I. Idle Adjustment
J. Throttle Stop Lever
K. High Speed Adj. Seat
L. Throttle Shutter
M. Channel Plug Screen
N. Main Discharge Nozzle

Figure 4. Pressure Feed General Type Carburetor, "KA" Series