

Before starting engine fill tank with fresh gasoline and open Fuel Line Shut Off Valve.

Separate manual carburetor adjustments are provided.

Main Adjustment Screw controls power range mixture,
Adjustment Screw governs idle mixture at closed throttle,
Idle Speed Regulating Screw controls required idling speed.

INITIAL ADJUSTMENT: Completely close idle adjustment screw. By turning in (clockwise) until seated (without forcing) then turn back in opposite direction three-fourths (3/4s) of a turn. Proceed in like manner with Main Adjustment Screw except open one full turn after first being closed. Now choke and start engine in usual manner and run until thoroughly warm.

POWER RANGE ADJUSTMENT: With engine running at a constant speed of approximately one-half (1/2) open throttle position, slowly turn Main Adjustment Screw inward (clockwise) until motor begins to lose speed, then slowly turn back in opposite direction (usually 1/8 to 1/4 of a turn) until maximum speed and power is obtained which is then final adjustment setting for required power performance.

IDLE RANGE ADJUSTMENT: This adjustment should only be made AFTER the above mentioned power range adjustment has been completed. Close throttle and allow engine to idle at slightly faster than normal idling speed requirements by turning Idle Speed Regulating Screw located in throttle stop boss, inward. Next slowly turn Idle Adjustment Screw inward (clockwise) until motor begins to lose speed and miss or flutter, then turn back in opposite direction (usually about 1/8 of a turn) until engine functions smoothly and steadily. Now slowly back out Idle Speed Regulating Screw until desired idling speed is obtained. This will then be final adjustment setting for proper idling performance.

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 above, should be repeated bearing in mind that either a rich or lean adjustment caused flatness. If this condition still exists, completely check and service the unit as outlined below. Warm motor only requires opening of throttle and one or two vigorous kicks on kick starter without further carburetor adjustment. Regardless of altitude or climate conditions a proper carburetor adjustment can be made by following the above rules.

FLOAT LEVEL: To set correctly, remove carburetor Float Bowl Cover and float mechanism assembly. Then remove Float Bowl Cover Gasket and with complete assembly inverted, or upside down position and Float Lever Tang resting on Seated Inlet Needle, a measurement of one and thirteen thirty-seconds (1-13/32nds) inches should be maintained from free end flat rim, or edge, of cover (minus gasket) to then top edge of float. Measurement can be checked with a standard straight rule or depth gauge. If necessary to raise or lower float level setting, then carefully and evenly bend Float Lever Tang (which contacts Inlet Needle) up or down as required, to obtain above mentioned correct measurement.

