B10478-SK

Tillotson CARBURETORS FUEL STRAINERS

ADJUSTMENT AND SERVICE INSTRUCTIONS

Before starting engine check for proper fuel supply in tank. Open Fuel Line Shut Off Valve and be certain air valve on Fuel Tank cap is open.

Separate manual carburetor adjustments are provided. Main Adjustment Screw (20) controlling power range mixture and Idle Adjustment Screw (13) governing idle mixture at closed throttle and Idle Speed Regulating Screw (15) controlling required idling speed.

INITIAL ADJUSTMENT: Completely close Idle adjustment Screw (13) by turning in (clockwise) until seated (without forcing) then turn back in opposite direction three-fourths (¾ths) of a turn. Proceed in like manner with Main Adjustment Screw (20) except open one (1) 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 (½) open throttle position, slowly turn Main Adjustment Screw (20) inward (clockwise) until motor begins to lose speed, then slowly turn back in opposite direction (usually 1/8 to 1/4th 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 (15) located in throttle stop boss, inward. Next, slowly turn Idle Adjustment Screw (13) inward (clockwise) until motor begins to lose speed and miss or flutter, then turn back in opposite direction (usually about 1/8th of a turn) until engine functions smoothly and steadily. Now slowly back out Idle Speed Regulating Screw (15) 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 causes flatness. If this condition still exists completely check and service the unit as outlined below. Preceding instructions cover Cold Motor start only. Warm Motor only requires opening of throttle and one or two vigorous pulls on starter rope without further carburetor adjustment. Regardless of altitude or climatic conditions a proper carburetor adjustment can be made by following the above rules—which eliminates jet changes.

FLOAT LEVEL: To set correctly, remove carburetor Float Bowl Cover and float mechanism assembly. Then remove Float Bowl Cover Gasket and with complete assembly in 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, remove Float Lever Pin and Float, then carefully and evenly bend Float Lever Tang (which contacts Inlet Needle) up or down as required, to obtain above mentioned correct measurement. (DO NOT CHANGE FLOAT LEVEL SETTING FROM MANUFACTURER'S SPECIFICATIONS).