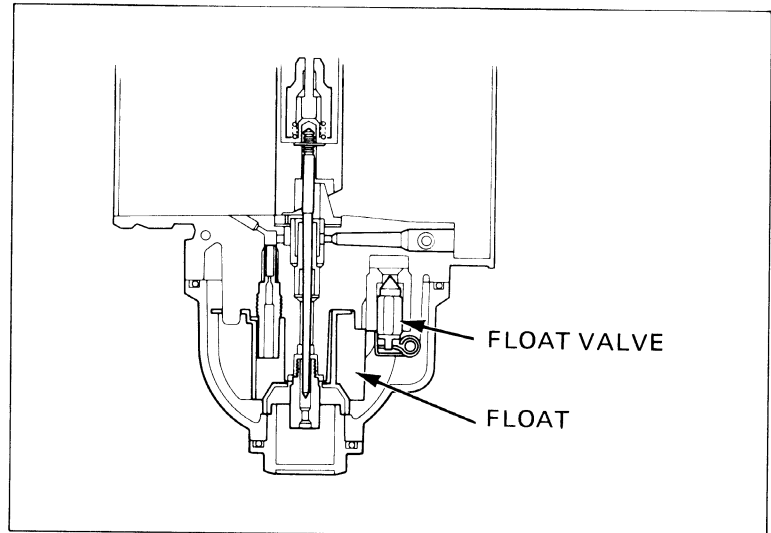


CARBURETOR THEORY

FLOAT CHAMBER

The float valve and float maintain a constant fuel level in the float chamber.

- The float level affects the mixture throughout the entire range.
 - Although it is possible to alter the fuel mixture by changing the float level, it is not recommended.



STARTING/IDLE CIRCUIT

When the choke valve is opened (knob up), fuel is metered by the starter jet and is mixed with air from the primary air passage to provide a rich mixture to ease starting.

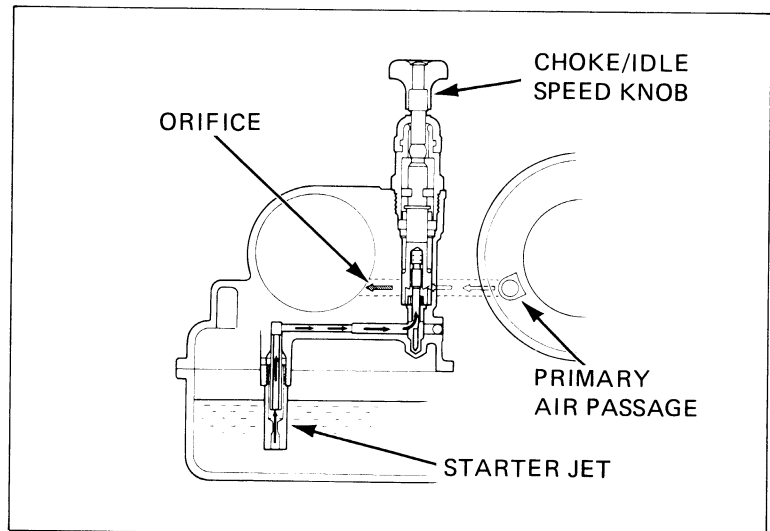
When the choke valve is closed (knob down), it reduces the mixture to a more normal level for idling.

With the knob down, the actual flow of fuel/air is regulated by the adjustment of the choke/idle speed knob.

The end of the threaded choke/idle speed knob acts as a miniature throttle valve in the primary air jet passage.

With the knob threaded all the way down, it cuts off all fuel/air from this passage (no idle speed) and with it threaded all the way up, it allows maximum amount of fuel/air through this passage (high idle speed).

- This circuit has two main functions; to start a cold engine (knob up) or to supply enough fuel/air to allow the engine to idle (knob down and adjustment properly).



SLOW CIRCUIT

Fuel is metered by the slow jet and is mixed with air that has been metered by the air screw. The mixture enters the venturi through the bypass and slow jet circuits.

- This circuit affects idle-to-1/4 throttle.
 - The mixture can be altered by changing the slow jet or the air screw adjustment.

