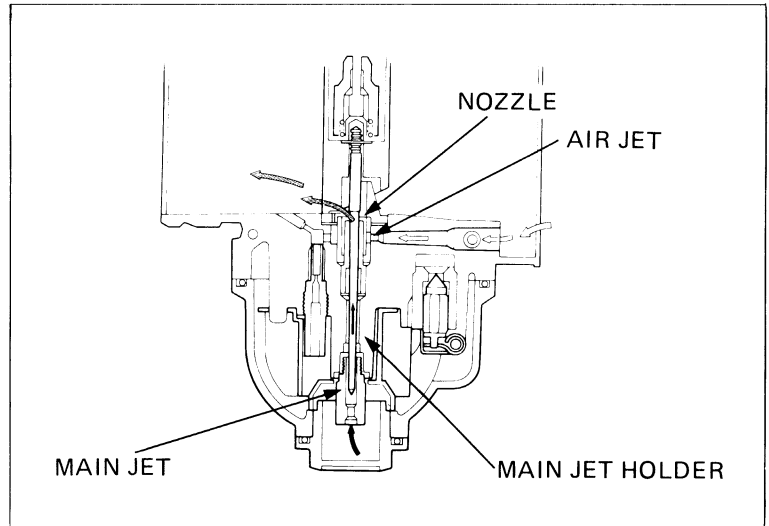
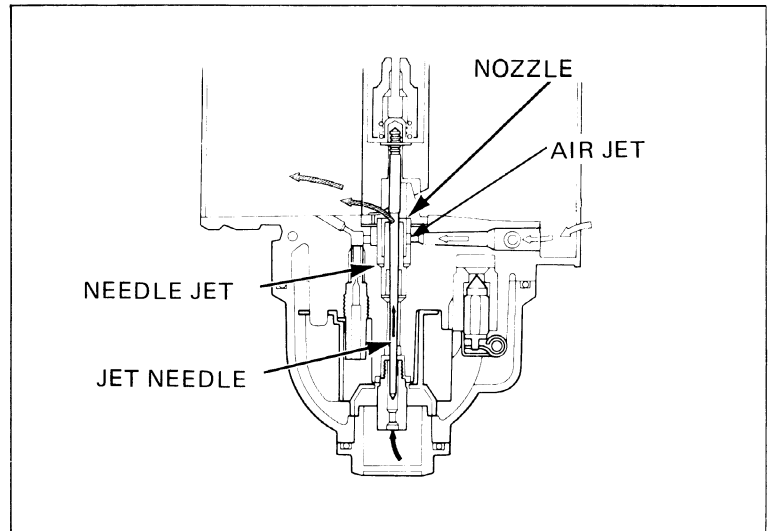


FUEL SYSTEM

MAIN CIRCUIT

As the throttle valve is raised, fuel is metered by the needle jet, jet needle, and the throttle valve cutway. The fuel is mixed with air from the air jet and enters the venturi at the nozzle.

- This beginning portion of the main circuit affects 1/8-to-3/4 throttle.
 - In the 1/8-to-1/4 throttle range, the mixture can be altered by changing the jet needle O.D.
 - In the 1/4-to-3/4 throttle range, the mixture can be altered by adjusting the jet needle clip position.
- This final portion of the main circuit affects 1/2-to-full throttle.
 - The mixture can be altered by changing the main jet.



CARBURETOR OPERATION

The operation of the carburetor is broken into throttle opening segments; each of the metering units is responsible for one segment.

There is always overlap from one segment to the next, so any change will always affect the next segment up or down. Because of this, making carburetor adjustments for altitude or temperature should be done in a methodical manner. See page 3-29.

IDLE MIXTURE AND IDLE SPEED

Idle mixture can be adjusted by turning the air screw: turning it in richens the mixture, while turning it out leans the mixture.

To adjust: turn the air screw in until it seats lightly, then back it out to the standard setting.

STANDARD: 2-1/4 turns out

Start the engine. When the engine is warm enough to run without the choke, make fine adjustments in the air screw setting until the engine revs up smoothly.

