Trouble	Probable cause	Corrective action
2. Poor idling (related symptom) • Poor performance at slow speed • Poor speed transition • Poor response to throttle snapping • Poor performance at intermediate speed	1. Air screw improperly adjusted	1. Turn the air screw lightly to full close and check to see if the air screw was properly adjusted. Back off 1¼ ± ⅛ turn from full close. (1½ turn for S65). Start the engine and turn the air screw in both direction not more than ¼ turn (½ turn for S65) and set at the point where the engine rpm is highest (smooth)
	2. Throttle stop screw out of adjustment	2. Back off the throttle stop screw all the way and check for proper operation of the throttle, turn the stop screw in until the proper rpm is obtained.
	3. Clogged slow jet (including pilot jet)	3. Unscrew the plug, remove the pilot jet (slow jet for S65), check for any dirt, blow out with compressed air if dirty. Remove the slow jet and clean in the same manner.

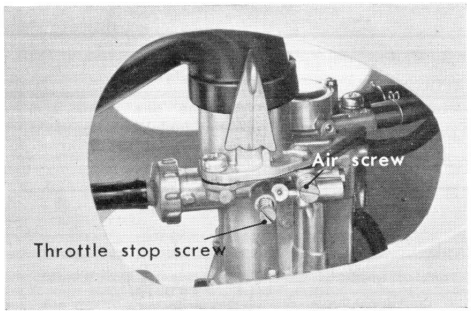

Figure 7-3. Adjusting the idling (C50, C50M, C65, C65M)

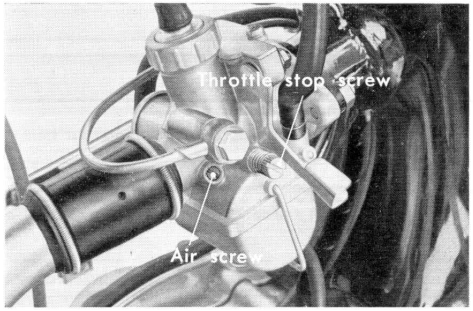

Figure 7-4. Adjusting the idling (S50, S65)

Trouble	Probable cause	Corrective action
3. Poor performance at intermediate speed (related symptom) • Flat spot • Poor acceleration • Excessive fuel consumption • Poor speed transition	1. Clogged slow jet (include pilot jet for S65)	1. Same corrective action as for poor idling
	2. Jet needle at improper setting	2. Adjust to the proper stage (3 stages, 2 stages for S65)
	3. Improper fuel level	3. Replace worn jet needle with new part. Use the fuel level gauge for S65 and adjust the level by bending the float arm lip.
	4. Clogged air vent	4. Clean out the air vent

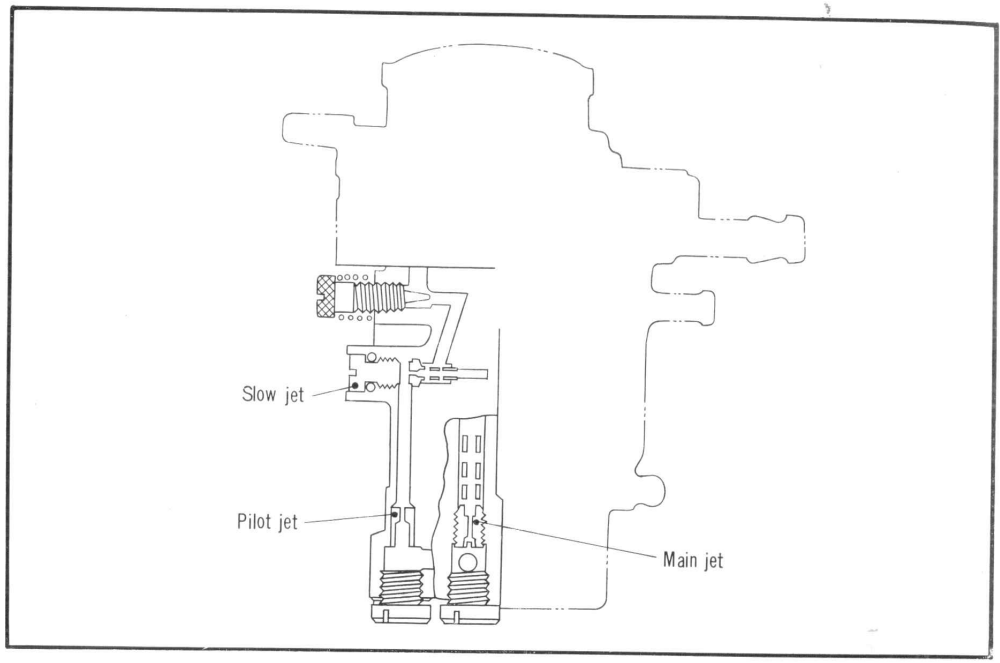

Figure 7-5. Carburetor cross section diagram

Trouble	Probable cause	Corrective action
4. Poor high speed performance (related symptom) • Loss of power • Poor acceleration • Black exhaust smoke • Poor engine performance	1. Loose main jet or clogged with dirt 2. Clogged air vent tube 3. Choke closed 4. Fuel cock improperly positioned (S65) 5. Loose jet needle	1. Remove main jet and clean, install and tighten securely. 2. Clean out vent tube 3. Open the choke to full OPEN position 4. Position the fuel cock lever to full OPEN position. 5. If jet needle locking clip is broken, replace with a new part.
5. Hard starting	1. Excessive use of choke 2. Fuel overflow 3. Fuel cock in closed position	1. Start engine with choke valve fully open (clean spark plug) 2. Same corrective action as 1 above 3. Open fuel cock