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SERVICE INFORMATION GUIDE

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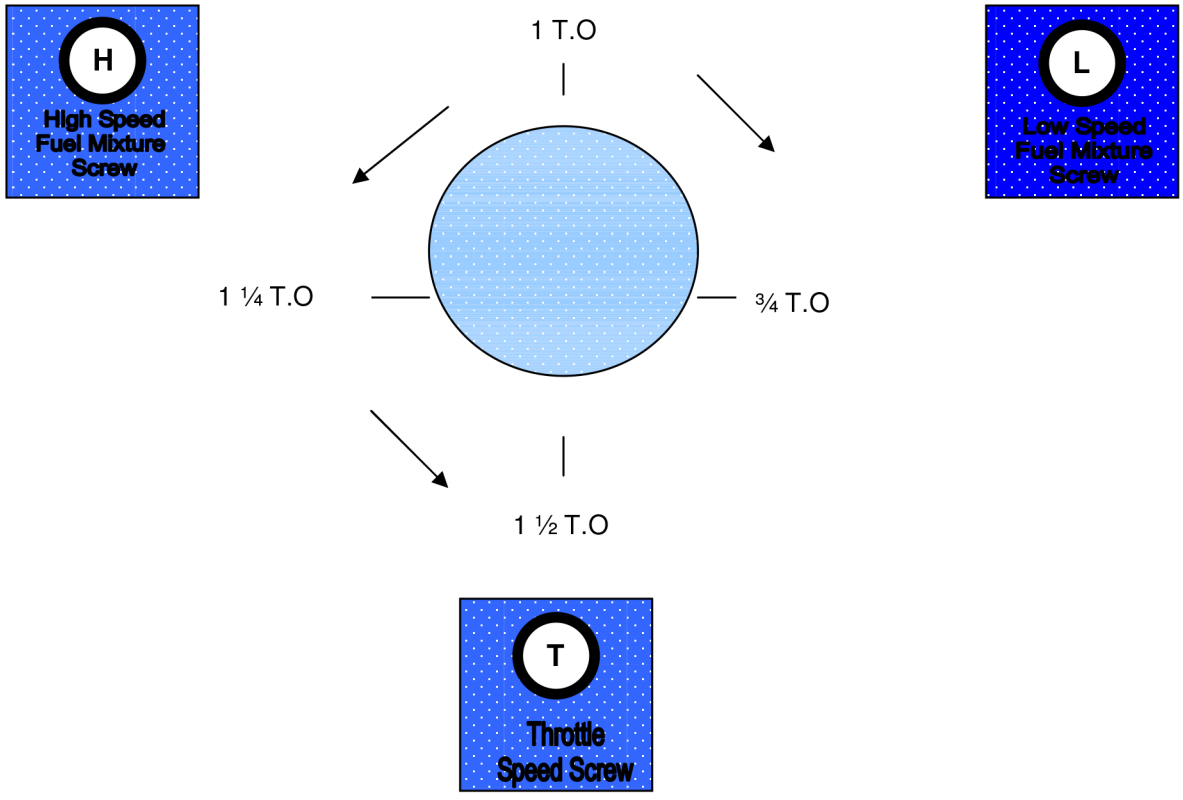
MIXTURE SCREW ADJUSTMENT GUIDE



Consult manufacturers manual for correct setting of low (L) High (H) Speed Mixture screws too lean mixture will overheat engine and cause seizure.
Normally this is 1 T.O ± ¼ T.O for optimum adjustment and the following guide is based on this standard setting

Do not force (H) or (L) closed – it may damage the precision machined orifice and render the carburetor unserviceable

(H) ADJUST 1 ½ T.O FROM CLOSED

(L) ADJUST 1 ½ T.O CLOSED

(T) ADJUST 1 ½ T.O AFTER CON WITH THROTTLE LEVER

START ENGINE
IF R.P.M TOO HIGH-ADJUST
(T) COUNTER CLOCKWISE
UNTIL CLUTCH IS DISENGAGED

TIILLOTSON SERVICE INFORMATION GUIDE

TROUBLE SHOOTING AND GENERAL SERVICE PROCEDURES

Excessively worn components, dirt and foreign matter in the fuel pump and metering system cause most carburetor malfunctions. The following service procedures are recommended, particularly if your carburetor is in constant use.

MALFUNCTION SYMPTOMS							
S	**STARTING**	**I**	**IDLE**	**A**	**ACCELERATION**	**H**	**HIGH SPEED**
1	DIFFICULT STARTING	1	WILL NOT IDLE	1	WILL NOT ACCELEATE	1	LEAN OUT AT W.O.T
2	DIFFICULT STARTING	2	RICH IDLE	2	OVERICH ACCELERATION	2	RICH HIGH SPEED
3	ENGINE FLOODS	3	IDLE WITH NEEDLE	3	LEAN ACCELERATION	3	UNABLE TO RICHEN
	FUEL DRIPPING		CLOSED				H.S. TO 4 CYCLE
	FROM NOZZLE	4	ERRATIC IDLE			4	UNSTABLE HIGH SPEED
		5	ENGINE DIES LEAN				
			AT IDLE				

GENERAL SERVICE PROCEDURES

A. Remove carburetor, rinse and clean externally.

B. Disassemble, rinse and with compressed air, blow through all the fuel channels.
Do not use wires or drills.
Do not use cloth to clean parts or body.

C. REPLACE	WILL CORRECT							
STARTING	S	1,2,3	I	1,2-4,5	A	1,2,3	H	1,2,3,4
METERING DIAPHRAGM	S	1,--	I	1,--4,5	A	1,-3	H	1,-3,4
METERING GASKET	S	1,2,3	I	1,2,3,4,5	A	1,2,3	H	1,2,3,4
INLET SEAT ASSEMBLY	S	1,--	I	1,--4,-	A	1,-3	H	1,-3,4
FUEL PUMP GASKET	S	1,--	I	1,---4,5	A	1,-3	H	1,-3,4
INLET SCREEN	S	1,--	I	1,---5	A	1,-3	H	1,-3,4

D. If problems are suspected with main nozzle, it should be replaced.

CLOGGED MAIN NOZZLE	S	1,--	I	-----	A	1-3	H	1--4
LEAKING NEW NOZZLE	S	---	I	1---5	A	1-3	H	----

E. Check for excessive wear, distortion and free movement – replace if necessary.

THROTTLE LEVER	S	1,2,3	I	1,2-4,5	A	1,2,3	H	1,2,3,4
THROTTLE LEVER STOP	S	1,--	I	1,--4,5	A	1,-3	H	1,-3,4
THROTTLE SHAFT	S	1,2,3	I	1,2,3,4,5	A	1,2,3	H	1,2,3,4
THROTTLE SHUTTER	S	1,--	I	1,--4,-	A	1,-3	H	1,-3,4
THROTTLE LINKAGE	S	1,--	I	1,---4,5	A	1,-3	H	1,-3,4
CHOKE LEVER	S	1,2-	I	1,---5	A	1,-3	H	1,-3,4
CHOKE SHAFT	S	1,--	I	-----	A	-2-	H	-2,-4
CHOKE SHUTTER	S	1,--	I	-----	A	---	H	----