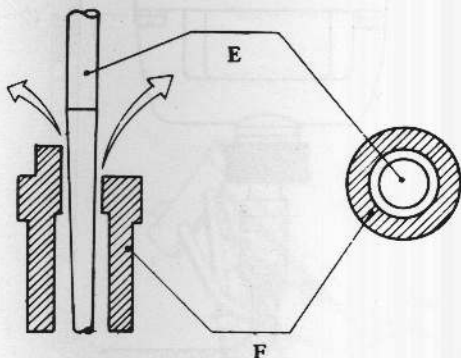


air jet (I). This rich mixture passes up between the needle jet and the tapered portion of the jet needle into the main bore.

Among possible causes of faulty functioning would be obstruction or loose mounting of the main jet or needle jet, clogging of the air jet or needle jet, and jet needle wear.

1/4 - 3/8 Throttle Opening



d. 3/4 - Full Throttle

In paragraphs "b" and "c" fuel flow was governed by the jet needle/needle jet (E/F) opening, but when the throttle valve (G) is this close to fully open, the jet needle is also pulled up high and the needle/jet clearance (R) becomes larger than the cross-sectional area (X) of the main jet (H) opening, and consequently fuel flow is controlled only by the main jet.

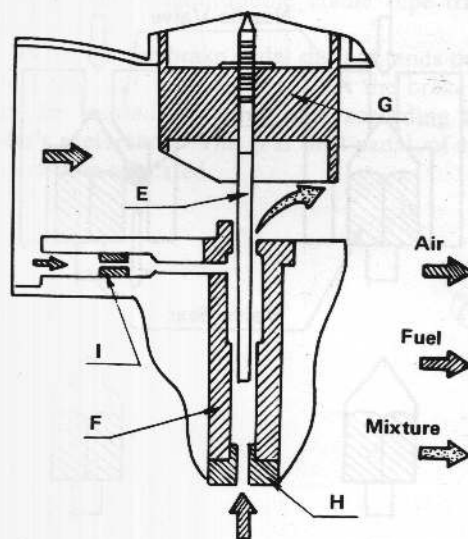
As in paragraph "c", any trouble might be due to clogging or loose mounting of the main jet, or blocking of the air jet, air passages, or needle jet. If after ascertaining the absence of clogging or loose mounting, the carburetor still does not function properly, the main jet must be adjusted by replacement. It should be kept in mind that the main jet is used during lower speeds as well as at open throttle, so there are limits to the amount of adjustment that can be made.

With the reversible type jet, the standard jet can be varied #2.5 at a time. To make the mixture leaner use the next lower numbered jet; the next higher numbered jet will produce a richer mixture.

e. Float Mechanism

The fuel level is governed by the projection of the float, so the most important point is correct float adjustment. Dirt between the needle valve and seat preventing valve closing, wear or damage in the needle valve area, float puncture, etc. may cause overflowing. On the other hand, if the needle sticks to the seat, no fuel will flow into the float chamber.

3/8 - 3/4 Throttle Opening



3/4 - Full Throttle Opening

