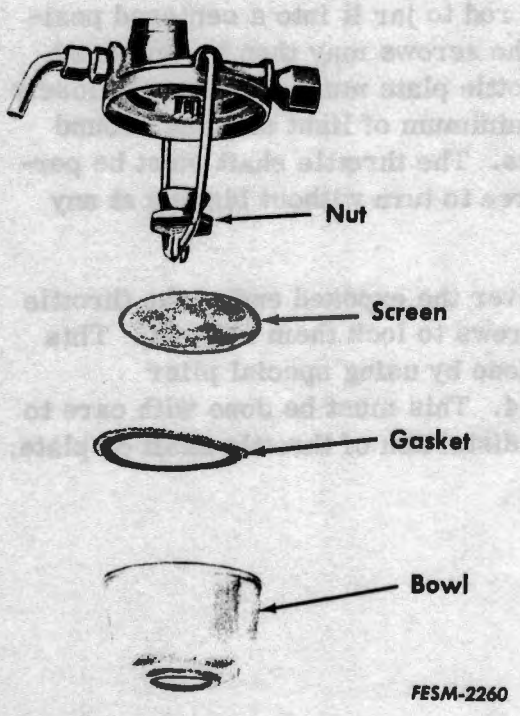
After the carburetor is removed, inspect the air cleaner pipe and hose for possible air leaks wherein dirt and abrasives could enter the engine. Discard the carburetor flange gasket. Clean manifold flange of any scraps of old gasket which may adhere and would prevent sealing of new gasket.

When reinstalling the carburetor, care must be used in securing air and dust tight connections of air cleaner pipe and hose. Renew if necessary. Before reconnecting the fuel line to the carburetor, remove and clean sediment bowl and screen. Use new bowl gasket in replacing sediment bowl. Open the fuel tank valve momentarily to flush line and observe for free flow of fuel.

After the carburetor is reinstalled on the manifold, recheck the adjustment of the governor-to-carburetor control rod to insure wide open throttle at full load demand of governor, as follows. With engine stopped, advance engine speed control hand lever to create tension on the governor spring. Adjust length of governor-to-carburetor control rod so that the rod slides freely into the throttle lever, when the throttle is wide open. Lengthen governor-to-carburetor control rod by one turn in its clevis to place spring load on throttle lever, insert cotter pin and tighten lock nut on clevis. Return the speed control hand lever to a position slightly advanced from low idle position. In this condition, check the governor-to-carburetor control rod for any tendency toward binding. It may be necessary to loosen the clevis lock nut and reposition the clevis slightly to insure both ends being in the same plane to eliminate binding (after which the lock nut is retightened). Refer to the division on governor for coverage of governor adjustments.




Assemble the choke control wire and tube, being sure full movement of choke valve is assured with the full movement of choke control knob.

## INSPECTION AND REPAIR

Before disassembly of the carburetor, clean the outside surfaces of dirt accumulations so that the solvent used to clean the dismantled parts will not become contaminated.

In order that individual parts may be given a thorough inspection, cleaning is important. The use of a good carburetor cleaning solvent is necessary to dissolve gum and varnish-like coatings commonly found in carburetors. The slow buildup of these coatings in jets and calibrated openings of the carburetor restricts the normal flow of fuel, and must be completely dissolved and removed to restore the original fuel flow characteristics. Where a good commercial carburetor cleaner is not available, equal parts of alcohol and benzol may be used.