Rework the present float as follows:

1. Cut forked tang off at lower bend, as shown in Figure 11.
2. File smooth with fine-cut file and polish with fine crocus cloth.
3. Reset float level with carburetor casting inverted, float resting lightly against needle in its seat.
4. There should be a 3/32" clearance between outer surface of casting and free end of float (side opposite needle seat). Adjust by bending lip of float. (Figure 12)

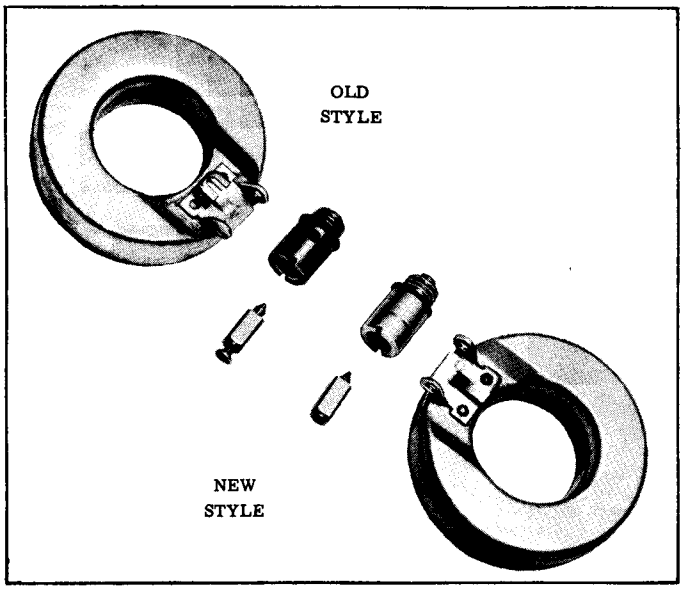

Figure 10. New Style Inlet Needle and Seat, Mark 20H

C. Float Adjustment, Mark 55H

The first production Mark 55H motors have the carburetor float level set at 3/32" clearance between the outer surface of the carburetor casting and free end of float (side opposite needle and seat). In rough water, however, the carburetor functions better with the float set tangent (in line) with the edge of the float bowl cover. Reset float level with carburetor casting inverted and lip of float lever resting lightly against inlet needle. (Figure 8) There should be no clearance between outer surface of float bowl cover and free end of float. Sight across bowl cover for correct setting. Adjust by bending lip.

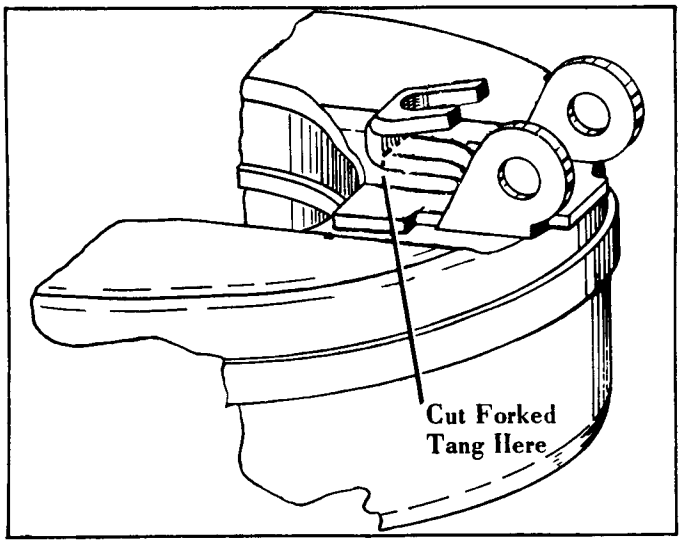

Figure 11. Location of Forked Tang

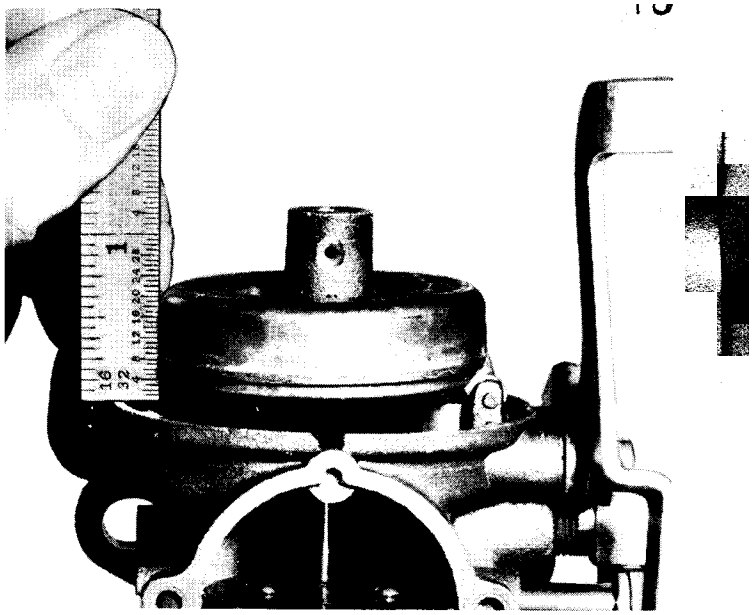

Figure 12. Float Clearance

Note: If a momentary lean-out or "miss" is noticed at high speed, it may be because the float assist spring has too much tension. Bend the spring to decrease tension.

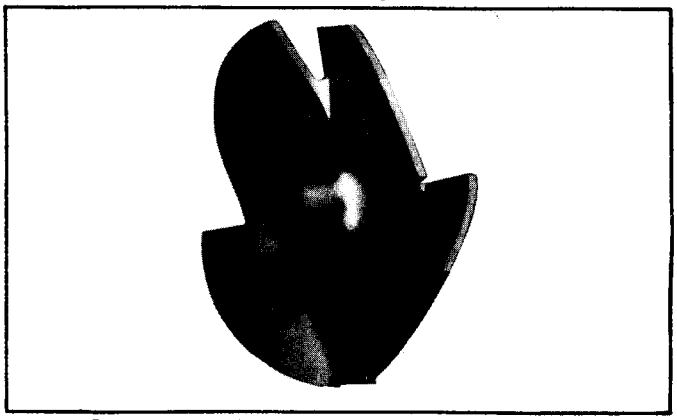

Figure 13. Carburetor Adjusting Propeller

D. Test Wheels (Refer to Chart in Section IX.)

Adjustment of carburetors has been made easier -- while running at full throttle -- with the introduction of Test Wheels. These wheels, which act as a govenor, designed to allow the motor to run up to 5500 RPM (hydros up to 7000 RPM), allow carburetors to be adjusted accurately and easily at the dock without the boat moving. (Figure 13)

After adjustments are made, replace the Test Wheel with the Quicksilver propeller and the unit is ready for operation.