

CHOKE SHUTTER

1. Insert choke shutter shaft into carburetor body from right side.
2. Secure opposite end with choke shaft retaining clip, screw and lockwasher.
3. Insert choke shutter into shaft and secure with 2 screws and lockwashers.
4. Replace all lead plugs with a recessed tool to provide a neat and strong installation.

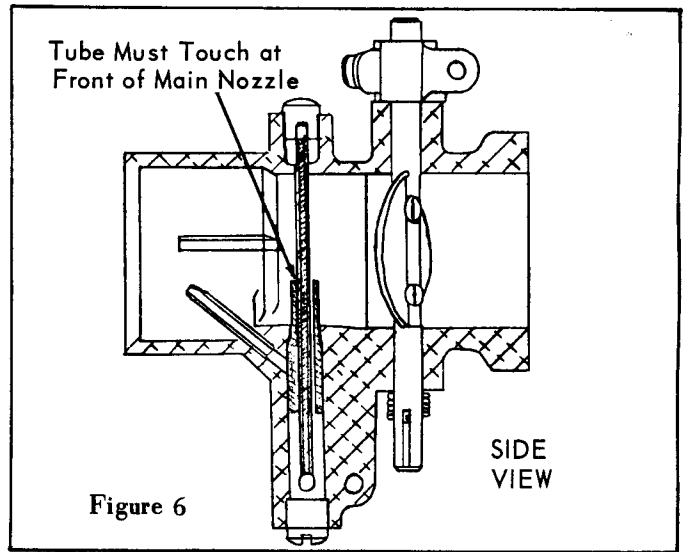
THROTTLE SHUTTER

1. Insert throttle shaft return spring in recess at lower end of carburetor.
2. Insert throttle shaft into top of carburetor and into return spring slot. Be sure to have one coil of spring turned to allow sufficient return of throttle shutter to closed position from spring tension.
3. Insert throttle shutter, "V" portion to bottom of carburetor throat, and secure with 2 screws and lockwashers.

MAIN DISCHARGE NOZZLE

1. Insert into receptacle at bottom of carburetor and, with proper size screwdriver, thread in securely.
2. Thread discharge plug into carburetor.

NOTE: If a Merc 800 KA-10A carburetor runs lean at high speed, the idle pickup tube--which extends inside the main discharge nozzle--may not be touching the front side of main discharge nozzle. (Figure 6) Check that idle tube is straight by removing and rolling on a flat surface. If it is found to be bent, it can be straightened and used as long as it is not pinched or kinked. Other means which may be used to check tube for proper location are: a) Pull tube forward with hook made from wire. If tube can be felt to move, it must be corrected. b) Remove tube and look for wear pattern caused from touching main nozzle.



FIXED HIGH SPEED JET

1. Place gasket on correct fixed jet and insert jet (from chart following) into carburetor. Use Jet Installation Tool (C-91-29795) to fit jet exactly.
2. Place gasket on 3/8" brass hex head plug and secure plug with wrench.

IDLE ADJUSTMENT SCREW

Place spring on idle adjustment screw and thread into carburetor.

IDLE RESTRICTION TUBE

1. Place gasket on idle restriction tube and insert into top of carburetor. (Figure 2)
2. Insert new welch plug over idle by-pass chamber and tap center of plug lightly to hold plug in place.
3. Seal with Liquid Neoprene (C-92-25711)

This completes assembly of the Model KA carburetor. Reinstall on engine.

Engine Model	Jet Sizes for Elevations						
	Up to 4000'	4000-7000'	7000-10000'	Up to 2500'	2500-5000'	5000-7500'	7500-10000'
Merc 1250SS	.082"	.080"	.0785"				
Merc 1100SS-1100	.065"	.063"	.061"				
Merc 1000SS(1968)	.059"	.057"	.055"				
Merc 1000 (1965)	.065"	.063"	.061"				
Merc 1000	.069"	.067"	.065"				
Merc 950	.051"	.049"	.047"				
Merc 950SS-900	.049"	.047"	.045"				
Merc 850 (90 Cu. In.)	.055"	.053"	.051"				
Merc 850-800* (Power Dome)				.069"	.067"	.065"	.063"
Merc 800*				.065"	.063"	.061"	.059"
Merc 700-400				.061"	.059"	.057"	.055"
Merc 650 (1967-68)	.061"	.059"	.057"				
Merc 650	.069"	.067"	.065"				
Merc 600				.057"	.055"	.053"	.051"
Merc 500 (1966 ● -68)	.063"	.061"	.059"				
Merc 500(1967)	.065"	.063"	.061"				
Merc 500 (1965-66▲)	.057"	.055"	.053"				
Merc 500*-450				.059"	.057"	.055"	.053"
Merc 500*	.059"	.057"	.055"				
Merc 350-200 (1967-68)	.063"	.061"	.059"				
Merc 350 (2-Cyl.)	.069"	.067"	.065"				
Merc 300				.055"	.053"	.051"	.049"
Merc 250-200 (Auto. Trans.)				.063"	.061"	.059"	.057"
Merc 200 (Gear Shift)	.061"	.059"	.057"				
Merc 150-100*				.051"	.049"	.047"	.045"
Merc 110				.049"	.047"	.045"	.043"
Merc 100*	.055"	.053"	.051"				
Merc 60	.045"	.043"	.041"				
Merc 39(1967-68)	.036"	.034"	.032"				
Merc 39	.043"	.041"	.039"				
Mark 78-78A-58-58A-28A				.063"	.061"	.059"	.057"
Mark 75A-55A-35A				.055"	.053"	.051"	.049"
Mark 28				.065"	.063"	.061"	.059"
Mark 15A				.057"	.055"	.053"	.051"

*Where duplicate model numbers are shown, refer to "Carburetor Manufacturer Number" in Carburetor Drill Charts on PP 11-12 for different style carburetors.

METRIC CONVERSION:

1" (Inch) Is Equal to 25.4mm (Millimeters) or 2.54cm (Centimeters); 1' (Foot) Is Equal to .3048m (Meter); 1 Cu. In. (Cubic Inch) Is Equal to 16.387cm³ (Cubic Centimeters).

NOTE: Jet size recommendations are intended as a guide (like a propeller chart). Try size larger or smaller if in doubt.

No change in spark advance is recommended for elevation operation. Propellers of lower pitch should be used at high elevations to allow proper engine RPM.

● Serial No. 2010163 and Up

▲ Serial No. 2010162 and Below