CARBURETION - - PRELIMINARY CHECK

A. Make sure there's gasoline in the fuel tank. This seems almost too obvious to mention, but sometimes the fuel supply burns up faster than the operator realizes. Many an outboarder, confident he has plenty of gas, has spent half an hour hunting for trouble elsewhere before finally checking the tank and finding it empty.

B. Make sure air vent in filler cap is open, as well as the gasoline shut-off valve leading from tank to carburetor on engines with integral fuel tanks on top. This is another of the "obvious" checks.

C. Follow the procedure for "starting a flooded motor"; that is, close the needle valve (or valves, if there are two of them) completely and spin the flywheel several times. This will clean out excess fuel from cylinders. Then, open needle valves to correct starting position and try again.

D. Check the Carburetor

The presence of water in the fuel can be ascertained by catching a little of the spilled gasoline in the palm of your hand. Gasoline and water, not mixing, will remain in separate beads or bubbles. If you blow on the mixture, gasoline will evaporate rapidly, leaving the water on your hand.

If float bowl is dry, look for some obstruction between fuel tank and carburetor. (Usually you'll find that the fuel strainer has been stopped up by dirt or moisture in the fuel mixture.) The only way of checking is to loosen the high speed packing gland screw or body channel screw plug on the bottom of the carburetor to see whether gas is entering the carburetor.

Before disconnecting gas line at the carburetor, open the shut-off valve (if so equipped) and check that gas flows freely through the line. If not, gas is stopped up. Disconnect other end from fuel tank and blow line clean. Also, clean out connections at the tank and at the carburetor.

Fuel lines are disconnected merely by unscrewing the nuts. Always use wrenches on these nuts; never pliers. When replacing gas line, do not tighten the nuts too severely, as the threads can be stripped rather easily if a little care is not exercised.

If carburetor seems okay, or if it is difficult to reach the carburetor, remove a spark plug and look at it. *A dry plug means that fuel is not entering cylinder.*

If carburetor float bowl is full, there must be some obstruction between float bowl and cylinder -- most likely in the jets. If the carburetor has not been checked up to this time, the dry plug tells you that the trouble is somewhere in the fuel line or carburetor.

Attempting to remedy any of the above causes by complete disassembly of the carburetor on a rough sea would be a bit difficult with almost any type carburetor. The only suggestion or recommendation which can be made, as stated previously, is to make certain that any obstruction in the passages of the fuel line to the carburetor, and from the carburetor, are not restricted by some foreign object.

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