2. Install throttle shaft return spring onto throttle shaft with approximately ¼-turn windup. Hold tension on spring.
3. Install throttle shutter into slot in throttle shaft as shown in Figure 7 and secure with washer and screw. It may be necessary to move shutter to center it in carburetor body.

NOTE: Press cam lever down tight against carburetor body before tightening shutter screw.

CHOKE SHUTTER

1. Place choke shaft return spring onto choke shaft.
2. Assemble choke shaft, choke relief valve and choke relief valve spring into carburetor. (Figure 8)

NOTE: Assemble spring with approximately ¼-turn wind-up.

3. Insert choke shutter into choke shaft and secure with screws and washers. (Figure 8)
4. Install trash screen with 2 cap screws.

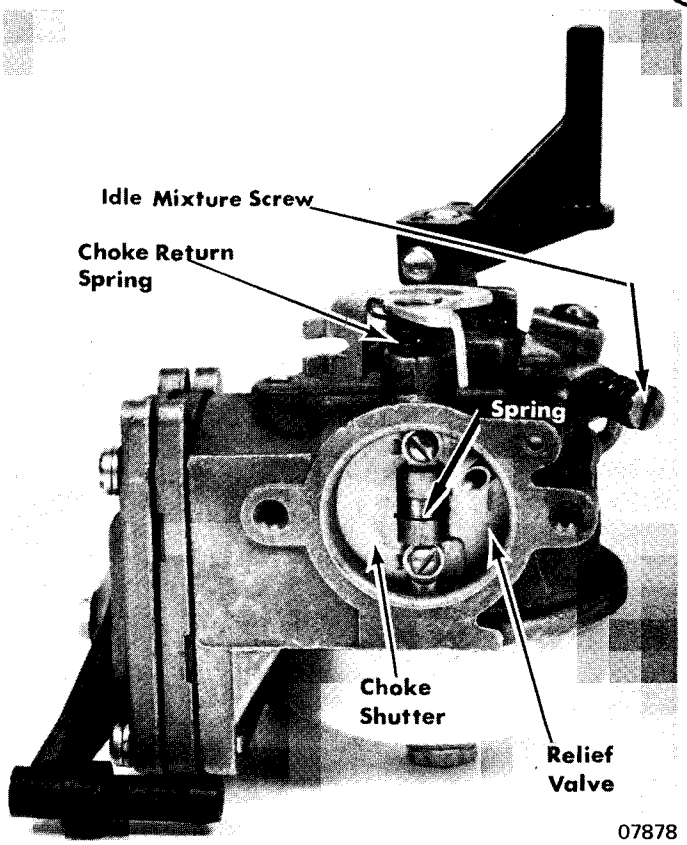

Figure 8. Choke Shutter Assembled

ADJUSTMENTS

CARBURETOR ADJUSTMENT

1. Jet size recommendations are intended as a guide (like a propeller chart). Try a size larger or smaller if in doubt. See jet sizes in "Specifications" Section 8.
2. 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.

HIGH SPEED ADJUSTMENT

High speed has a fixed jet, similar to those used in automobiles.

IDLE ADJUSTMENT (Integral Fuel Pump Type Carburetor Only)

1. Idle mixture and idle speed have been set at the factory. Due to local conditions, it may be necessary to readjust the carburetor (in the test tank or on the boat).
2. Set idle mixture screw 1½ turns open from a lightly seated position. Start engine and allow it to warm up to operating temperature in forward gear.

NOTE: All carburetor settings must be made in FORWARD GEAR with the engine properly warmed-up.

3. With engine running, slowly turn the idle mixture screw counterclockwise until the affected cylinders start to load up or fire unevenly, due to an over-rich mixture.
4. Slowly turn idle mixture screw clockwise until the cylinders fire evenly and engine picks up speed.
5. Continue turning clockwise slowly until too lean a mixture is obtained and engine slows down and misfires.
6. Set idle mixture screw 1 to 1¼ turns counterclockwise from lean-out position to gain approximate true setting.
7. Do not adjust leaner than necessary to attain reasonably smooth idling. Too lean a setting is a major cause of hard starting.
8. When in doubt, it is preferable to have idle mixture set too rich rather than too lean.
9. If engine hesitates during acceleration after adjusting idle mixture, it is too lean, and idle mixture should be richened slightly until the engine accelerates correctly.
10. Idle engine and adjust "idle stop screw" on stop bracket so that engine idles at recommended RPM (see Section 3 by models) in forward gear.
11. Run engine in forward gear (4000 to 5000 RPM) to clear engine and recheck idle speed.