

INTEGRAL FUEL PUMP TYPE

TROUBLESHOOTING

(8)

SYMPTOM	PROBABLE CAUSE	REMEDY
Carburetor Floods	Dirt or foreign particles preventing inlet needle from seating. Worn inlet needle Incorrect float setting	Flush out inlet seat and clean inlet needle. Remove and replace with a new inlet needle and seat assembly. Reset float to correct level.
Engine Will Not Idle	Idle by-pass tube plugged. Idle channels plugged. Idle by-pass holes plugged. Incorrect idle setting Fuel line pinched. Perfect seal from gas tank fitting in fuel line Welch plug leaking.	Blow out with compressed air. Blow out with compressed air. Blow out with compressed air. Re-adjust. Relocate fuel line. Clean out line. Replace and seal.
Engine Will Not Accelerate	Float level is low. Incorrect idle speed adjustment Restricted fuel flow to carburetor Main nozzle is damaged. Main nozzle is plugged.	Reset float to correct level. Re-adjust. Check fuel lines and filters for restricted flow. Remove and replace. Blow out with compressed air.
Engine Runs Lean	Float set too low. Restricted fuel flow to the carburetor Main orifice plugged. Main nozzle damaged. Idle set too lean.	Reset float to correct level. Check fuel lines to the carburetor to see that a full fuel flow is maintained. Check fuel filters for restricted flow. Blow out with compressed air. Remove and replace. Adjust carburetor richer.
Engine Runs Rich	Float set too high. Idle air bleed plugged. Carburetor floods. Nozzle air bleed plugged or damaged.	Reset float to proper level. Blow out with compressed air. See above. Clean or replace.

NOTE: In making carburetor adjustments, turn adjustments carefully and gently - do not force adjustments into seats.

REMOVAL and INSTALLATION

1. Disconnect choke cable from choke lever. Remove cap screw and spacer which secures choke cable to carburetor.
2. Remove 2 carburetor to powerhead nuts.
3. Remove cap screw, then remove fuel line and fuel connector with carburetor.
4. Installation is the reverse of removal.