

III. THROTTLE STOP ADJUSTMENTS

A. Throttle Stop Adjustment

1. Rotate Economizer collar to wide open throttle position.
2. Adjust "throttle stop" screw on stop bracket (Figure 3) to allow full throttle shutter opening but not to allow throttle shutters to act as a stop or the carburetor cluster to hit carburetor filter bowl.

B. Idle Speed Adjustment and Checks

1. Start engine and run until warm.

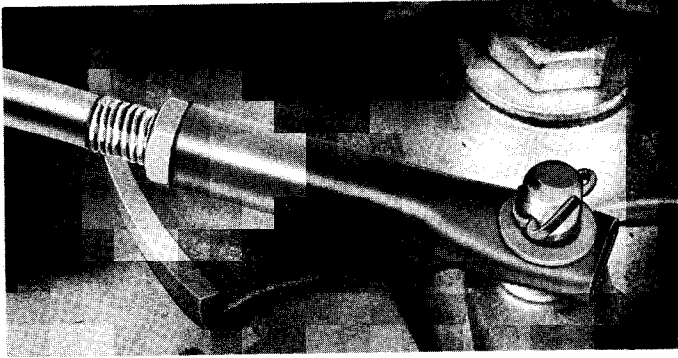


Figure 6. Shift Shaft Adjusting Nut

2. Idle engine and adjust "idle speed" screw on stop bracket (Figure 3) so that engine idles at 500 RPM in forward gear.
3. Run engine between 4500-5000 RPM.

IV. CARBURETOR ADJUSTMENTS

A. High Speed Adjustment

Carburetors have fixed high speed jets. Standard jet, installed at factory, is recommended for operation from sea level to 4000 ft. elevation.

1. If engine is operated above 4000 ft. (1219m), select and install correct jets from chart following (aperture decreases .002" [.051mm] as elevation increases each 3000 ft. [914m]).
2. Before changing jets, check engine out unless previous tests indicate exact jet size.
3. Jet size recommendations are intended as a guide (like a propeller chart). Try size larger or smaller if in doubt.

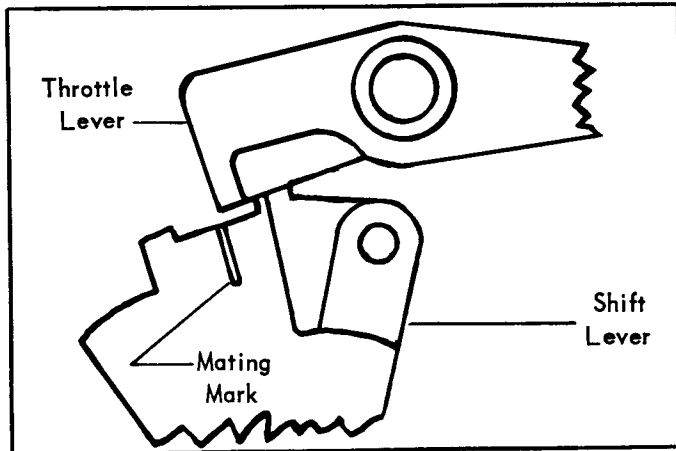


Figure 7. Linkage Adjustment

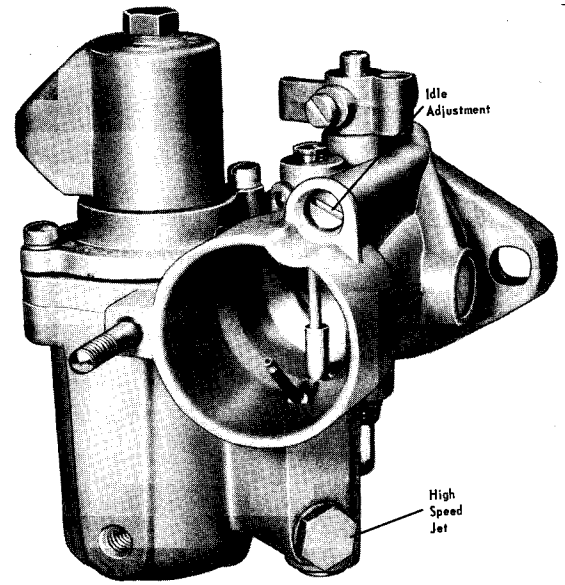


Figure 8. Idle Adjustment

Model	*Up to 4000'	4000-7000'	7000-10000'
Model 1000 Jet Size	.069" (1.753mm)	.067" (1.702mm)	.065" (1.651mm)
Merc 850 (90 Cu. In.)	.055" (1.397mm)	.053" (1.346mm)	.051" (1.295mm)

* Standard jet -- factory equipped

4. 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.
5. Engine can be tested in test tank with propeller or Test Wheel.

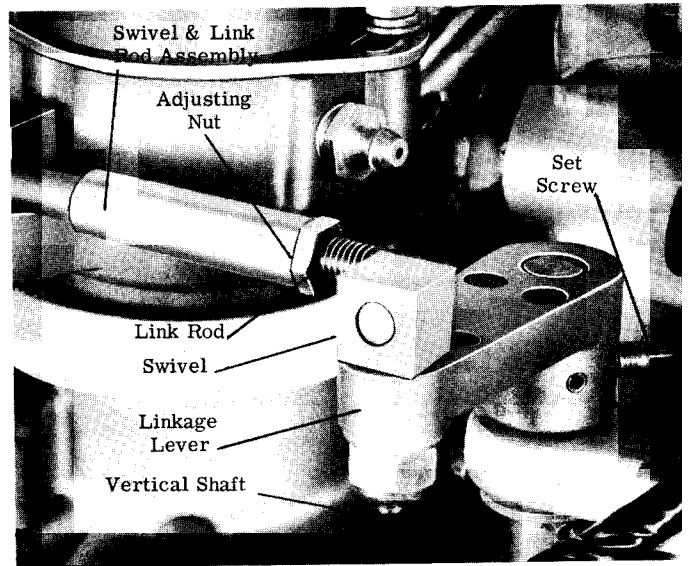


Figure 9. Vertical Shaft Adjustment

B. Idle Adjustment

1. Idle adjustment also has been set at factory. If readjustment is necessary, it can be done with Test Wheel or a regular propeller in the test tank or on the boat.