

Figure 2. Spark Advance Adjustment

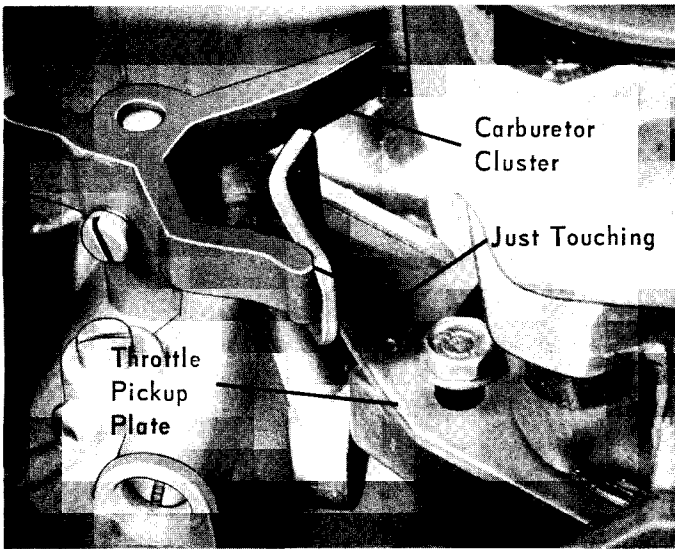


Figure 3. First Throttle Pickup Tab Adjustment

15. Bend second throttle pickup pin (with nylon sleeve) against carburetor cluster (.000" to .015" gap). (Figure 4)
16. Lubricate cam and nylon pin with MULTIPURPOSE Quicksilver Lubricant (92-30239).

E. Check and Adjust Neutral Interlock

1. Place shift lever in neutral position, being sure that detent spring is in neutral notch (detent).
2. Loosen shift shaft adjusting nut on shift control linkage in bottom cowl. (Figure 5)
3. Remove link rod retaining clip.
4. Adjust linkage so that mating mark on shift lever is to left of alignment mark on throttle control lever. (Figure 6)
5. Replace link rod retaining clip and tighten shift shaft adjusting nut on shift control linkage in bottom cowl.

II. 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 2) to allow full throttle shutter opening but not to allow throttle shutters to act as a stop or the carburetor cluster to strike carburetor filter bowl.
- B. Idle Speed Adjustment and Checks
1. Start engine and run until warm.
  2. Idle engine and adjust "idle speed" screw on stop bracket (Figure 2) so that engine idles at 500 RPM in forward gear.
  3. Run engine between 4500-5000 RPM.

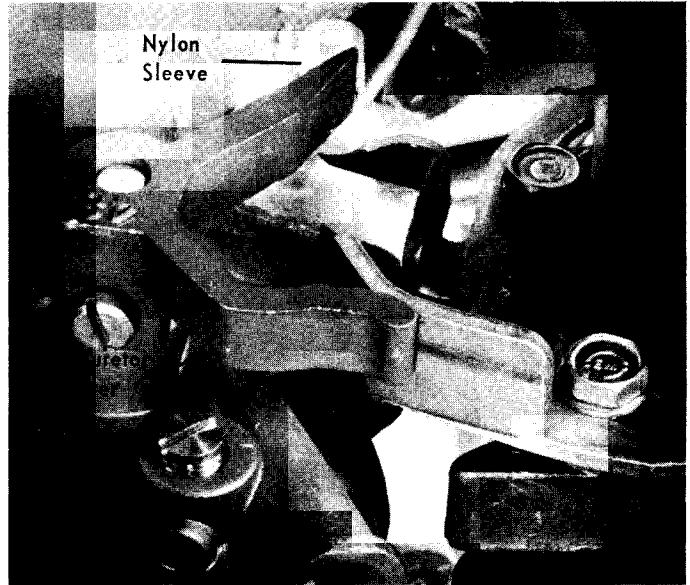


Figure 4. Second Throttle Pickup Pin Adjustment

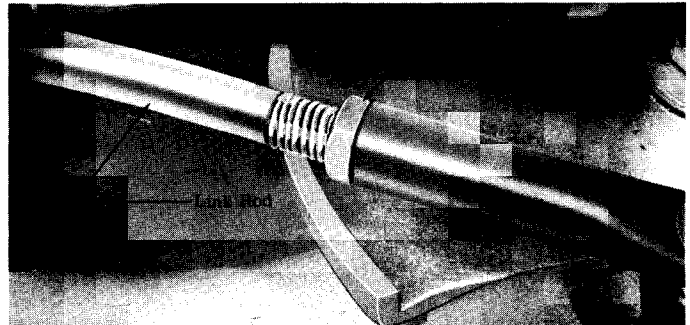


Figure 5. Shift Shaft Adjusting Nut

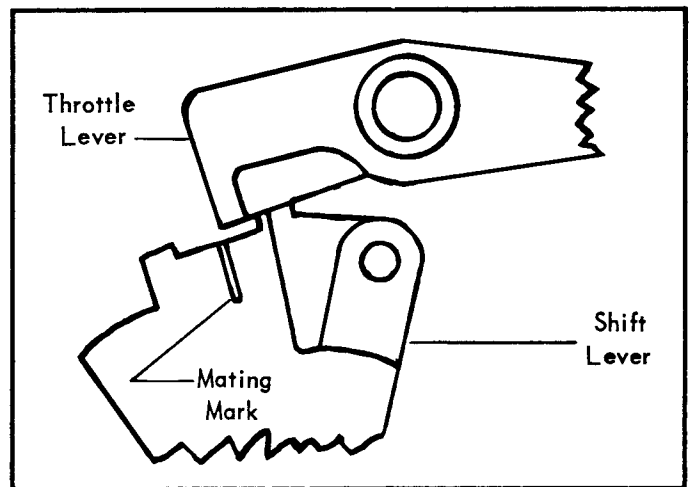


Figure 6. Linkage Adjustment