

Figure 8. Throttle Control Lever Centered

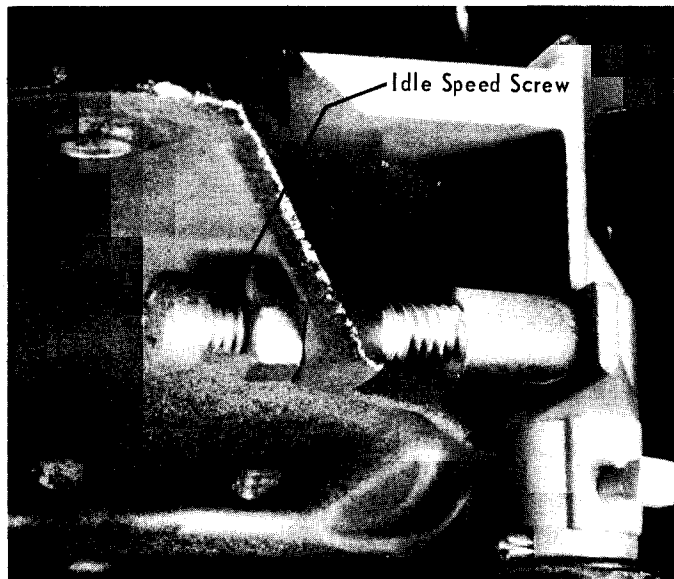


Figure 10. Idle Speed Screw

B. IDLE ADJUSTMENTS

1. Idle adjustment also had 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.
2. Start with idle needle one turn open and adjust for maximum RPM with magneto retarded to give about 600-700 RPM.
3. Warm engine before attempting adjustment.
4. With engine running at idling speed while in forward gear, turn low speed mixture adjusting needle counterclockwise until affected cylinders start to "load up" or fire unevenly due to overrich mixture.
5. Slowly turn needle clockwise until cylinders fire evenly and engine picks up speed. (Figure 9)
6. Continue turning clockwise until too-lean-a-mixture is obtained and engine slows down and misfires.
7. Set adjustment screw $\frac{3}{4}$ -turn counterclockwise from lean-out position to gain approximate true setting.

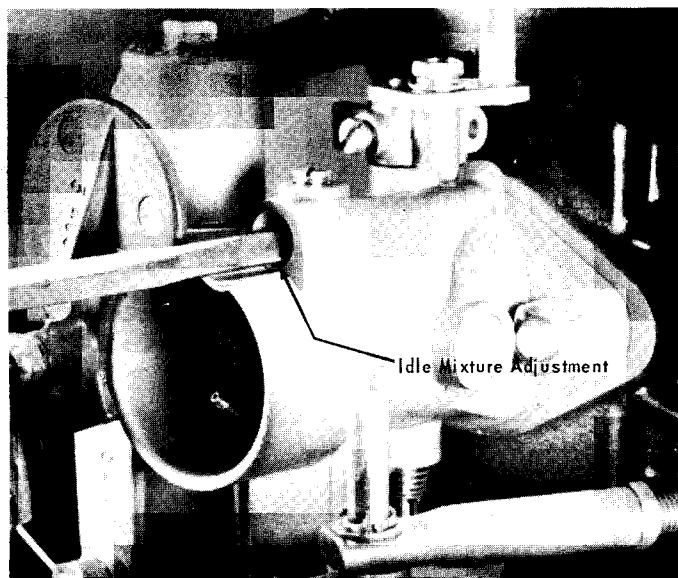


Figure 9. Carburetor Idle Adjustment

8. Do not adjust leaner than necessary to attain reasonable smooth idling.
9. When in doubt, it is preferable to have mixture set slightly rich rather than too lean.
10. Adjust idle speed screw so that motor idles at approximately 500 RPM in forward gear. (Figure 10)

VI. NEUTRAL RPM ADJUSTMENT

1. Shift into neutral.
2. Adjust throttle control rod to obtain a maximum RPM in neutral of 2500-to-2700. (Figure 11)

VII. REMOTE CONTROL ADJUSTMENTS

A. Throttle Control Cable Installation on Engine

1. Remove front cover and wrap-around cowl from engine.
2. Place control lever in neutral position and be sure that neutral throttle lever is down all the way before attaching throttle cable to engine. (Note: The

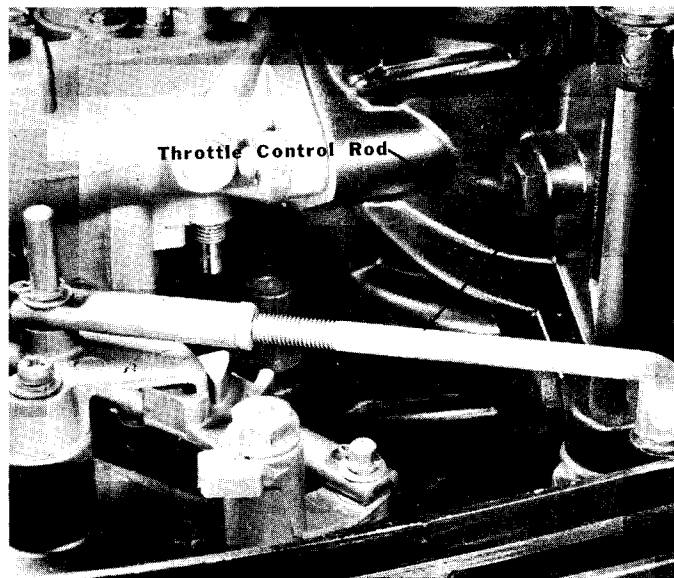


Figure 11. Neutral RPM Adjustment