

Idle Mixture Screw

Figure 3. Low Speed Mixture Adjustment

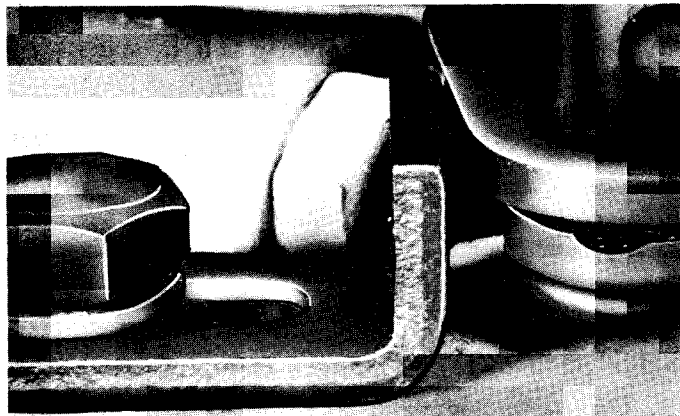


Figure 4. Idle Stop Bracket

3. Start with idle needle one turn open and adjust for maximum RPM with magneto retarded to give about 600 to 700 RPM.
4. Warm-up engine before attempting adjustment.
5. With engine running at idling speed while in forward gear, turn low speed mixture adjusting needle counter-clockwise until engine starts to "load up" or fires unevenly due to over-rich mixture. (Figure 3)
6. Slowly turn needle clockwise until cylinders fire evenly and engine picks up speed.
7. Continue turning clockwise until too lean a mixture is obtained and engine slows down and misfires.
8. Set adjustment screw half way between rich and lean (approx. 1 turn). Do not adjust leaner than necessary to attain reasonable smooth idling. When in doubt, it is preferable to have mixture set slightly rich rather than too lean.

*NOTE: Idle cannot be adjusted while in "neutral" or engine will sputter and stop when shifted to "Forward" because of "no load" condition while adjusting.*

**C. Idle Speed Adjustment and Checks**

1. Start engine and run until warm.
2. Idle engine and adjust "idle stop bracket" (Figure 4) so that engine idles at 500 RPM in forward gear.

**IV. PICKUP ADJUSTMENT**

*NOTE: No pickup adjustment is necessary on this model.*

**V. MAXIMUM NEUTRAL ADJUSTMENT**

1. Shift into neutral gear.
2. Adjust magneto control rod to obtain a maximum speed of 2200 to 2400 RPM. (Figure 5)

**VI. TILLER HANDLE ADJUSTMENT**

1. With engine running in neutral gear, turn twist grip to obtain 2200 to 2400 RPM. At this point, "Start" position on twist grip should align with indicator arrow on tiller handle. (Figure 6)
2. If twist grip is not properly aligned, loosen allen screw at bottom of twist grip and realign. (Figure 7)
3. Recheck adjustment by returning to idle and advancing throttle to "Start" position. This will eliminate any possible error caused by "play" in throttle linkage.

*NOTE: This adjustment must be accurate to insure easy starting with a cold motor.*

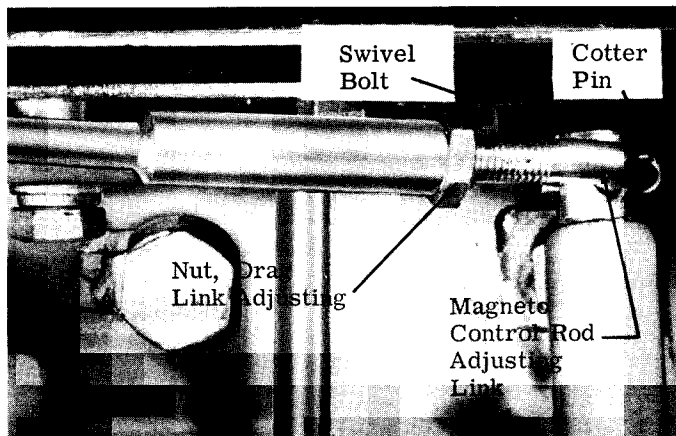


Figure 5. Maximum Neutral Adjustment

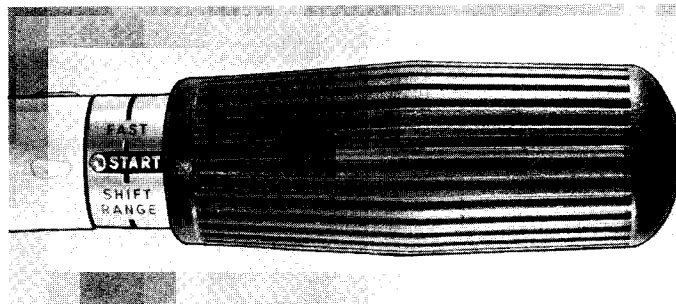


Figure 6. "Start" Position Adjustment

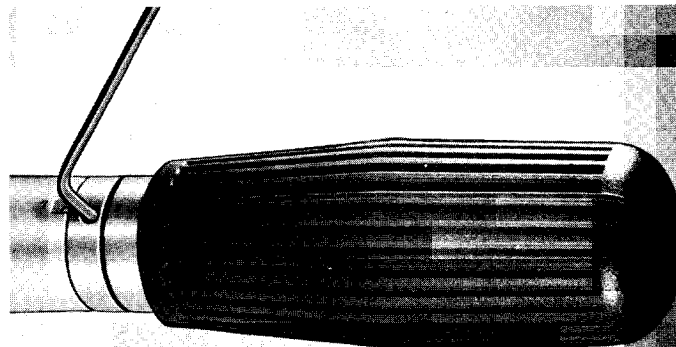


Figure 7. Twist Grip Alignment