

Figure 2. Spark Advance Adjustment

15. Bend second throttle pickup pin (with nylon sleeve) against carburetor cluster (.000" [0.000mm] to .015" [0.3810mm] gap). (Figure 4)
16. Lubricate cam and nylon pin with MULTIPURPOSE Quicksilver Lubricant (C-92-35226).

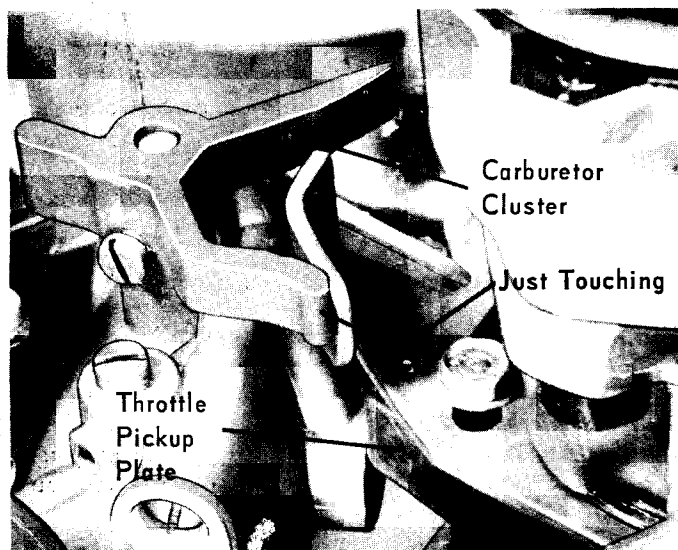


Figure 3. First Throttle Pickup Tab Adjustment

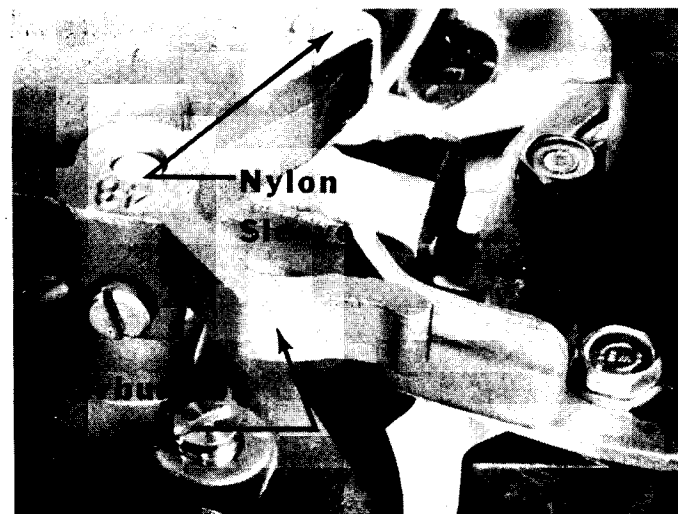


Figure 4. Second Throttle Pickup Pin Adjustment

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.

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. (1219.2m) elevation. (Figure 5)

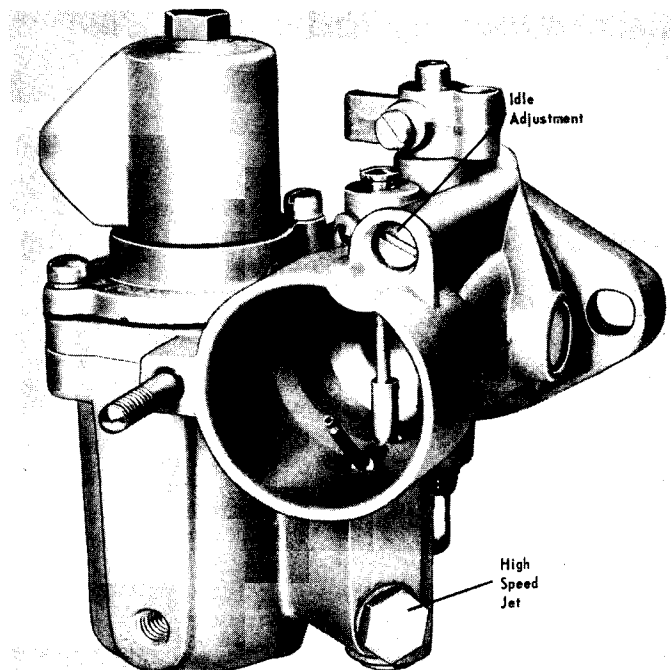


Figure 5. High Speed Jet and Idle Adjustment

1. If engine is operated above 4000 ft. (1219.2m), select and install correct jets from chart following (aperture decreases .002" [0.0508mm] as elevation increases each 3000 ft. [914.4m]).
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. See jet sizes in chart below.

Model	*Up to 4000' (1219.2m)	4000 (1219.2m) 7000' (2133.6m)	7000 (2133.6m) 10000' (3048.00m)
650	.069" (1.7526mm)	.067" (1.7018mm)	.065" (1.6510mm)

* Standard jet -- factory equipped

4. No change in spark advance is recommended for elevation operation. Propellers of lower pitch should