

- (2) Next turn the air screw slowly back and forth to obtain the point of the highest rpm.
- (3) If the engine rpm has increased as result of section (2) above, reset the engine speed back to the proper rpm with the throttle stop screw.
- (4) Once again manuplate the air screw to see if the rpm will be increased.
- (5) If the speed should increase again, perform section (3) (4) above again.

However, the adjustment of the air screw should be within $1\frac{3}{8} \pm \frac{1}{8}$ of a turn.

b. Adjusting the slow speed

The fuel mixture adjustment between idle to $\frac{1}{8}$ throttle opening is made by the air screw and the cut away on the throttle valve.

- (1) Air screw
Turning in the clockwise direction will produce a rich mixture.
- (2) Throttle valve cut away
In the vicinity $\frac{1}{8}$ throttle opening, there may be cases where the fuel mixture cannot be adjusted by the air screw only. In such case, if the fuel mixture is too rich, the throttle valve must be replaced with one having a cutaway of a large number size and then readjust the air screw.

c. Adjusting intermediate speed

At the throttle opening range between $\frac{1}{8}$ - $\frac{3}{4}$ the fuel mixture adjustment is made primary by the position of the jet needle steps and replacement of the cut away of the throttle valve. However, changing the cutaway of the throttle valve will also affect the throttle opening between the $\frac{1}{4}$ to $\frac{3}{16}$, therefore, the adjustment of the intermediate speed by replacing the throttle valve cut away only is very difficult. It is recommended that the adjustment for the intermediate speed be made by the jet needle, and stay within the range of acceptable acceleration performance since this would provide greater fuel economy.

d. Adjusting the high speed

While driving at high speed, if the speed increases when the choke is closed slightly, it is an indication that the carburetor is set too lean. Progressively replace the main jet with one of a large size and readjust the carburetor.

Note: Main jet sizes are numbered in the following manner:

Above #100: 105, 110, 115

Below #100: 98, 95, 92, 90

If the speed drops when the choke is closed slightly, it indicates that the main jet is either of the proper size or that it is too large, in which case, perform the following check to make the determination.

o Proper jet size

Progressively replace the main jet with one of a smaller size until there is a drop in speed and the speed increases when the choke is closed slightly, the installed jet is too small and should be replaced with one of a size larger, this is the proper jet size.