

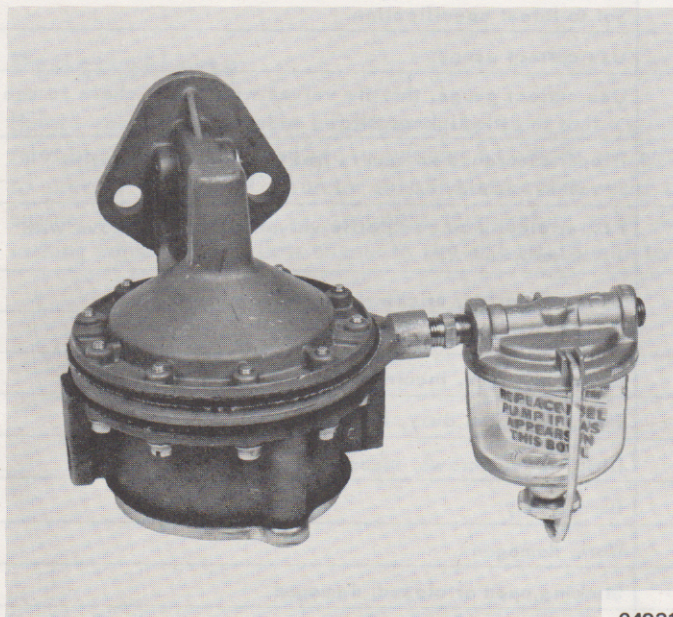
## Carburetor Adjustments

Secondary Throttle Stop Screw Adjustment	½-Turn after Contact with Throttle Lever
Accelerator Pump Lever Clearance	.015" (.38mm)
Choke Unloader Adjustment	5/32" (3.97mm)
Float Level Adjustment (Wet)	Plus-or-Minus 1/32" (.8mm) with Threads at Bottom of Sight Plug Ports
Automatic Choke Adjustment	Line Up Index Mark

## Dual Diaphragm Fuel Pump

### Description

These pumps have 2 diaphragms (separated by a metal spacer) and a sight gauge attached.



04931

Figure 17. Dual Diaphragm Fuel Pump

Dual diaphragm construction has 3 important safety features. (Figure 17)

1. If main diaphragm fails, pump continues to function with second diaphragm.
2. No gasoline can leak outward from pump. It can leak only into space between diaphragms.
3. Gasoline in sight gauge exposes defective pump.

Possibility of diaphragms failing simultaneously is remote, since they are composed of different materials and are shaped differently.

### Inspection

Dual diaphragm pump is not repairable and, therefore, must be replaced if defective. Inspect sight glass for fuel. If fuel is present, fuel pump is defective.

## Cleaning Flame Arrestor

1. Remove nut and washer from center stud.
2. Remove flame arrestor from carburetor and wash it in solvent. Dry with compressed air and reinstall on carburetor.

## Cleaning Oil Filler Cap

1. Remove cap from valve cover.
2. Wash cap in solvent and dry with compressed air.

## Cleaning Crankcase

### Ventilating System

1. Remove ventilating valve from valve cover and disconnect hose from valve.
2. Wash valve in solvent and dry with compressed air.
3. Disconnect hose from fitting (located in carburetor spacer) and clean inside diameter of hose and fitting.