

carburetor setting advices

Idle adjuster screw

To set idle run accordingly (with warm engine, 2.000-2.200RPM is a good idle setting, at about 2.800RPM the centrifugal clutch starts to grip and turning the propeller).

"L"- low jet adjustment

Standard pre-setting: - fully in and then $\frac{3}{4}$ turns out

Individual setting: - turn more out for more rich settings, adjust in $\frac{1}{8}$ turn steps or less, - turn more in for more lean settings, adjust in $\frac{1}{8}$ turn steps or less.

Set the low jet individually if;

- engine dies at idle even if idle adjuster screw is set correctly – set more rich
- engine does not properly accelerate – set more lean

When the right setting is found, again adjust idle adjuster screw accordingly for proper idle run.

"H"- high jet adjustment

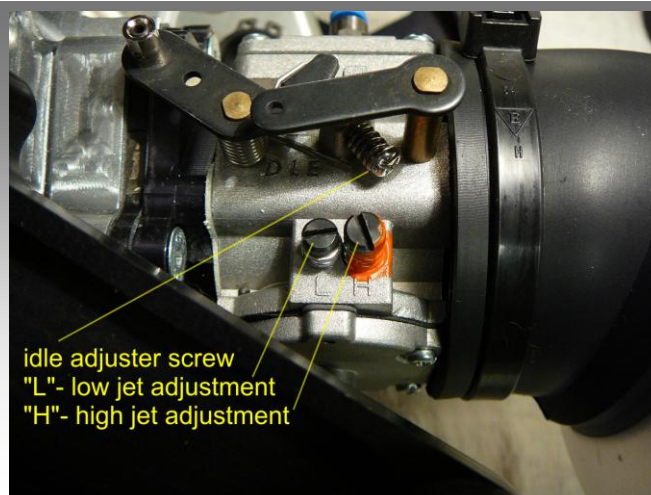
DO NOT CHANGE THE STANDARD SETTING (screw is sealed with lacquer)!

Standard pre-setting: - fully in and then $2\frac{1}{2}$ turns out

A TO LEAN SETTING OF THE HIGH JET WILL CAUSE ENGINE DAMAGE!

A to rich setting results in to high fuel consumption and less power but cannot lead to any engine damage.

To change this high jet adjustment screw should only be conducted by experts using an exhaust gas analyzer knowing the appropriate exhaust values.



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