

Instructions for Adjusting

Zenith Carburetors

With Priming Plug Type Idle System

PRELIMINARY ADJUSTMENTS. Before installing the carburetor make the following temporary adjustments:

✓ Hold the throttle in closed position and set the throttle stop screw at 1 1/2 full turns from the completely closed throttle position. (The throttle plate must be slightly open to permit the engine to run).

✓ Set the idle adjusting needle at one full turn open.

✓ Set the main jet adjusting needle at 1 1/2 to 2 full turns open. (Some models do not have a main jet adjustment).

INSTALL THE CARBURETOR, then start the engine and let it run a few minutes until it is warm enough for final adjustments as follows:

✓ Set the throttle stop screw for the desired idling speed.

✓ Set the idle adjusting needle for smooth idling. Turning the needle in (clockwise) reduces air and makes the mixture richer, while turning it out (counterclockwise) admits more air into the mixture and makes it leaner. (Avoid using a mixture that is too lean for fuel economy).

✓ To set the main jet adjustment on those carburetors regularly furnished with an adjustment, hold the throttle in position equivalent to a road speed of about 40 miles per hour. Turn the adjusting needle toward its seat until it causes the engine to give evidence of a lean mixture by running irregularly. Then turn the needle away from its seat carefully, counting the turns made, until the engine shows a trace of rich mixture. Set the adjustment, then, at just about half way between the lean point and the rich point. Hold the adjustment at this point and tighten the packing nut so there is no leakage of fuel around the adjusting needle.

NOTE: Check all fuel line connections so there is no leakage. Look at distributor points and make sure they are not pitted and that they are adjusted to proper gap. Inspect spark plugs to be sure they are clean and that their points are properly spaced.

Instructions for Adjusting *Zenith Carburetors* With Two-Hole Idle System

Zenith carburetors with two-hole idle systems are identified by the absence of the brass priming plug and the idle adjusting needle is located in the throttle body close to the throttle plate.

Only the idle adjustment instructions differ from Priming Plug Type Idle System, because in the two-hole idle system the idle adjusting needle controls a fuel emulsion instead of only air.

Turning the needle in (clockwise) cuts off fuel, making the mixture leaner, while turning it out (counterclockwise) permits more fuel to enter the air stream and makes the mixture richer.

Set the idle adjusting needle to obtain a smooth idle. Avoid using too lean a mixture, as good performance and fuel economy require a good idling mixture.

Refer to Priming Plug Type Idle System for main jet adjustment instructions, etc.

NOTE: For a carburetor equipped with automatic choke, the electrical connector must be to the ignition switch so that the current will flow only when the switch is turned on.