

6. CHECK AND ADJUST FLOAT ARM in the following manner:

A. If carburetor is off the engine, turn it upside down resting on its own weight, the float arm must perfectly parallel with the carburetor base. If carburetor is mounted on the engine, the same parallel must be maintained, but this must be ascertained while NOT DEPRESSING THE FLOAT NEEDLE SPRING LOADED PLUNGER INTO THE NEEDLE BODY.

B. Adjust for parallelism by bending the float arm pointer with a small, flat tipped screwdriver.

Exercise care during adjustment NOT TO BEND THE PARALLEL FLOAT ARM LEVERS.

Not only must the arm be parallel with the carburetor, the arm levers must be parallel with each other in order not to cause binding with the float elements.

7. INSTALL FLOAT ELEMENTS in the following manner:

A. Locate the ~~GUIDE TUBE~~ *LOOK FOR NEW FLOAT ELEMENTS
GUIDE TUBE HAS LAYERS SMALL AND* over the bowl's brass guide rod, and allow the element to drop over the rod to the bottom of the bowl.

B. After both elements are in place, hold both thumbs over guide rod ends, and lightly shake the assembly up and down several times to ensure that both elements operate smoothly without any noticeable binding.

8. INSTALL FUEL BOWLS in the following manner:

A. Install the start jet provided into 1 of the 2 wells (pick up chamber) in the bowl that has a small hole drilled at the base of the well for fuel flow into the well. The jet will be self threading. **DO NOT OVER-TIGHTEN.**

B. The brass tube protruding down from the carburetor is the cold-start fuel pickup tube. It MUST match up with the starting jet that you have installed in the bowl's fuel pickup chamber. Installing incorrect bowl (L bowl on R carb or R bowl on L carb) will render the cycle's cold-start choke circuit useless. This results with a no start situation.

C. Using care to clear all obstructions (mainly the float arm) guide the fuel bowl upward into place the carburetor and secure in position with the bowl retaining clip.

9. REPEAT STEP (6a) AFTER APPROXIMATELY 5 HOURS OF ENGINE RUNNING TIME. This is one-time, highly useful recommendation to allow sufficient time for the float needle tip compound to seat in its environment, and a must in the case of exposure to gasohol, especially if the fuel system has been dry and dried out, because it is the drying out that causes permanent changes to the compound once it has been exposed to gasohol. An occasional check of the float needle plunger spring will most certainly go a long way toward ensuring the maintenance of your selected air/fuel mixture as well. Just as a "sacked" spring on your shock absorber results in a less than ideal ride, a sacked float needle spring causes a very inconsistent air/fuel mixture. Accumulated fuel residues among the spring windings also upset a pre-selected mixture. Float needles should be replaced occasionally, the time of replacement determined by frequency of use, and exposure to damaging additives.