venturi and float pivots are cast integral.

1) Clean the gas line and filter holes. Be sure the vent hole is clear.

2) Be sure the idle air and idle jet holes are clear from the bottom all the way into the upper idle jet chamber. The four idle bleed holes into the throat should be probed with fine music wire from the throat. Blow this clean with high pressure air.

3) Clean the vent hole connecting from the venturi to the bolt reservoir.

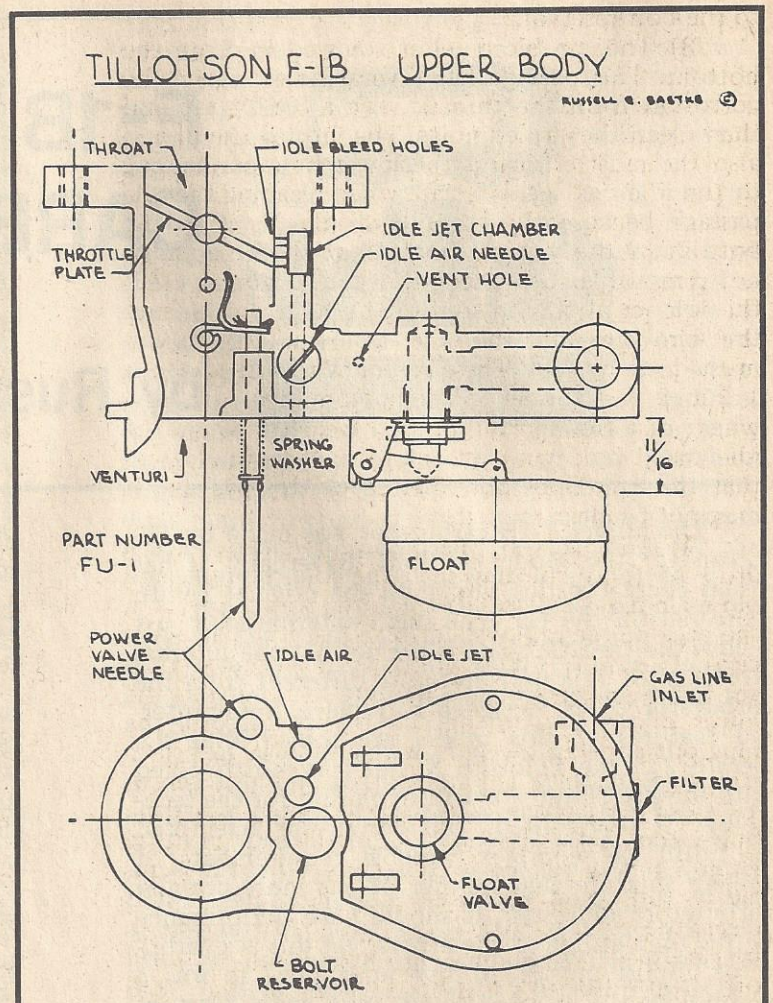
4) The throttle shaft should fit the pivot holes without noticeable backlash. Fix bushings and shaft if necessary. Install the throttle plate so that it fits the throat when closed. Install two round head screws.

5) Install the power valve link on the lower stud. The power valve needle has two crimps which hold a small washer. Be sure the washer is in place and assemble the spring. Insert in the hole and through the link. Lock with a cotter pin.

6) Install the idle air needle with its spring.

7) Install the float valve and float. These parts are the same as the ones used in a Zenith. The setting, however, is different. See the drawing.

8) Set this unit aside.



Lower Unit Assembly

The lower unit is a zinc base die casting identified as part number FL-1. The passages are critical and hard to find. Frequent reference to the casting drawing and the schematic will help find the passages referred to.

1) Check to be sure the gas adjust valve is removed. Not all models have the removable seat. Clean the passage to the fuel inlet. Probe down the power valve hole into the angular hole that connects to the same fuel inlet passage.

2) The power jet is exposed upon removal of the small threaded plug. The power needle enters this passage. Clean carefully and insert a small wire into the fixed jet. Note that this passage connects with the upper passage from the gas adjust valve and they both connect to the blind hole where another hole at a higher level connects them

