



1) Remove the fixed main jet from your carburetor, and install the fixed part of the adjustable assembly. The fixed jet of the adjustable assembly looks much like the original jet, except that the orifice in the adjustable one is larger.

**CAUTION:** Both the fixed jet and the 1/2" hex-headed plug of the needle assembly have hard washers to seal them after installation. Use care in removing the original fixed jet so as to not lose the original washer. If the original washer remains in the carburetor instead of coming out with the jet, it's usually preferable to leave it in place and save the new washer for a spare. Do not end up using both small washers behind the fixed jet. Also, do not over tighten the 1/2" hex head of the needle assembly, or the sealing washer is likely to extrude out from under the hex head and cause a leak.

2) After the fixed jet is in place, thread the adjustable needle assembly into the main passage, in place of the main passage plug. Make sure that the adjustable needle of the valve is backed out far enough so as not to seat against the fixed jet.

3) After the needle assembly is installed and tightened, turn the "T" handle on the end of the needle in until you feel it make contact with the fixed jet. Then back the needle out approximately 1.5 turns. This should be a good initial setting. After warming up the engine, and at your favorite cruising power setting, turn the "T" handle in and out until you find the best RPM.

4) After the installation is complete, it may be necessary to tighten the 5/16" packing gland nut to seal around the shaft of the needle. Tightening this packing gland after the final adjustment is made, will also insure that the adjustment will not slip over time.

