



INSTRUCTIONS FOR ADJUSTING THE MODEL "D" SCHEBLER CARBURETOR USED ON ST. LAWRENCE 2-CYCLE ENGINES

PRECAUTIONS TO TAKE BEFORE BEGINNING ADJUSTMENT:

Connect the carburetor to the intake as close to the engine as possible and so that gasoline connection is about eight inches below the bottom of the gasoline tank. Clear the tank and the gasoline line thoroughly. Use copper or brass pipe, with a free passage of three-sixteenths inch. Do not use rubber tubing for gasoline connections. See that the ignition is properly timed and that the spark plugs are clean and the points have the proper gap. This precaution is most important because proper carburetion cannot be obtained if the ignition is faulty.

PRELIMINARY ADJUSTMENT:

After all connections are properly made see that the air valve seats lightly, by adjusting the air valve screw (C). Adjust throttle stop screw (E) so that the throttle is slightly open. This will prevent the engine "dying" while making adjustments on the carburetor. The needle valve (A) should be closed by turning it as far as possible to the right, and then open it by turning it to the left, one complete turn.

LOW SPEED ADJUSTMENT:

Retard the spark and open throttle about one-fourth. Adjust the needle valve (A). Turning it to the right decreases and turning to the left increases the supply of fuel. Adjust this needle until the engine runs smoothly without missing.

HIGH SPEED ADJUSTMENT:

This adjustment should be made with spark advanced about three quarters and wide open throttle. If engine backfires, the mixture is too lean. Turn the air valve adjusting screw to the right until the engine runs smoothly. If after two complete turns on the adjusting screw, the mixture is still lean, turn the needle valve (A) about one-tenth of a turn to the left. This furnishes a slightly richer mixture at both high and low speeds. If the engine runs rich at open throttle, turn the adjusting screw (C) to the left slightly, and the needle valve (A) about one-tenth of a turn to the right. After these adjustments are made, tighten the lock nut on the adjusting screw (C), and packing nut on the needle valve (A). The carburetor should require no further attention.

NOTE: To avoid unnecessary trouble, gasoline should be properly strained.

*Some of these carburetors have, or were retro-fitted with a choke shutter.

This richens air/fuel ratio, making cold starts and warm up much easier. J.F.

Propellers, Shafting, Stuffing Boxes, Hanger Bearings and Exhaust Outlets can be supplied to your specifications.

THE ST. LAWRENCE ENGINE CO. LIMITED

BROCKVILLE, ONTARIO