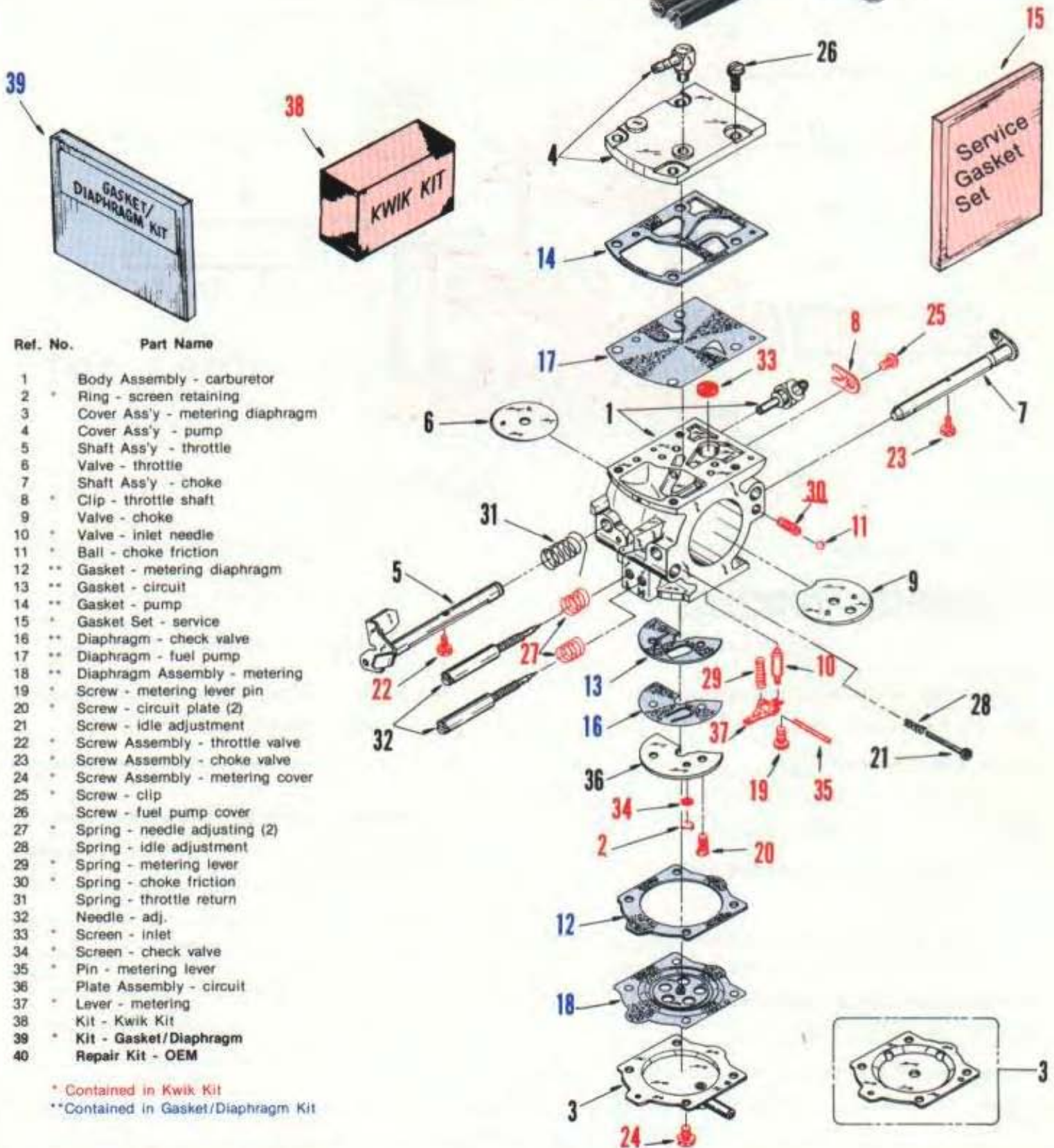
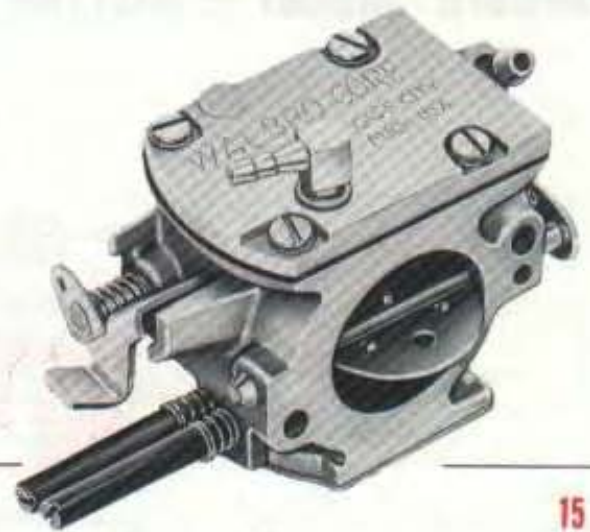




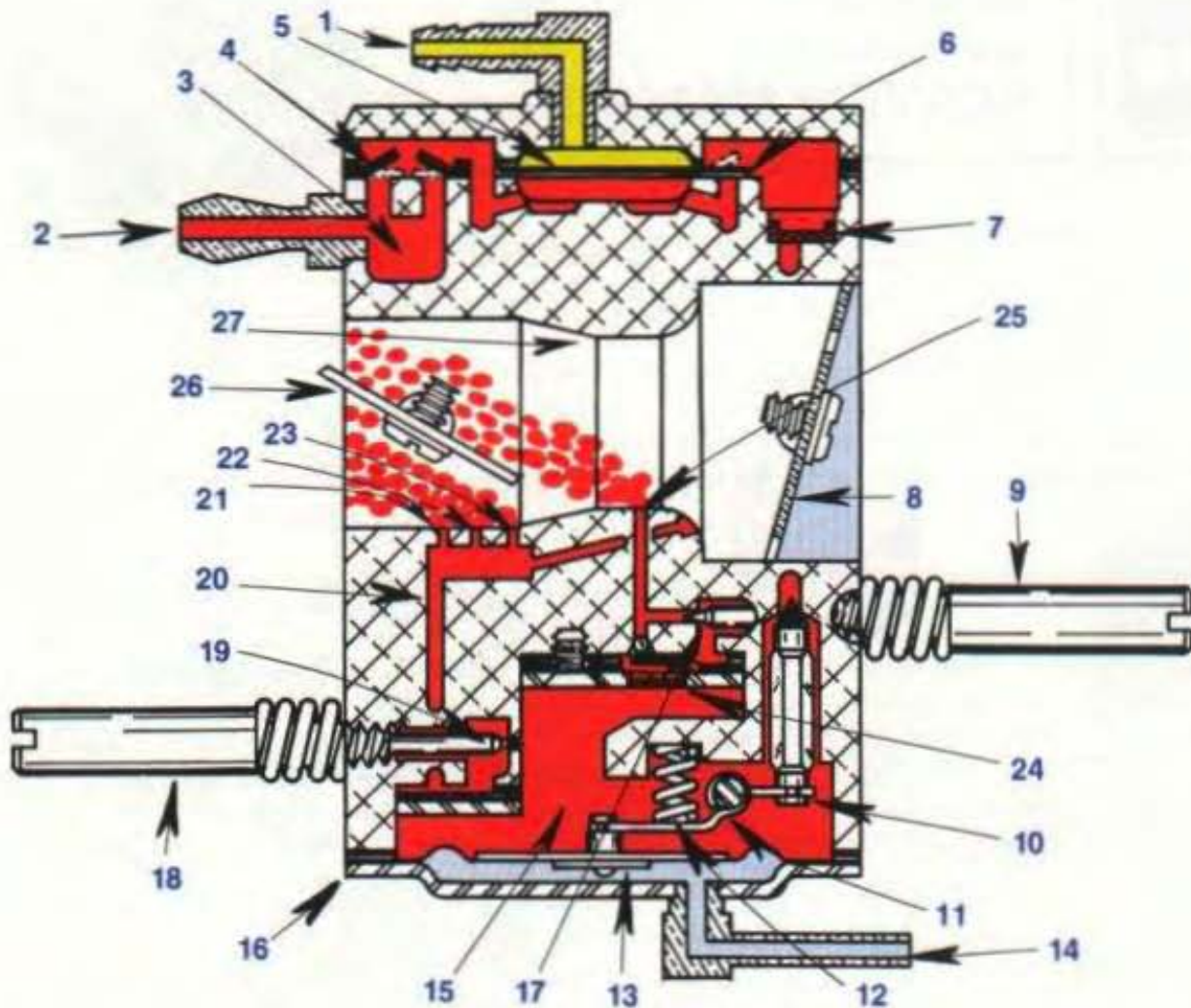
chain saw carburetors standard model **SERVICE MANUAL**



Ref. No.	Part Name
1	Body Assembly - carburetor
2	* Ring - screen retaining
3	Cover Ass'y - metering diaphragm
4	Cover Ass'y - pump
5	Shaft Ass'y - throttle
6	Valve - throttle
7	Shaft Ass'y - choke
8	* Clip - throttle shaft
9	Valve - choke
10	* Valve - inlet needle
11	* Ball - choke friction
12	** Gasket - metering diaphragm
13	** Gasket - circuit
14	** Gasket - pump
15	* Gasket Set - service
16	** Diaphragm - check valve
17	** Diaphragm - fuel pump
18	** Diaphragm Assembly - metering
19	* Screw - metering lever pin
20	* Screw - circuit plate (2)
21	* Screw - idle adjustment
22	* Screw Assembly - throttle valve
23	* Screw Assembly - choke valve
24	* Screw Assembly - metering cover
25	* Screw - clip
26	* Screw - fuel pump cover
27	* Spring - needle adjusting (2)
28	* Spring - idle adjustment
29	* Spring - metering lever
30	* Spring - choke friction
31	* Spring - throttle return
32	Needle - adj.
33	* Screen - inlet
34	* Screen - check valve
35	* Pin - metering lever
36	Plate Assembly - circuit
37	* Lever - metering
38	Kit - Kwik Kit
39	* Kit - Gasket/Diaphragm
40	Repair Kit - OEM

* Contained in Kwik Kit
** Contained in Gasket/Diaphragm Kit

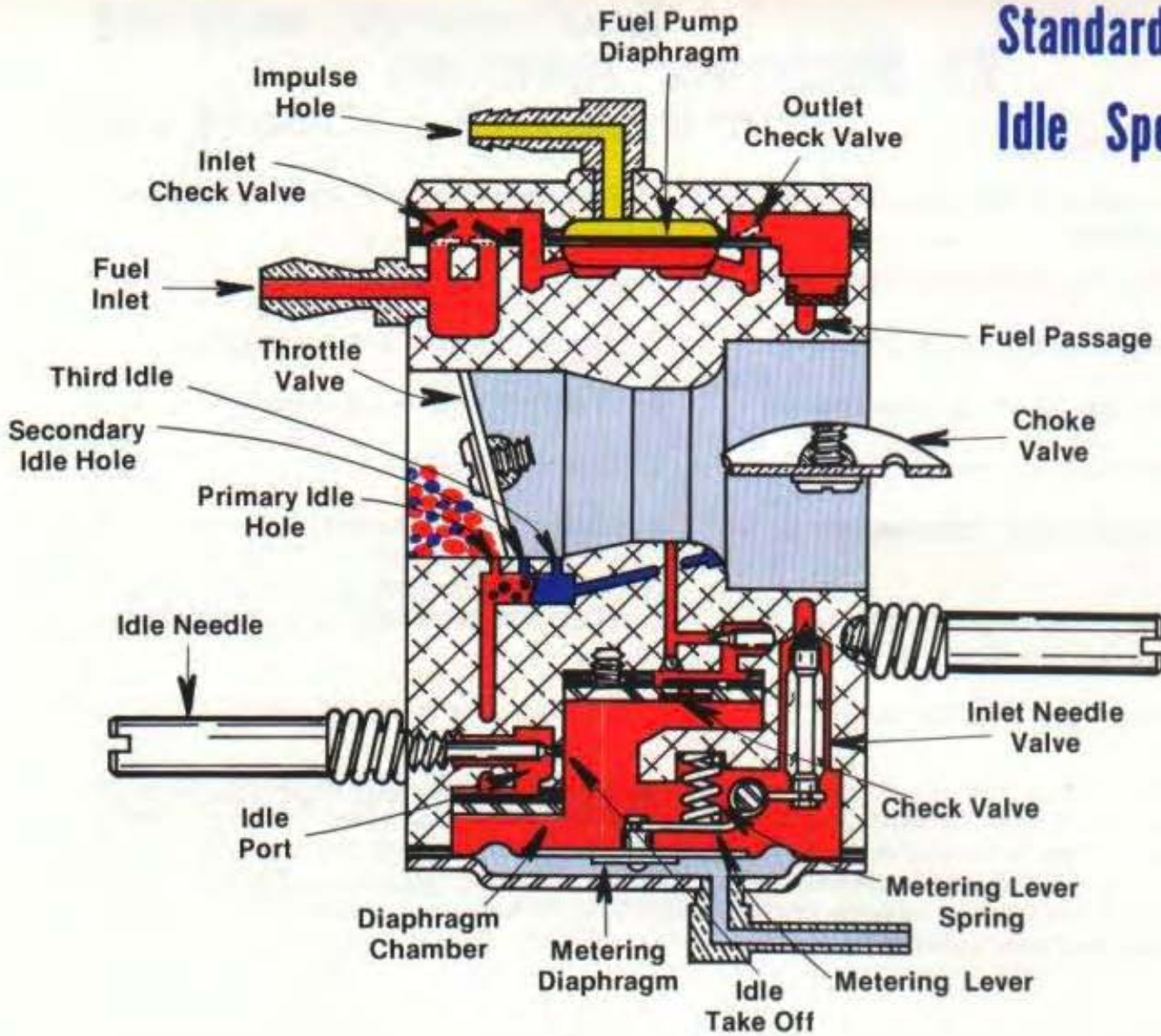
Standard Model – Starting Circuit



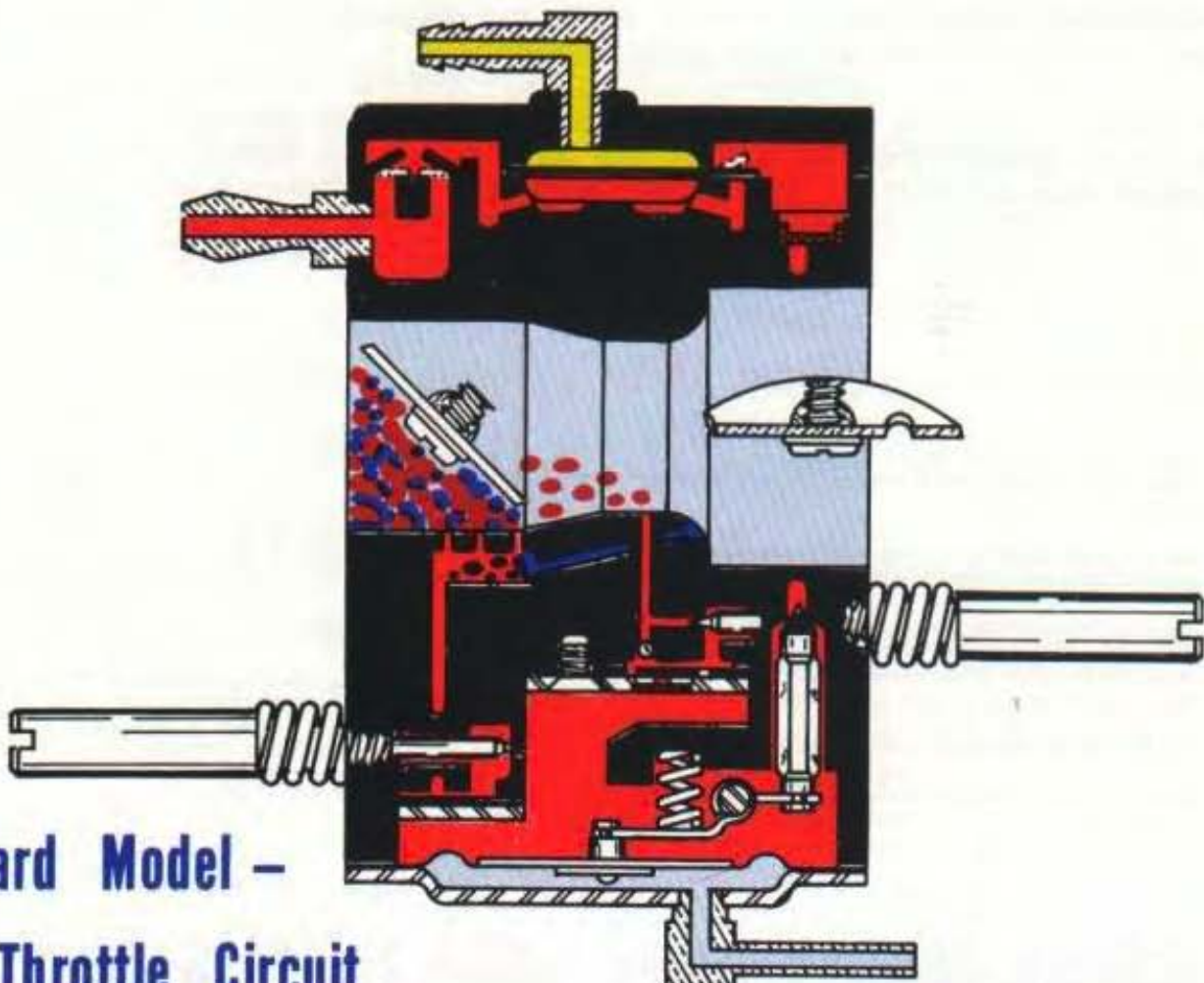
WB Operating Functions

- | | |
|---|--|
| 1 Engine Impulse: Actuates Fuel Pump Diaphragm No. 5. | 15 Metering Chamber: Fuel reservoir, feeds to idle and nozzle holes. |
| 2 Fuel Inlet: Fuel drawn from Tank. | 16 Cover: Protects Metering Diaphragm. |
| 3 Surge Chamber: Dampens Fuel Flow. | 17 Nozzle Well: Fuel is drawn in from Metering Chamber at high speed. |
| 4 Inlet Valve: Opens on demand from Fuel Pump. | 18 Idle Needle: Adjust for fuel richness to 3 Idle holes. |
| 5 Fuel Pump: Responds to engine impulse force. | 19 Idle Take-off: Fuel entry for Idle and Part Throttle holes. |
| 6 Outlet Check Valve: Forced open by pump pressure. | 20 Idle Port: Fuel reservoir for Idle and Part Throttle holes. |
| 7 Filter Screen: Filters fuel. | 21 Primary Idle Hole: Only fuel source to engine at Idle position. |
| 8 Choke Valve: Closes air passage at starting position. | 22 Second Idle Hole: Allows additional fuel flow on acceleration. |
| 9 Hi Speed Needle: Adjust for fuel richness at high speeds. | 23 Third Idle Hole: Increases fuel flow at Part Throttle. |
| 10 Inlet Needle Valve: Lifts off seat to allow fuel entry. | 24 Nozzle Check Valve: Engine vacuum draws valve open. |
| 11 Metering Lever: Lifts Inlet Needle off seat. | 25 Nozzle: Increases fuel discharge for high speeds. |
| 12 Metering Lever Spring: Transmits force to Metering Lever. | 26 Throttle Valve: Regulates engine speed as it exposes Primary, Second and Third Idle holes, then Nozzle for fuel delivery. |
| 13 Metering Diaphragm: Drawn up by vacuum to activate Metering Lever. | 27 Venturi: Increases air velocity at Nozzle, creating a suction to draw fuel into Throttle Bore passage to engine intake. |
| 14 Atmospheric Vent: Allows air pressure against Metering Diaphragm. | |

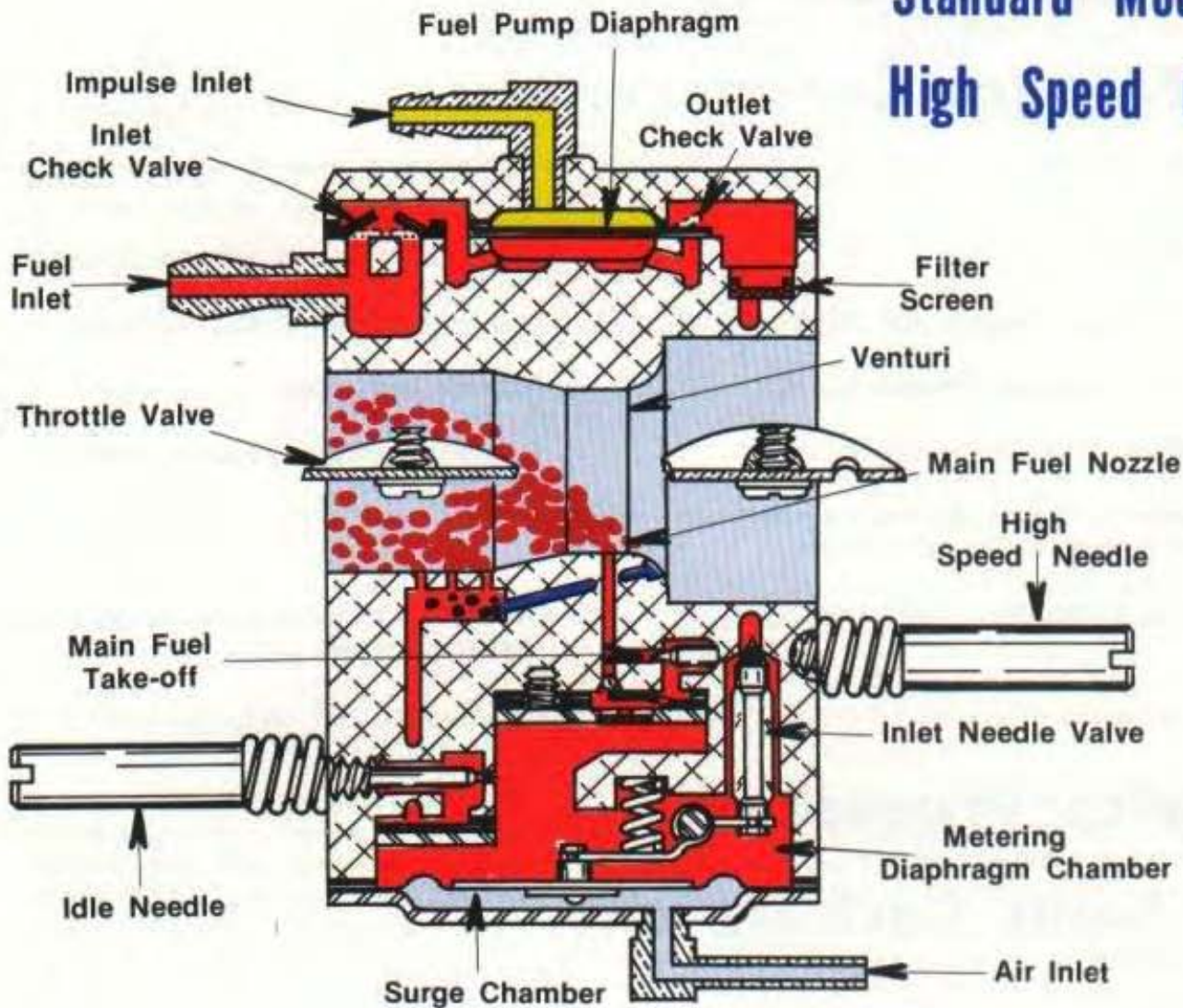
Standard Model – Idle Speed Circuit



Standard Model – Part Throttle Circuit



Standard Model – High Speed Circuit



Needle Settings

The power and idle needles control the lubrication received by the engine. Adjustments should be done carefully. Start by turning the needles all the way in (do not force them). Set Power (high speed) needle 1 1/4 turns open and the idle (low speed) needle 1 1/4 turns open. This puts both slightly on the rich side and leaner adjustments can be made as needed. (Too lean an adjustment can cause improper lubrication).

NEEDLE SETTINGS

[L] Idle
[H] High
Speed

ONE TURN



NEEDLE ADJUSTMENTS

Hi-Lo



Richer



Leaner

Trouble Shooting Guide

1. Fuel Source - In-tank filters, lines, fittings — check for leaks or obstructions, venting and air filter.
2. Choke and Throttle — Check mechanical linkage and cables - Look for ice, kinks, etc.
3. Basic Adjustments - Idle and Main needles, 1 1/4 turns off seat - Tune from rich side by 1/8 turn, **gradually**, leaning the mixture. **CAUTION: Excessive lean mixture can damage the engine.**
4. Ignition - Spark plugs - Change if back-fire or preignition - when timed correctly, white plugs mean fuel is too lean, black - too rich, chocolate brown = normal.
5. Fuel Mixture - Use 16 to 1 or as recommended by engine manufacturer.
6. Tighten all screws on the carburetor - tighten all mounting bolts - check for cracks or leaks at flanges and manifolds.

TIGHTEN ALL SCREWS

Service Procedure for Flooded Carburetors

CAUSE

- 1 Metering Lever set too high
- 2 Dirt under Inlet Needle Valve
- 3 Circuit Plate and Gasket leaking
- 4 Metering Lever Spring not seated on dimple in Metering Lever
- 5 Fuel Pump Diaphragm leaking

REMEDY

- See High Speed Circuit Illustration
- Remove and clean
- Tighten screws or replace gasket
- Remove lever and re-install spring
- Remove and replace with new diaphragm

Service Procedure for Lean Carburetors

CAUSE

- 1 Dirt in Idle Main Channels
- 2 Metering Lever set too low
- 3 Hole in Metering Diaphragm
- 4 Pulse line from Crankcase to carburetor plugged
- 5 Leaky Manifold Gaskets
- 6 Leaky Nozzle Check Valve
- 7 Fuel Pump Diaphragm Check valves worn
- 8 Dirty Fuel Inlet Screen
- 9 Faulty Fuel Delivery System to carburetor

REMEDY

- Disassemble carburetor & clean
- See High Speed Circuit Illustration
- Replace Diaphragm
- Remove obstruction
- Replace Gaskets
- Replace Check Valve with Kit
- Replace Fuel Pump Diaphragm
- Remove Fuel Pump Cover & Clean
- Check complete Fuel Delivery system from Pickup in Fuel Tank to carburetor Fuel Inlet for cracks, dirt, etc. Replace fuel line or Pickup Filter when necessary

TIGHTEN ALL SCREWS

WB Maintenance Instructions

Before Disassembly

Clean the outside of the carburetor of all dirt and foreign material and clear a working area for disassembly.

Disassemble the Following Part in Sequence

- | | |
|---|----------------------------------|
| 1. Four Fuel Pump Cover Screws | 7. Metering Lever & Inlet Needle |
| 2. Fuel Pump Diaphragm and Gasket | 8. Two Flat Headed Screws |
| 3. Inlet Screen | 9. Circuit Plate |
| 4. Four Metering Diaphragm Cover Screws | 10. Diaphragm & Gasket |
| 5. Metering Diaphragm, being careful to unhook it from Metering Lever | |
| 6. Metering Lever Pin Screw | |

Wash all component parts with clean gasoline and blow off with compressed air.

Reverse the above for assembly.

If the choke friction spring and ball, or the choke shaft or valve need replacing, remove choke valve from the shaft. With your finger, cover the hole through which the choke shaft can be seen. Then pull out the shaft. Remove the ball and the spring from the hole. The choke friction ball should be perfectly round. If the throttle shaft is to be replaced, remove the screw and the throttle valve (butterfly); also the screw and the throttle stop. Pull the throttle shaft and lever assembly out of the carburetor body. Do not lose the throttle-return spring.

INSPECTION: For best results, first soak all the metal parts in a regular fuel mix, not a "carburetor cleaner solution".

Examine the inlet needle, lever and spring, looking for needle wear at the tip and also at the lever contact area. Replace worn parts.

Cracked gaskets, and torn, frayed or porous diaphragms must be replaced. It is best to replace all the gaskets and diaphragms. The carburetor is not repairable if it has a damaged or worn-out main jet, inlet needle valve seat, or a damaged body casting.

ADJUSTING THE METERING LEVER

With metering diaphragm cover (4 screws), metering diaphragm, and gasket removed:

1. Make sure the metering lever spring is seated in its hole in the chamber floor and under the dimple in the metering lever.
2. Place a straight-edge across carburetor body casting, as illustrated. Metering lever should be $\frac{3}{64}$ to $\frac{1}{16}$ below straight-edge. Slight pressure will bend needle valve end up or down.
3. Gasket must be assembled next to body as shown.
4. Special care should be taken to make sure that the metering lever is assembled to the hook on the diaphragm and the inlet valve to prevent malfunctioning of the carburetor.

