

## Model 225H60/H75

### Basic adjustment of carburettor for E-TECH engines.

To attain the lowest possible amount of harmful emissions from the engine you have to adjust the carburettor according to the following instructions.

This instruction is basically designed for the U.S market to meet the CARB and EPA regulations. Therefore the engine must be set under load when adjusting the H and L, adjusting screws.

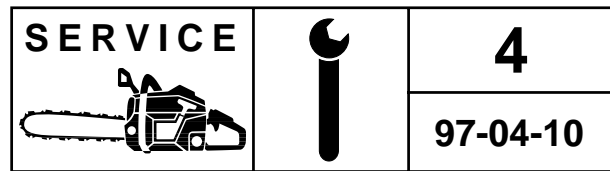
Furthermore the H and L screws are furnished with locking caps to prevent the end user from modifying the adjustment. The locking caps can be lifted off from the screws to access a wider setting range.

A plastic sleeve is fitted over the locking caps to lock them in the richest setting (counterclockwise against the stop) while the needles are adjusted. When the adjustment has been made and the locking caps have been knocked onto the needles the plastic sleeve no longer serves a purpose. It is only an aid during adjustment.

### After replacement of complete carburetor

1. Check that the H-needle's locking cap is adjusted to its richest setting. (Turned counterclockwise to stop.) The locking cap is not fixed to the needle, but can be rotated independently. Do not adjust the L needle as this is set at the factory and the locking cap is already fitted.
2. Start the engine. If necessary, adjust the idle speed with the T-screw.
3. Use a narrow blade screwdriver, inserted through the hole in the locking cap until it reaches the slot in the needle (max. blade width 2 mm, 0.08 inch) to adjust the H needle to give maximum revs, then turn it counterclockwise so that the engine speed drops by 500 rpm.
4. Run the engine warm at full throttle for 2-3 minutes.
5. Check the idle speed and acceleration.
6. Adjust the H needle to give maximum revs, then turn it counterclockwise so that the engine speed drops by 500 rpm.
7. Check that the locking cap is still adjusted to its richest setting. (Turned counterclockwise to stop).
8. Gently knock the locking cap into position. Use a 5 mm (0.2 inch) mandrel.

This is a basic carburettor adjustment. Further fine adjustments, within the limits the locking cap allows, may be necessary to achieve optimum performance. See the Operator's manual.



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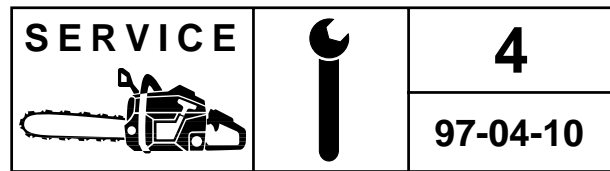
## After replacement of only H-needle

1. Adjust the L-needle to its richest setting. (Turned counterclockwise to stop.)
2. Take off the locking cap from the H-needle using e.g.a pair of cutting pliers and unscrew the needle.
3. Screw the new H-needle to the bottom and then turn it counterclockwise 1/2 turn.
4. Press a new locking cap on the H-needle to the first stop, which means that the cap is not fixed to the needle, but can be rotated separately.
5. Adjust the locking cap to the richest position without turning the needle. (Turned counterclockwise to stop.)
6. Start the engine. If necessary, adjust the idle speed with the T-screw.
7. Use a narrow blade screwdriver, inserted through the hole in the locking cap until it reaches the slot in the needle (max. blade width 2 mm, 0.08 inch) to adjust the H needle to give maximum revs, then turn it counterclockwise so that the engine speed drops by 500 rpm.
8. Run the engine warm at full throttle for 2-3 minutes.
9. Check the idle speed and acceleration.
10. Adjust the H needle to give maximum revs, then turn it counterclockwise so that the engine speed drops by 500 rpm.
11. Check that the locking cap is still adjusted to its richest setting. (Turned counterclockwise to stop.)
12. Gently knock the locking cap into position. Use a 5 mm (0.2 inch) mandrel.

This is a basic carburettor adjustment. Further fine adjustments, within the limits the locking cap allows, may be necessary to achieve optimum performance. See the Operator's manual.

## After replacement of only L-needle

1. Adjust the H-needle to the leanest position. (Turned clockwise to stop.)
2. Take off the locking cap from the L-needle using e.g.a pair of cutting pliers and unscrew the needle.





3. Screw the new L-needle to the bottom and then turn it counterclockwise 2 turns.
4. Press a new locking cap on the L-needle to the first stop, which means that the locking cap is not fixed to the needle, but can be rotated separately.
5. Adjust the locking cap to the leanest position without turning the needle. (Turned clockwise to stop.)
6. Start the engine and let it run on idle.
7. Use a narrow blade screwdriver, inserted through the hole in the locking cap until it reaches the slot in the needle (max. blade width 2 mm, 0.08 inch) to adjust the L-needle until highest possible idle speed is achieved.
8. Check that the locking cap is still adjusted to its leanest position. (Turned clockwise to stop.)
9. Gently knock the locking cap into position. Use a 5 mm (0.2 inch) mandrel.
10. Turn the H-needle back to the richest setting. (Turned counterclockwise to stop.)

This is a basic carburettor adjustment. Further fine adjustments, within the limits the locking cap allows, may be necessary to achieve optimum performance. See the Operator's manual.

### **After replacement of both H-needle and L-needle**

1. Take off the locking caps from both needles using e.g. a pair of cutting pliers and unscrew the needles.
2. Screw the new L-needle to the bottom and then turn it counterclockwise 2 turns. Screw the new H-needle to the bottom and then turn it counterclockwise 1/2 turns.
3. Press new locking caps on the needles to first stop, which means that the locking caps are not fixed to the needles, but can be rotated separately.
4. Adjust the L-needle's locking cap to the leanest position without turning the needle. (Turned clockwise to stop.)
5. Start the engine and let it run on idle.
6. Use a narrow blade screwdriver, inserted through the hole in the locking cap until it reaches the slot in the needle (max. blade width 2 mm, 0.08 inch) to adjust the L-needle until highest possible idlespeed is achieved.



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7. Check that the locking cap is still adjusted to its leanest position. (Turned clockwise to stop.)
8. Gently knock the locking cap into position. Use a 5 mm (0.2 inch) mandrel. Turn the L-needle to the richest position. (Turned counterclockwise to stop.)
9. Adjust the locking cap to the richest position without turning the needle. (Turned counterclockwise to stop.)
10. Start the engine.
11. Use a narrow blade screwdriver, inserted through the hole in the locking cap until it reaches the slot in the needle (max. blade width 2 mm, 0.08 inch) to adjust the H-needle to give maximum revs, then turn it counterclockwise so that the engine speed drops by 500 rpm.
12. Run the engine warm at full throttle for 2-3 minutes.
13. Check the idle speed and acceleration.
14. Adjust the H-needle to give maximum revs, then turn it counterclockwise so that the engine speed drops by 500 rpm.
15. Check that the locking cap is still adjusted to its richest setting. (Turned counterclockwise to stop.)
16. Gently knock the locking cap into position. Use a 5 mm (0.2 inch) mandrel.

This is a basic carburettor adjustment. Further fine adjustments, within the limits the locking cap allows, may be necessary to achieve optimum performance. See the Operator's manual.