

CARBURETION TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>COLD STARTING SYMPTOM</p> <p>Engine Cranks, Will Not Start</p> <ul style="list-style-type: none"> ● Choke not closing (frozen). ● Choke cable or linkage binding or out of adjustment. ● Pinched or blocked fuel line or filter. ● Faulty fuel pump (pressure too high). ● Faulty cold start or thermo start valve. ● Poor contact or damaged needle valve and valve seat. <p>Flooding</p> <ul style="list-style-type: none"> ● Faulty fuel inlet needle and/or seat. ● Dirty needle valve and seat. ● Excessive fuel pump pressure. ● Improper fuel/float level (too high). ● Ruptured, split internal carburetor seals or gaskets. ● Choke plate setting (vacuum kick) too narrow. ● Wrong fast idle cam index. ● Fast idle RPM too low. <p>Engine Stalls After Starting</p> <ul style="list-style-type: none"> ● Choke plate setting (vacuum kick) too wide. ● Fast idle RPM too low. ● Wrong fast idle cam index. ● Vacuum leak. ● Low fuel pump output. ● Fuel/float level too low. ● Faulty intake manifold gasket. ● Incorrect air/fuel mixture setting. ● Faulty idle fuel shut-off valve. ● Blocked idler jet. <p>Engine Starts; Idles Rough and Erratic</p> <ul style="list-style-type: none"> ● Vacuum leak. ● Incorrect idle RPM. ● Damaged idle adjust screw. ● Clogged slow jet. ● Incorrect fast idle cam index setting. ● Leaking carburetor seals. ● Incorrect fuel/float level. ● Blocked idling air and/or by-pass holes. ● Faulty anti-dieseling solenoid valve. ● Worn throttle shafts. ● Stuck anti-stall dashpot. <p>HOT STARTING SYMPTOM</p> <p>Engine Cranks, Will Not Start</p> <ul style="list-style-type: none"> ● Engine flooded (fuel/float level too high). ● Fuel vapors in carburetor bowl. ● Fuel line hot (touching engine block or exhaust). 	<p>COLD ENGINE DRIVEABILITY SYMPTOM</p> <p>Engine Stalls When Put in Gear</p> <ul style="list-style-type: none"> ● Incorrect choke vacuum kick setting. ● Fast idle RPM too low. ● Incorrect fast idle cam setting. ● Improper choke adjustment. ● Improper accelerator pump operation. ● Incorrect fuel/float level (too low). <p>Hesitation, Stalling During Acceleration (Backfire, Stumble)</p> <ul style="list-style-type: none"> ● Defective choke control switch. ● Incorrect choke vacuum kick setting. ● Incorrect fuel/float level (too low). ● Faulty accelerator pump or blocked pump discharge. ● Secondary throttle not closed, wrong lockout adjustment. ● Blocked by-pass holes and ducts. ● Incorrect intake air preheater setting. ● Blocked main and/or air corrector jets. ● Faulty power valve. ● Plugged heat crossover system. <p>WARM ENGINE DRIVEABILITY SYMPTOM</p> <p>Low Power, Surging High Speed Operation</p> <ul style="list-style-type: none"> ● Clogged main jets. ● Dirty (restricted) fuel filter. ● Blocked (pinched) fuel line. ● Faulty power valve. ● Improperly adjusted throttle linkage (not opening fully). ● Incorrect fuel pump output (too low). ● Improper fuel/float level. ● Leaking carburetor seals. ● Incorrect air/fuel mixture setting. ● Constant operation of choke valve. <p>Excessive Fuel Consumption</p> <ul style="list-style-type: none"> ● Fuel system leak. ● Wrong size jets. ● Faulty fuel inlet needle and/or seat. ● Incorrect fuel mixture setting. ● Dirty (restricted) air cleaner. ● Excessive accelerator pump discharge. ● Intake air preheater not ON or OFF according to season. ● Faulty enrichment system (constant operation). ● Choke valve not opening completely. ● Secondary throttle opens too early.