

CARBURETOR ADJUSTMENT

The Perry Pump Carburetor is precision made of the highest quality material and if you follow carefully the information listed below, it will give you many, many hours of satisfactory performance. RACE SAFELY AND....."MORE POWER TO YOU"

It is always a good idea to put an inline fuel filter coming from the tank, going to the pump!!

1. Make sure the idle disc (the brass disc with the slot in it) is rotated so the notch is in the center of the carb. It is a good idea to rotate a ¼ turn clockwise and ¼ turn counter-clockwise, then back to center. This process breaks the "set" of the "O" rings and allows for easier adjustment.
2. Open the needle valve 2 turns.
3. Start the engine, make a short run down the street and bring the model back.
4. Rotate the idle disc clockwise a very small amount. This idle mixture disc is quite sensitive, so move the disc only a few thousands at a time until a proper idle mixture is achieved.
5. If the idle on the engine goes up, use the small "Allen" wrench and unscrew the idle setscrew, until the engine r.p.m. is low enough to allow the model to not move when setting on the ground.
6. Make another run and repeat the process listed in steps 4 and 5.
7. Do this operation several times until the engine will not respond when the throttle is opened. At this point rotate the idle disc counter-clockwise a very small amount and leave it. The low and mid-range is now set.
8. When you are satisfied the idle is operating properly, then make another run with the model and adjust the high-speed needle. First rotate clockwise and make a run. If the performance improves, then rotate a little more clockwise. Remember by rotating clockwise will make the engine run "lean"

CARE AND CLEANING

To dis-assemble the carburetor for cleaning, remove the needle valve and retaining clip. The idle mixture disc and now be removed by working it back and for the an pulling firmly. The carburetor barrel need not be removed so as not to disturb the throttle linkage. Do not remove the "O" rings from the idle mixture disc as they are subject to damage during removal. I treated properly they will last the life of the carburetor. Any foreign material trapped in the slot in the idle mixture disc must be removed, as it will affect mid-range operation of the carburetor. Do not use any instrument that will damage or enlarge this slot as it is calibrated. Reassemble in the reverse order. CAUTION: Do not soak in any solvent and do not use solvents such as acetone, lacquer thinner, carburetor cleaner, etc.

TROUBLE SHOOTING

!!!!!!!REMEMBER, IF ALL ELSE FAILS, REREAD AND UNDERSTAND THE INSTRUCTIONS!!!!!!!

1. Make sure that the carburetor is pressed firmly against the "O" ring.
2. Check for air leaks. This is easily done by starting the engine and carefully dripping water (from a squeeze bulb) around the base of the carburetor and AVM.
3. Make sure the check valve is not in upside down.
4. The "T" fitting from the pump should be closer to the carburetor than to the pump.
5. Check to see that the red fuel line coming from the engine and going to the bottom of the pump is not lying next to the exhaust pipe and either melted or has a "kink" in it. If this happens you can use a short length of "MEDIUM" silicone fuel line, to replace it. If "LARGE" fuel line is used or if the line is too long, the pump will not operate correctly.
6. You should see air bubbles in the line coming from the check valve. If you notice air bubbles in any of the other fuel lines, please call 1-630-858-3160.

