WS Operating Functions

1. Engine Impulse: Actuates Fuel Pump Diaphragm No. 5.
4. Inlet Valve: Opens on demand from Fuel Pump.
6. Outlet Check Valve: Forced open by pump pressure.
7. Filter Screen: Filters fuel.
8. Choke Valve: Closes all passage at starting position.
10. Inlet Needle Valve: Lifts off seat to allow fuel entry.
13. Metering Diaphragm: Drawn up by vacuum to activate Metering Lever.
15. Metering Chamber: Fuel reservoir, feeds to idle and nozzle holes.
17. Idle Needle: Adjusts fuel richness to 3 idle holes.
18. Idle Take-off: Fuel entry for idle and part throttle holes.
20. Primary Idle Hole: Only fuel source to engine at idle position.
22. Third Idle Hole: Increases fuel flow at part throttle.
23. Nozzle Check Valve: Engine vacuum draws valve open.
25. Throttle Valve: Regulates engine speed as it exposes Primary, Second and Third Idle holes, then Nozzle for fuel delivery.
26. Venturi: Increases air velocity at nozzle, creating a suction to draw fuel into Throttle Bore passage to engine intake.
27. Governor System (optional): This calibrated interchangeable high speed enrichment device limits overspeed and therefore prevents engine damage.
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 kinks, etc.
3. Adjustments - Idle and Main needles, 1 turn off seat - Tune from rich side by 1/8 turn, gradually.
4. Ignition - Spark plugs - Change if back-fire or preignition - When timed correctly, white plug mean fuel is too lean, black - too rich, chocolate brown = norms.
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

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 one (1) turn open and the idle (low speed) needle one (1) turn 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).
Service Procedure for Flooded Carburetors

**CAUSE**
1. Metering lever set too high
2. Dirt under Inlet Needle Valve
3. Circuit Plate leaking
4. Metering Lever Spring not seated on dimple in Metering Lever
5. Fuel Pump Diaphragm leaking

**REMEDY**
- See adjusting meter lever page 6
- Remove and clean
- Tighten (3) Circuit Plate screws
- Remove lever and re-install spring
- Remove and replace with new diaphragm

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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 Screens
9. Faulty Fuel Delivery System to carburetor

**REMEDY**
- Disassemble carburetor & clean
- See adjusting meter lever page 6
- Replace Diaphragm
- Remove obstruction
- Replace Gaskets
- Replace Nozzle Assembly
- 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

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TIGHTEN ALL SCREWS

WALBRO CORPORATION
CASS CITY, MICHIGAN
WS 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. One Fuel Pump Cover Screw
2. Fuel Pump Cover, Diaphragm and Gasket
3. Four Metering Diaphragm Cover Screws
4. Metering Diaphragm, being careful to unhook it from Metering Lever
5. Metering Lever Pin Screw
6. Metering Lever & Inlet Needle
7. Three Circuit Plate Screws
8. Circuit Plate and Gasket
9. Main & Idle Needles
10. Main Nozzle Check Valve Assembly (press out from Venturi). No special tools are necessary because this assembly is retained only by its rubber O'Ring.
11. Do not remove Throttle System. It is necessary to replace only after significant wear.

Wash all component parts with clean gasoline and blow off with compressed air, being SURE compressed air is not blown through nozzle check valve & screen.

Reverse the above for assembly.

ADJUSTING THE METERING LEVER

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

1. Make sure the metering lever spring is seated in its pocket in the chamber floor and under the dimple in the metering lever.
2. Place a short straight-edge across circuit plate on chamber floor as illustrated. Metering lever should just touch the straight-edge. Slight pressure will bend needle valve end up or down.
3. Gasket must be assembled next to the body.
4. Special care should be taken to make sure that the metering lever hooks are hooked on the diaphragm and the inlet valve buttons to prevent malfunctioning of the carburetor.