

Carburetor Cleaning 3 HP engine

For the float model R260-3, this will be easier for you to take the unit out of the tub (only 4 x 7/16 bolts). This can be done in the tub if you choose to do so, (for the brave only) because this doesn't let you see much and then some of this procedure is by feel only.

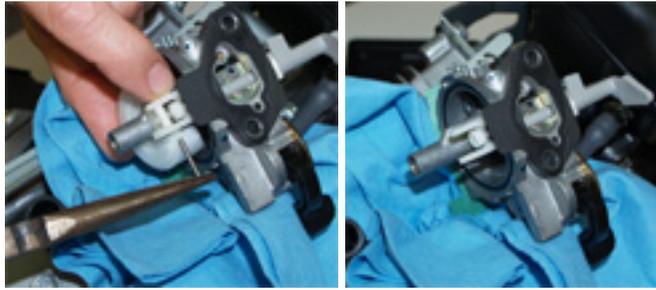
Tools: 10 mm open end wrench, a long straight tip screwdriver (1/4 inch tip width and 3-4 inches long if you leave the unit in the tub), a very, very small piece of wire (anywhere from 2" long or more), a pair of needle nose pliers, one can of spray carburetor cleaner.

1. Turn off the fuel valve before proceeding. It is located to the left of the pull-cord housing.

To access the carb it is necessary to remove the air cleaner. Very easy. Just undo the two large screw holding on the cover, peel off the paper air cleaner and, with a 5/16 socket, remove the back plate, **which also supports the carburetor**. There is a gasket here so be sure to retain it. At the bottom of the plate will be a short tube that connects to a black rubber hose. Pull the tube out of the hose. Disconnect the clear plastic tube from the retainer on the plate as well. On the bottom of the float bowl will be a 10 mm screw. Place a rag under this float bowl to catch the small amount of fuel that will be remaining in the bowl. Remove the very bottom screw and pull the bowl straight down. Leave the screw that is slightly off to the side alone. This is only a fuel drain.



2. You will now notice a white plastic float that moves up and down. This controls the fuel flow into the bowl. Be gentle with this and do not use any force to remove this float. There is a small metal pin that slides left to right. Slide this pin out and let the float drop down into your hand. Notice that there is a small pointed black tip on the float and notice the small hole that this came out of. Use a pair of needle nose pliers to hold onto the pin. Please put these items where you will not lose them or damage them while you finish.

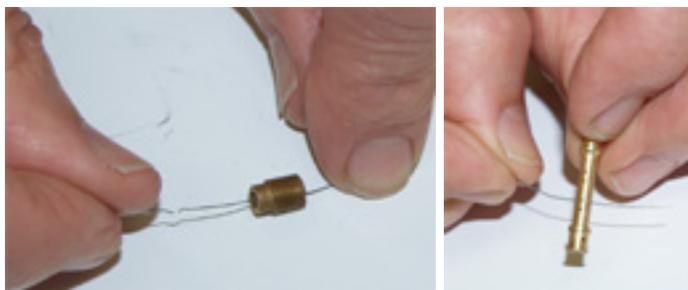


3. The float screw came out of the metal tube that is hanging straight down from the carb. The main jet is screwed up inside of this tube. Now you will need a 1/4" wide straight or slotted screwdriver. Make sure your screwdriver is as wide as the hole in tube. (In other words make the tip of the screwdriver as wide as you can. If you use too small a tip screwdriver you could mess up the main jet's slot that the screwdriver goes into and then you will have to drill and use an easy out to remove the main jet.) Use your small screwdriver and slide this up into the metal tube and turn it until you feel the tip of the screwdriver slip into the slot on top of the main jet. If your engine is out of the tub you can tilt the engine and see the main jet up inside the tube. Now unscrew the main jet counter clockwise.



After it breaks lose just unscrew it all the way out. You should have in your hand a small short jet about 3/8" long and a long skinny tube which is the fuel nozzle about an inch long. If the long jet does not fall out tap the metal tube gently to make it fall out and /or squirt some of your carb. cleaner up in the tube to get it to loosen up. This one is not screwed in. Also look and see which end falls out first so you can put it back in the right way. (The end with the bulge faces down.)

4. Now you should have two small brass pieces in your hand. They will have some very small holes. You will need to use a very small piece of wire to open these holes. Carb. cleaner by itself will not remove these old fuel deposits. This is the problem with your engine. Although by looking at it, it may not appear so, the tiny holes are partially plugged from old dried fuel. **Absolutely do not use a drill bit. Do not enlarge these holes or you will be buying new jets.** Enlarging these holes will affect the way your engine runs. Now take some spray carb. cleaner and flush the jets out and then spray carb. cleaner in all crevices in the carb. Spray it good and everywhere, you can't hurt anything. Spray it up into the orifice where the white float's black tip came out. Flush the entire carb. really well.



5. Not much more to do. We just have to put it back together (Actually, YOU have to put it back together, I'm just looking over your shoulder). Put the small end of the long skinny brass jet back up into the metal tube (bulged end facing down) followed by the shorter main jet. Screw the main jet

back up inside the metal tube and snug it down. Do not try to over tighten. Now take the white plastic float and hold it up so the black tip goes back up into its own hole. Now slide the metal pin back in place. This does not take any force. It should just slide into place. Now move the float gently up and down to see that the white float moves freely.

6. Now just replace the gold colored float bowl and the center screw. Now replace the back plate (don't forget the gasket or the hoses), paper air cleaner and cover. "Whew!" You are now a quasi-qualified, Honda mechanic.

Now for the final test. Let's start the engine. Remove the air intake dust cap. Lay the black heat hose out and remove the black, plastic dust cover on the end of the black heat hose (if you haven't already lost it). Place the engine start switch to the on position. Turn on the fuel valve. Set the choke to the on position (to the right). Put the throttle to about half speed.

O.K. this is it. Pull it over. It should start after two to four pulls. Remember we drained the fuel so give it an extra pull or two so the fuel has a chance to get into the carb. Once it starts put the choke at about the half way position for a few moments then you can turn it off completely.

GOOD JOB!

If for some reason you still have a problem (or to congratulate us) call us at (352) 307-1001.

Now remember when you put this unit away each day turn off the fuel. If you are going to use it again the next day it is not necessary to drain the carb. If you are not going to use the unit again for a week or more drain the carb. Shut the fuel valve off while the engine is running and are doing the rinsing and let the carb. run dry. The engine will stop when it can no longer pull fuel from the tank.

Note****

Use of a fuel stabilizer when your unit is being stored will definitely help. Don't just put the stabilizer in the fuel tank. Use it full-time by putting it into your gas CAN every time you fill it up. That way you won't have to remember to add it to the tank, and full time use will have a flushing effect every time the engine is run.

Now go have some more fun!