

Carb rebuilding 101.9 ..

If an engine has been left sitting long enough for fuel to evaporate, condensing into varnish deposits, In an idler-jet.. it'll fluctuate engine speed, when it's not under load.
If the main jet is partially plugged.. it'll act like it can't make enough horsepower, or like it's running out of gas.. Gasoline in California is the Worst.. there's more alcohol in the fuel, evaporating more quickly, and the additives which bring the octane up, do Not want to be gaseous.. they want to be the gum and varnish clogging your jets. To avoid that, use Fuel stabilizer, in any engine which sits between uses more than a month, or if it's a light-use system, which doesn't use a tank of fuel but every few months.

When a partially plugged jet explains the symptoms..

Find a parts diagram, on line, and look at the carb and fuel components.

Visualize the motor in front of you.. is basically just "parts".

..and each parts group (like a carb), is a "pre-assembly".. not just lots of parts..

example: the air-cleaner is a sub-assembly. You simply un-stack it, to get to the carb..

setting the air cleaner parts in a row, left to right, as you remove them,

lay the screws or nuts on the part they came off of,

when you get to the carb, only remove the part you need to open,

and remove it as a sub-assembly.. make it simple on yourself..

open the carb without removing unnecessary pieces..

identify on the diagram where the individual jets are located,

one by one, cleaning them with carb cleaner, one at a time, and the thoroughfare they live in,

replacing them to almost as tight as they came out, or better..

Some parts like carb top-screws, are commonly found loose.

Vibration makes it necessary to check them every time they are accessible.

Jets get corroded in, so "just snug" is easier for future maintenance on those, and it doesn't hurt to assemble them with anti-seize compound to inhibit the corrosion..

While you are in the carb.. Remember..

as "fuel deposits settle" in the system, they build up bottom to top.

Use Q-tips if you have to, to clean the parts you can see.

Don't put a Q-tip in a hole you can't see through. (LOL)

Find the probably gummy (from bad gas) solenoid (at the bottom of the carb), letting the diagram assist you in getting to it. Remove it, and Clean it with carb cleaner.. Blow carb cleaner through the galley-ways connected to the solenoid's "home",

.. (cleaning galley-ways is what the plastic extension-tube on an aerosol is for).

Reinstall the solenoid, reassemble the rest, in perfect reverse,

.. and voila! ! ready to run ! Nuts n bolts man !

Now, before you go do it.. read these rules:

ALWAYS use carb cleaner over cardboard for instant capture, and disposal.

NEVER drop anything onto the top of an engine,
and IF you do.. get it. get it out, or you will be sorry..

"magnets" live under the flywheel.. and will attract those loose screws !

But that's another story for another day. :{p

One more thing.. NEVER tell yourself, or anyone else you are not mechanically inclined..

ALL machines are just "nuts 'n bolts"

Everything that went together.. can come apart.

When we are meticulous, at taking them apart, they can (almost always) go back together..

So.. get the diagram and show yourself, it's just nuts n bolts & gaskets.