If due care is exercised in following out the above instructions, further motor troubles can generally be traced to insufficient fuel feed, faulty ignition or poor compression.

Testing and Setting Fuel Levels

This operation calls for a "level test gauge," consisting of a body, a screw for attaching it to the carburetor, and a glass gauge for observation of the fuel level and should be performed by some one familiar with this kind of work. (See Fig. 102.)

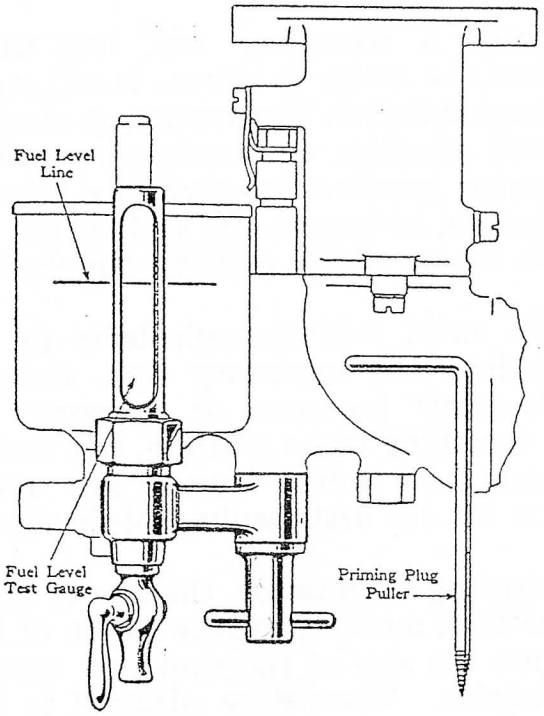

Fig. 102—Level test gauge

The test gauge is attached in place of the lower plug under the compensator jet.

To use the level gauge, attach to carburetor and swing around so the glass gauge is in a position nearly touching the carburetor bowl.

On the side of the bowl a "level line" is scribed to show the exact height to which the gasoline should rise and remain stationary.

A test tank should be used in this operation and one can be made by taking an ordinary half gallon cylinder oil can and solder a fuel line to the bottom. The necessary couplings can be installed on the opposite end of fuel line to attach to the carburetor.

A "shut off" cock should be installed some where in the fuel line, so the gas can be turned "off" and "on" at will.

Place the test tank in a position so the bottom is not less than thirty inches above the carburetor.

When all attachments are made, turn on the gasoline and as it is seen to rise in the gauge glass, note the height in comparison with the "level line."

At least five readings should be made in determining the exact "level."

Needle Valve Adjustment

The only place any adjustment of the level should be attempted is at the needle valve collar, its relative position on the needle valve determining the point of closing of the valve. Remove the float