

Installation Instructions for W1187 Carburetor Adjust Tool

A. Adjusting Idle Speed

1. Find the idle adjustment screw. This is the screw that adjusts the opening of the throttle plate. Consult the owner's manual if you can't find the screw.
2. Start the engine and let it warm up to normal operating temperature.
3. Turn the idle adjustment screw clockwise, no more than a half-turn, listen to the engine. Consult the owner's manual for the recommended motor speed.
4. Listen to the engine for sounds of roughness and readjust if necessary. It should take about 30 seconds for the engine to adjust to the change you made. Make slow turns and listen closely to the response.
5. When you've got the idle to proper specifications, kill the engine and replace the air filter to finish the job.

B. Adjusting the Air & Fuel Mixture

1. On most carbureted cars, you'll need to remove the air filter to expose to carburetor on these models the air cleaner housing is attached directly to the carburetor.
2. There should be two screws on the front of the carburetor, which are used to adjust the air-fuel mixture. They look like slotted screws that can be turned with a screwdriver; these adjust the fuel and air mixture in the carburetor. Some require a specific adjusting tool like GM's Quadrajete; it uses a double D tip found in the W1187. Others require odd sized hex bits or sockets that are hard to find.
3. Start the engine and let it warm up to normal operating temperature.
Lean Mixture: Engine has poor power output and will ping when the throttle is open sharply, as if you were flooring the gas. A lean mixture can lead to high exhaust temperatures, burn valves, and hard cold starts.
Rich Mixture: Engine has poor power output, it won't necessarily make a change in sound, but you'll be able to smell unburnt fuel. A rich mixture will cause plugs to fuel-fouled, leading to hard cold starts.
4. Adjust both screws equally to find the right mixture. Set the idle screw (A. step 1) so that the engine is idling at a normal RPM. Use the adjusting tool to slowly turn one of the bleeder screws on one side of the carb inward until the idle either drops or rises. If it drops, you are going the wrong way, turn it the other way until the engine idle returns to normal RPM, if it rises keep turning it until it peaks-out and starts dropping again go back until you get the highest idle. Use the idle control screw (A. step 1) and re-adjust the idle back down to the normal RPM again. Now repeat this to the bleeder screw on the other side. Once completed and you have found the highest possible idle, go back and re-adjust the idle speed screw. (A. step 1) back to normal RPM.
5. When the idle mixture is set, kill the engine and replace the air filter to finish the job.



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