



# WILLY'S TECH SHEET

## Baseline adjustments for Alky/Gas carburetors

(NOTE: ALL ADJUSTMENTS PERFORMED ON FULLY WARMED UP ENGINE!)

### Idle Mixture Screws (slotted screw on side of metering block)

Screw in and lightly seat, then back out 1-1/2 turns

### Idle Speed Adjustment

There are two adjustment screws, one primary(driver side, front throttle shaft), and secondary(passenger side, rear throttle shaft).

**Alky-Back** primary screw all the way off, (not touching).

With engine warmed up and running, adjust secondary screw to achieve within 100 to 200 RPM under desired idle speed.

**Gas-Back** secondary screw all the way off, (not touching), then tighten 1/4 turn past touch.

Adjust primary screw to desired idle speed (approx. 1/2 turn after contacting throttle lever).

### Fuel Pressure and Float Levels

**Alky** 9 to 10 psi at wide open throttle under load.

**Gas** 7 to 8 psi at wide open throttle under load.

If running belt drive style pump with low idle pressure (3 to 5 psi), you must raise pressure to about 6 to 7 psi to set float levels.

For example, when checking primary float level, open secondary throttle plates to raise RPM and pump pressure, set primary level at bottom of sight plug hole. When setting secondary level, (at bottom of sight hole), open primary throttle plates to raise pressure.

### Main Jet Adjustment \*\*FOR BILLET BLOCKS ONLY\*\*

**Alky**- center setting is usually baseline. You have 2 adjustments richer (counterclockwise) and 2 adjustments leaner (clockwise).

Each adjustment is a 4 jet change.

Alky Jet Ranges

<u>A-1</u> 1=128	<u>A-2</u> 1=140
2=132	2=144
3=136	3=148
4=140	4=152
5=144	5=156

**Gas**- center setting is usually baseline. You have 2 adjustments richer (counterclockwise) and 2 adjustments leaner (clockwise).

Each adjustment is a 2 jet change.

Gas Jet Ranges

<u>G-3</u> 1=60	<u>G-4</u> 1=70	<u>G-5</u> 1=80	<u>G-6</u> 1=90
2=62	2=72	2=82	2=92
3=64	3=74	3=84	3=94
4=66	4=76	4=86	4=96
5=68	5=78	5=88	5=98

## Maintenance

**Alky**- Weekly racing, lube throttle shafts with 3in 1oil or other light oil and grease pump cams. It's not necessary to drain fuel bowls, unless [carburetor](#) won't be ran for 2 to 3 weeks or more. If so, drain and refill with gas to break down alcohol.

Alky carburetors need freshened yearly to avoid problems.

**Gas**- Weekly racing, lube throttle shafts with 3in1oil or other light oil and grease pump cams.

To help keep black (powder coated) carburetors looking good, **DO NOT USE CHEMICAL SPRAY CLEANERS** (carb cleaner, brake clean, etc.) on coating. WD40 or similar works well.

When bolting carburetor to manifold, don't tighten one corner down without others ran up snug, to avoid breaking baseplate.