

Chris-Craft

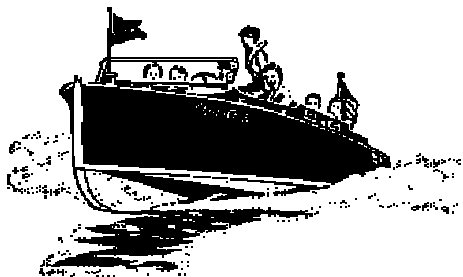
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CHRIS-CRAFT CORPORATION

ADMINISTRATION - POMPANO BEACH, FLORIDA

PARTS DEPARTMENT - ALGONAC, MICHIGAN

Service Division

• BULLETIN •

FOR THE SPECIAL ATTENTION OF YOUR SERVICE MANAGER

November 1, 1959

SERVICE BULLETIN E-21 (Revision of Bulletin #127 of 12/1/56)

SUBJECT: SYNCHRONIZATION OF DUAL CARBURETORS

Dual carburetors must be synchronized to produce a smooth idle. If one carburetor is open only a fraction of an inch more than the other, the cylinders at that end of the engine will receive more fuel mixture resulting in an uneven idle.

If the carburetors are not synchronized, adjustments must be made to correct this condition. The stop lever adjusting screws on each carburetor must be adjusted so that both carburetors are equally closed in idle position. It is sometimes also necessary to correct the throttle lever position by loosening the throttle lever clamp screw and turning the throttle shaft on one carburetor slightly to make them equal.

Each stop lever adjusting screw must be adjusted equally so that there is no chance of any play in the linkage joining the two carburetors permitting one carburetor to open slightly more than the other at idle speeds.

When this adjustment is made, if one carburetor does not open quite all the way when the other is wide open, no difference will be realized in the top RPM's reached by the engine because the throttle plate will not restrict any air not already restricted by the throttle plate shaft.

A satisfactory idling speed will be obtained when the carburetors are synchronized and the idle adjusting needles are correctly set. Recommended idling RPM's are as follows:

KFL - 600 RPM
MCL - 500 RPM
WB - 500 RPM

The chokes must both completely close simultaneously to assure easy starting. If they do not, readjust the clamp screw on the choke lever so that both chokes close.

(See Illustration - Over)

CHRIS CRAFT CORPORATION

R. MACK KREBS
General Service Manager

DUAL CARBURETION

