# McCULLOCH CORPORATION
# SERVICE BULLETIN

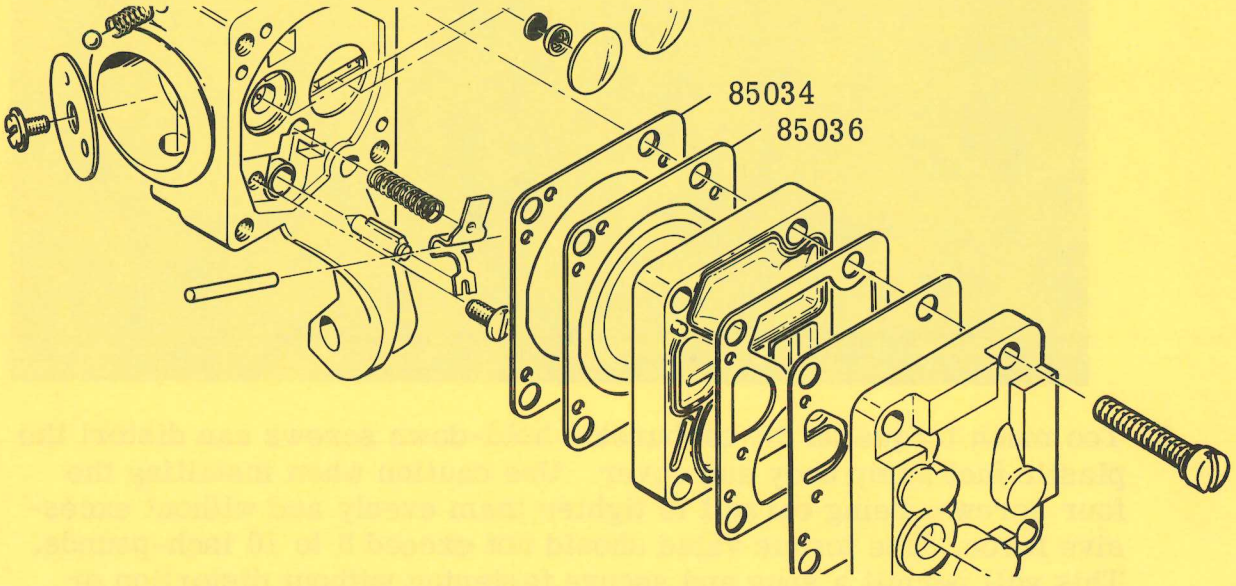
1498

MODEL: Mini-Mac 6 & 6A December 30, 1970

SUBJECT: CARBURETOR SERVICE & TROUBLESHOOTING

When carburetor flooding or adjustment problems are found in operation of Mini-Mac 6 or 6A engines, the following checks or adjustments should be made to correct the problem.

1. Diaphragm Gasket, P/N 85034, should be placed next to the carburetor body, and the control Diaphragm, P/N 85036, should be placed on top of the gasket and next to the fuel pump body. Please make a notation of this change in the Mini-Mac I.P.L., P/N 84718, pages 6 and 7. If necessary, reverse the positions of gasket and diaphragm on the carburetor being checked.



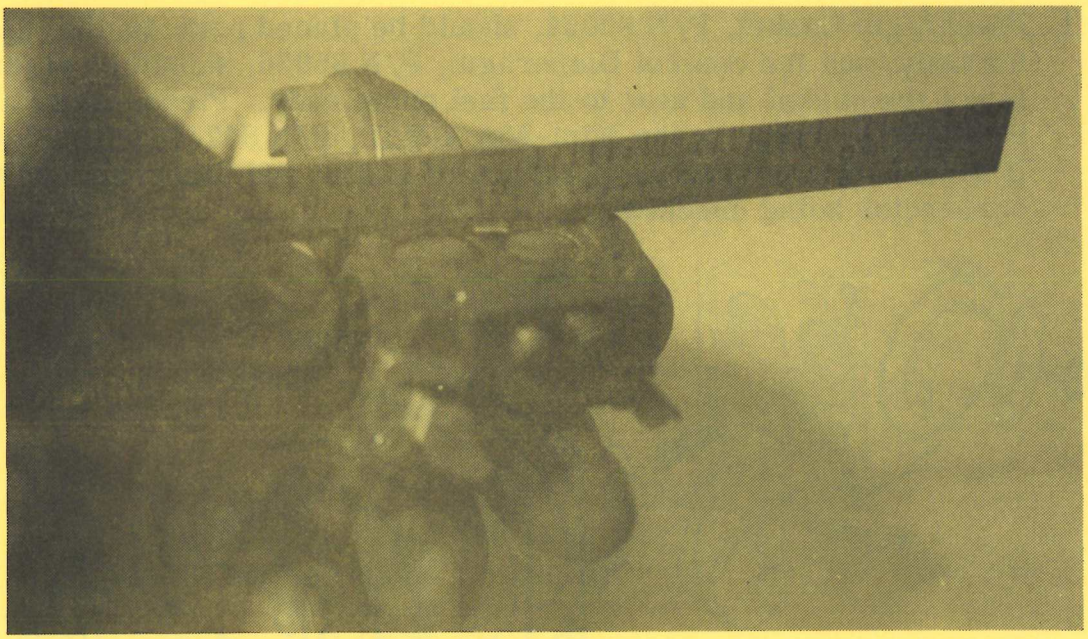

2. The correct setting for the inlet control lever is + 0.005 to + 0.020 inches above the face of the carburetor body. Check this position with a straightedge laid across the face of the body as illustrated on the next page. For reference when checking this setting, note that the lever is approximately 0.020 inches thick. The thickness of the lever is therefore the maximum allowed distance of lever above body. If necessary, adjust the position of the lever by bending it at the neck where the fork fits around the neck of the inlet needle valve.

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CAUTION - Use extreme care when adjusting the lever, to avoid any twisting, distortion or misalignment of either the lever or the lever spring.

Note: This setting is revised from the lever position recommended in "General Service Information", S.I. 27, page 2, which was furnished in Service Bulletin No. 1494. Please note this revision in S.I. 27.



3. Too much torque on the carburetor hold-down screws can distort the plastic fuel pump body and cover. Use caution when installing the four screws, being careful to tighten them evenly and without excessive force. The torque value should not exceed 8 to 10 inch-pounds. This will permit a snug and secure fastening without distortion or risk of an air leak.

4. The carburetor should be pressure checked for the possibility of an air leak through the expansion plugs in the carburetor body. To make this check, the fuel inlet needle must be removed from the fuel passage to the wet side of the diaphragm. When this has been done, replace the fuel metering diaphragm, its gasket, pump body, pump diaphragm, gasket and cover.

Note: Always perform pressure checks after the parts have been soaked in a fuel mixture. Pressure checking dry parts will give false indications of leaks.

After soaking, close the high speed adjustment needle and attach the pressure tool hose to the inlet tube in the pump cover. Pump up pressure to not more than 2 psi. Leaks may be located by holding the carburetor under fuel and watching for air bubbles while pressurized to the correct level.

If a slight leak is observed around the fuel adjustment needle, coat the threads with grease and reinstall the needle. A very small leak will not affect carburetor operation.

If leaks are observed when checking expansion plugs, seal the plugs with "Glyptol" or other fuel resistant sealant.

5. Crankcase air leaks may also cause erratic carburetor operation and make adjustment difficult. A pressure check of the crankcase assembly will disclose such leak. If a leak is found where the two halves of the crankcase are joined, remove the four screws and inspect the mating surfaces for burrs around the tapped holes into the cylinder section. If burrs are present, deburr by chamfering the tapped holes just enough to remove the burr.

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By Jack Carroll
Service Manager