READ-READ-READ!!!!

This is a Chinese copy of an HL chainsaw carb, and is calibrated to sit and idle forever. It should work great on all minibike engines, from Clinton on up. The hi-speed circuit is also calibrated for a saw that doesn't see continuous full throttle use, as with karts. We have tested these on karts with a 49 saw engine, and several 91's on the track, and they work very well, with easy starting, crisp performance, and simple adjusting.
Make sure you can get the engine to 4 cycle on the top end, once the carb is warmed up (3-4 laps) The mixture needles have a very fine thread compared to a real Tillotson, and require MORE TURNS out, to get the same affect in performance. Do not be afraid to open the hi-speed needle to the point where the engine "4 strokes", then close the hi-speed needle just enough to clean up the performance, No further. Engines 'like' to run lean, but you are certainly asking for big trouble! The lo-speed (closest to the manifold) needle once set, should never have to be messed with. The hi-speed needle should be adjusted daily as described above. Document the number of turns on each needle when you get the carb, incase you have to go back to square one at some point.

We have found a weak point in the throttle shaft. The threaded hole that holds the original lever arm on, is drilled almost all the way to the groove for the thrust clip. Putting any kind of side load on the shaft will snap the end off, also make darn sure that you have a POSITIVE throttle stop somewhere else in the linkage so it doesn't pull on the shaft once its at full throttle. The carbs now come with a throttle arm, and are meant to be used with the thin throttle clevis that Azusa makes, p/n AZ8157. Install or remove the arm by twisting it gently on the shaft while pulling or pushing. Remove the arm to bolt down the carb.

The carb needs spacers (supplied) for the mounting studs. I couldn't find an exact fit bushing, so ended up with the white poly tubing that is commonly used for icemakers, and available at the hardware store very cheaply. There are 2 pre-cut in the bag, and a couple extra inches to make more. Simply slice off a piece shorter than the flange thickness, and cut it vertically, put on gasket, then spacers. They will stay on the studs, and are necessary to align the pulse hole correctly.

The stack screws are Torx T-20, made out of junk steel, bring them snug, not TIGHT.

There are now more than 80 carbs out there. Not one bad one, a few broken shafts. One guy reported that his 101 engine 'ran like a Swiss watch'. Carb is guaranteed to work correctly on a healthy engine. We Always want to hear about any problems you may have with any of our stuff, and will help you get it worked out.

Happy Motoring!

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