

Tecumseh Carburettor Troubleshooting

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CARBURETOR TROUBLESHOOTING

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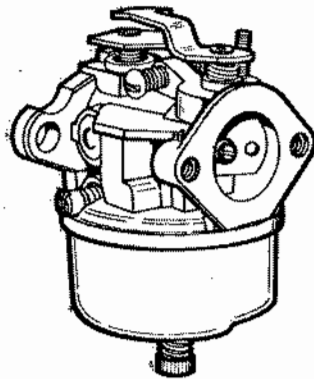
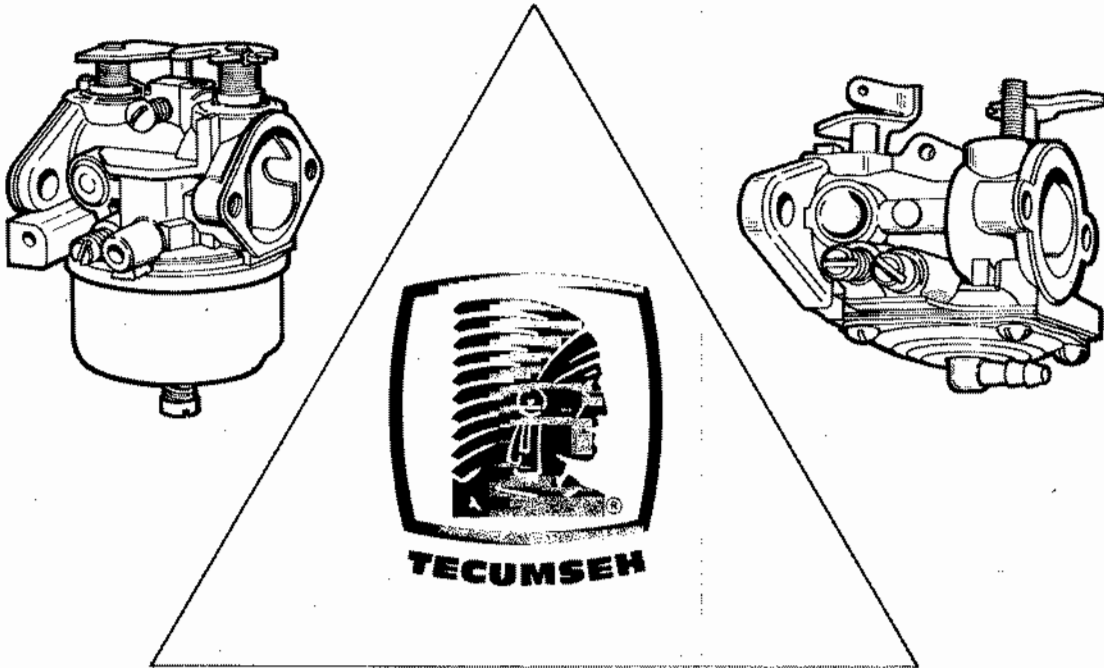
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TECUMSEH



CARBURETOR TROUBLESHOOTING

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INTRODUCTION

This troubleshooting book is designed as a quick reference to carburetion problems and is not designed to replace the Mechanic's Manual. Please refer to the Mechanic's Manual for complete service procedures on all carburetors.

When troubleshooting carburetors, other areas should not be overlooked. They are: air cleaners, fuel tanks, fuel lines, in-line fuel filters, and valves. The symptoms from these items may appear to be carburetion problems when in fact they are not. Many times a second effort is required to troubleshoot a carburetion or related problem. Do not minimize any step or check.

Listed below are some basic DO'S and DON'TS to be followed when making carburetor repairs.

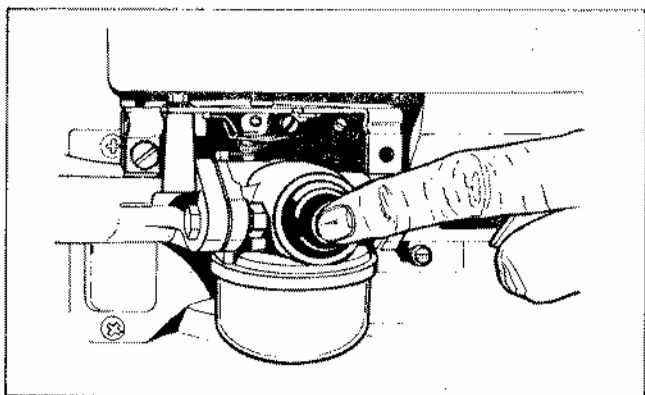
DO NOT:

- Use drill bits to clean passages.
- Enlarge passages.
- Soak carburetor in a cleaner over 30 minutes.
- Re-use original choke and throttle shutter screws.
- Interchange bowl nuts.
- Re-use gaskets and "O" rings.

PLEASE DO:

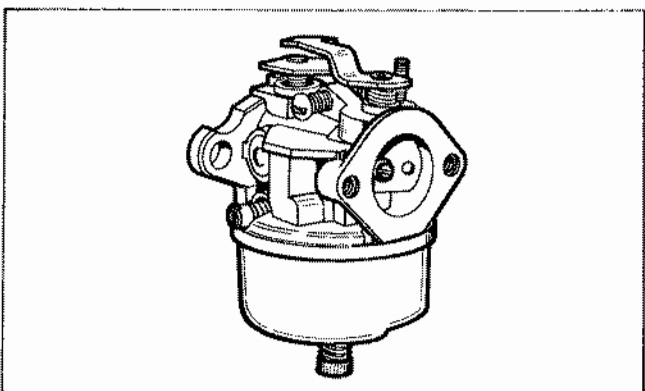
- Follow all instructions carefully.
- Use new service replacement screws for the choke and throttle shutters (screws are treated with a dry type adhesive to secure them in place).
- Use Tecumseh float setting tool for proper float height, part No. 670253A.
- Use only genuine Tecumseh service parts.
- Remove all welch plugs before soaking carburetor in cleaner.

HOW TO IDENTIFY A TECUMSEH CARBURETOR

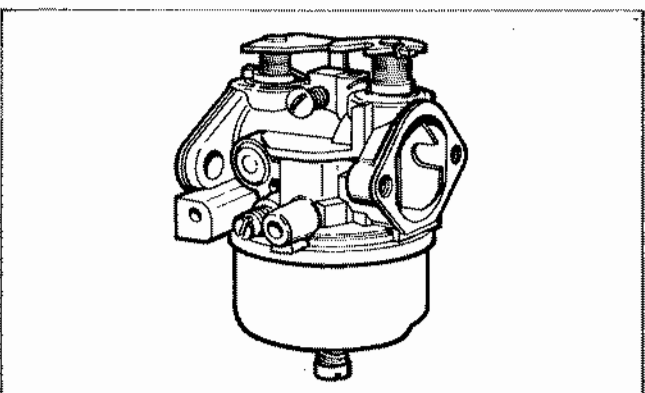


Tecumseh has a variety of carburetors. To help identify these carburetors here are some simple procedures to follow.

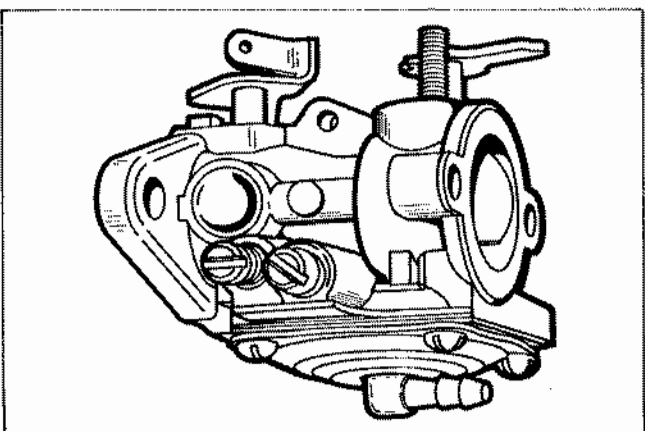
DUAL SYSTEM CARBURETORS. The easiest way to identify the dual system carburetor is by the large primer bulb on the side. The absence of adjustment needles help to identify the carb as well. The dual system carburetor is used on 4-cycle vertical crankshaft engines.



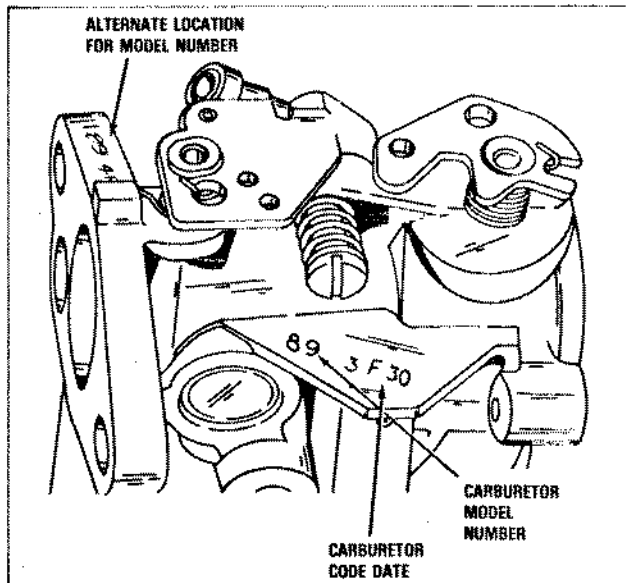
SERIES I CARBURETORS. Series I carburetors come in a variety of styles, between 2 and 4-cycle engines in the 2 through 7 h.p. range. They are a float style carburetor with a smaller venturi than the Series III and IV. Some will have an adjustable idle and main, others will have a fixed main with an adjustable idle, and some will be of the fixed speed application and will only have a fixed main system.



SERIES III & SERIES IV CARBURETORS. Series III and IV are generally used on 8 through 10 horsepower 4-cycle engines. The venturi size of these carburetors are larger. The quickest way to identify these carburetors is by the bosses on each side of the idle mixture screw.



DIAPHRAGM CARBURETORS. The diaphragm carburetors are noticeably different. This carburetor can be operated at a more severe angle.



To identify a carburetor replacement for an engine, one way is to have the model and specification number of the engine. If the engine model and specification number is not present for some reason, there is a model and code date number stamped on the body of every carburetor.

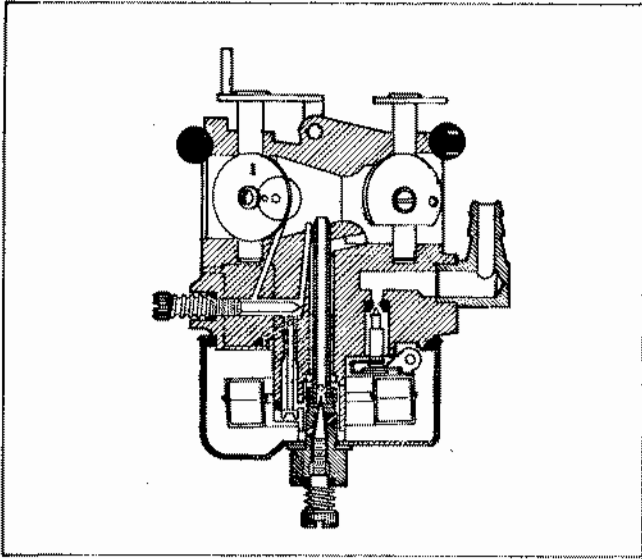
MFG. TO SERVICE NO.					
Mfg. Model No.	Service Part No.	Page No.	Mfg. Model No.	Service Part No.	Page No.
82	631095	56	117	631132	64
83	631090	56	118	631001A	58
84	631087	56	119	631001A	58
85	630987A	58	120	631003A	58
86	631084	56	121	631117	64
87	631086	56	122	631127	64
88	631094	56	125	631143	62
89	630987A	58	126	631134	64
91	631114	58	127	631144	64
92	631102	56	128	631150	64
93	631101	58	129	631139	62
94	631103	56	130	631145	62

By using the carburetor model number and going to the parts manual or the microfiche carburetor section and finding the service part number listed for the carburetor, it will also list the page or grid where the carburetor breakdown can be found.

Part Number	Sugg. Price	Code	Description
631785A			SVC Carb NF
631788A			SVC Carb NF
631789A			SVC Carb NF
631790A			SVC Carb NF
631792A			SVC Carb NF
631794A			SVC Carb NF
631795A			SVC Carb NF
631796A			SVC Carb NF
631797A			SVC Carb NF
631798A			SVC Carb NF

Some Tecumseh service carburetors will not have the fuel fitting. These carburetors can be identified by the description listed SVC Carb NF, meaning service carburetor, no fitting. If this designation is not made in the listing the carburetor will have a fuel fitting.

SERIES 1 (2-7 H.P.) FLOAT CARBURETORS



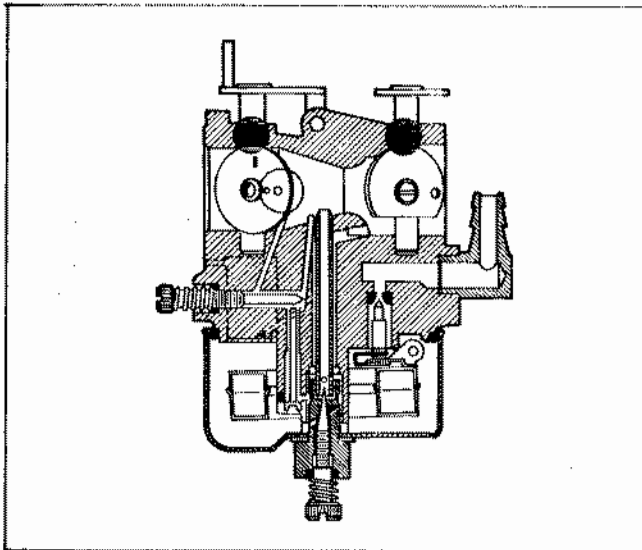
LEAKY CARBURETOR GASKETS

SYMPTOMS:

- Engine overspeeds
- Idle speed is excessive
- Carburetor runs lean with main adjustment needle shut off
- Performance unsatisfactory after being serviced

REPAIR:

Replace with new gaskets on the intake and air cleaner end of the carburetor every time the gasket is disturbed.



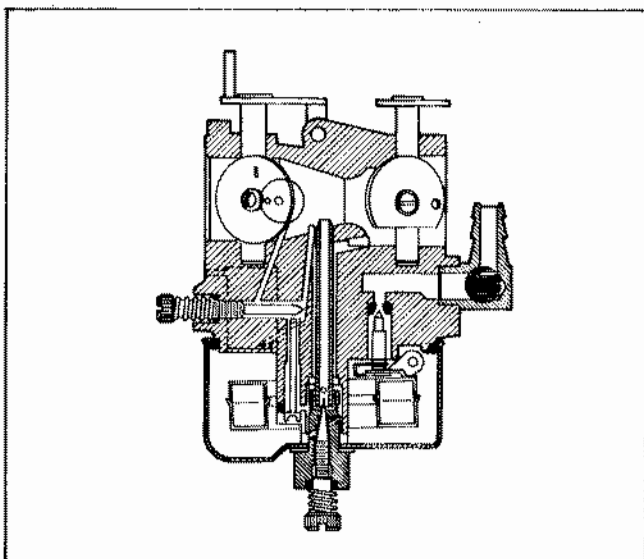
THROTTLE AND/OR CHOKE SHAFT WORN THROTTLE AND/OR CHOKE SPRINGS NOT FUNCTIONING

SYMPTOMS:

- Engine will not start
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Idle speed is excessive
- Choke does not open fully
- Performance unsatisfactory after being serviced

REPAIR:

Replace all worn parts, springs, dust seals (when so equipped). If carburetor body is worn out of round, causing the leak, a new service carb should be used.



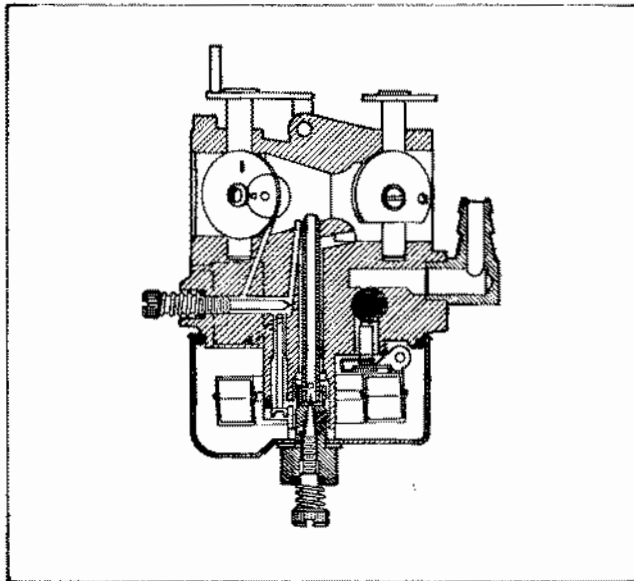
FUEL INLET IS PLUGGED OR LOOSE

SYMPTOMS:

- Engine will not start
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Carburetor leaks
- Engine starves for fuel at high speed (leans out)

REPAIR:

Clean fuel system completely. Refill with clean fresh fuel, as recommended by Tecumseh. Replace loose clamps and fittings.



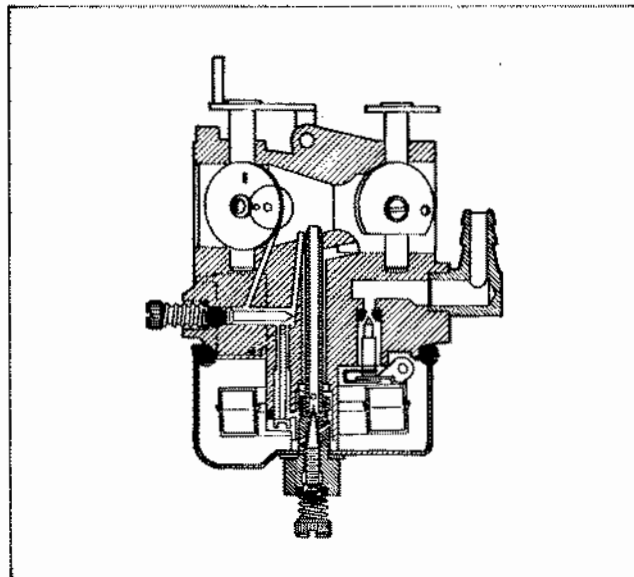
DIRTY, STUCK, OR DAMAGED NEEDLE AND SEAT

SYMPTOMS:

- Engine will not start
- Carburetor floods
- Carburetor leaks
- Poor engine performance

REPAIR:

Remove old needle and seat. Install a new needle and seat according to manual instructions.



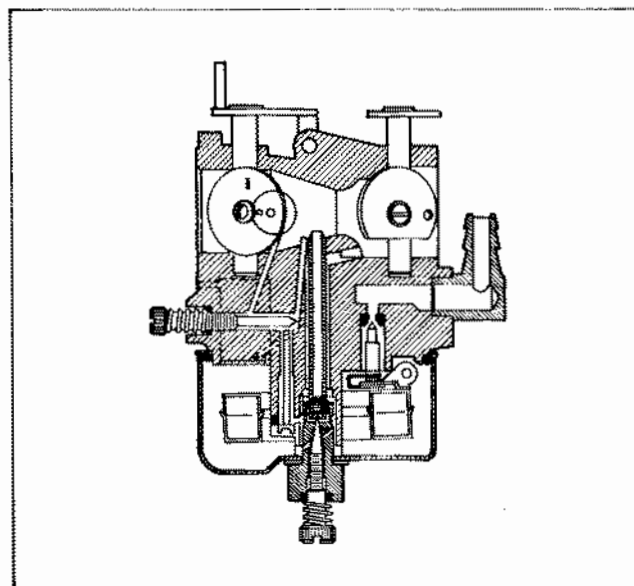
DAMAGED OR LEAKY "O" RINGS

SYMPTOMS:

- Engine hunts (at idle or high speed)
- Carburetor leaks
- Engine overspeeds
- Idle speed is excessive
- Carburetor runs with main adjustment needle shut off

REPAIR:

All rubber "O" rings should be removed before cleaning and should be replaced with new ones when rebuilding the carburetor.



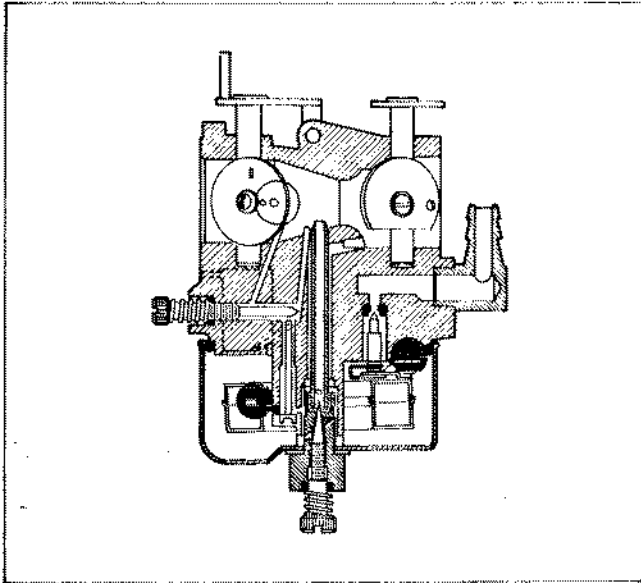
MAIN NOZZLE RESTRICTED OR PLUGGED

SYMPTOMS:

- Engine will not start
- Engine hunts at high speed
- Engine starves for fuel at high speed (leans out)

REPAIR:

Soak carburetor in cleaner for no more than 30 minutes. Use compressed air to blow thru passages and run a soft tag wire to remove restrictions.



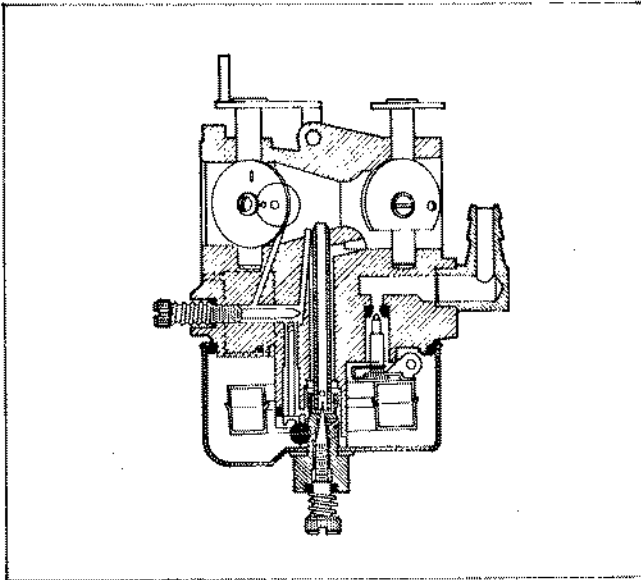
DAMAGED AND/OR WORN HINGE PIN OR FLOAT OR IMPROPER FLOAT HEIGHT

SYMPTOMS:

- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Carburetor floods
- Engine starves for fuel at high speed (leans out)
- Carburetor runs with main adjustment needle shut off
- Poor starting

REPAIR:

Replace float and axle. If hinge pin area of casting is worn, the carburetor body must be replaced. The float height is set using Tecumseh tool No. 670253A (Shown on page 9 of this book).



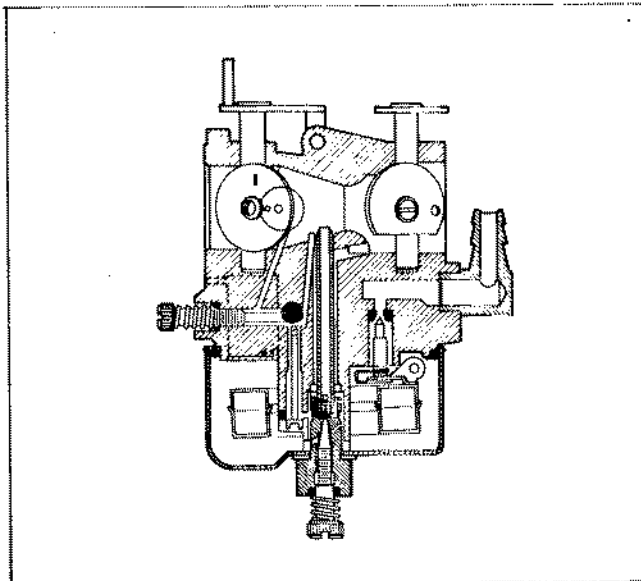
FUEL PICK-UP RESTRICTED OR PLUGGED

SYMPTOMS:

- Engine will not start
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine starves for fuel at high speed (leans out)

REPAIR:

After soaking carburetor in a commercial cleaner (no longer than 30 minutes) use compressed air or soft tag wire to clean passages.



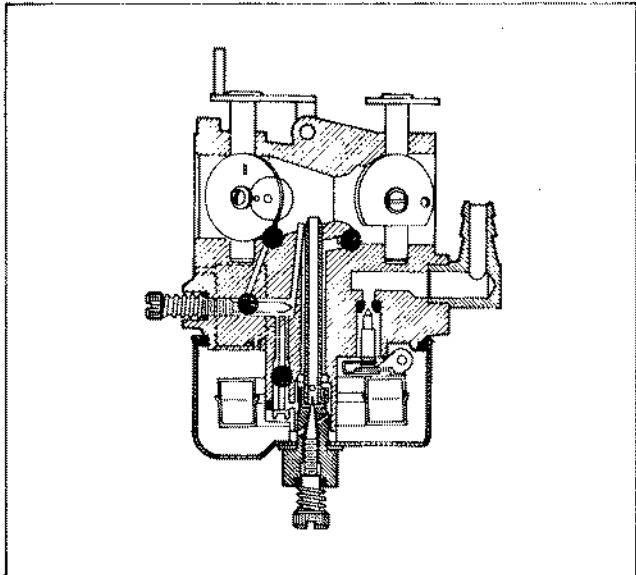
DAMAGED OR INCORRECT FUEL ADJUSTMENT NEEDLES

SYMPTOMS:

- Engine will not start
- Engine will not accelerate
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Engine overspeeds
- Engine starves for fuel at high speed (leans out)
- Carburetor runs with main adjustment needle shut off
- Performance unsatisfactory after being serviced

REPAIR:

Replace damaged needles with correct fuel adjustment needles. CAUTION: Do not over-seat needles.



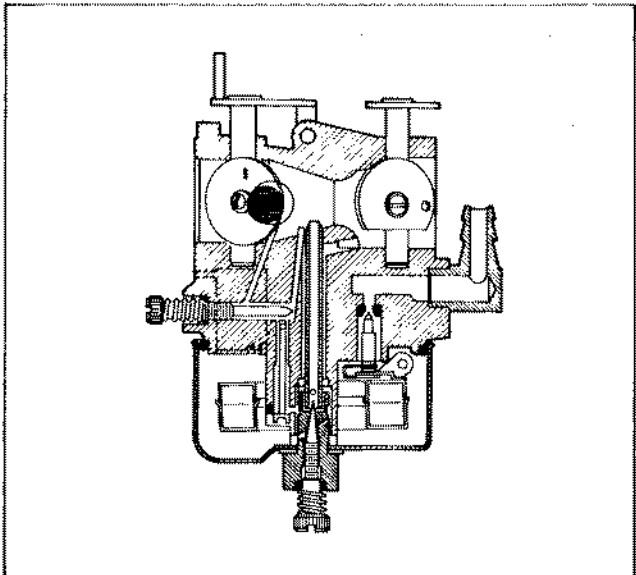
RESTRICTED OR PLUGGED AIR BLEED OR IDLE SYSTEM

SYMPTOMS:

- Engine runs rich
- Engine hard to start
- Engine will not accelerate
- Engine hunts
- Engine will not idle

REPAIR:

After soaking carburetor in a commercial cleaner (no longer than 30 minutes) use compressed air or a soft tag wire to clean passages. The metering rod on Series I carburetor is not a serviceable part. If metering rod is not free, carburetor body must be replaced.



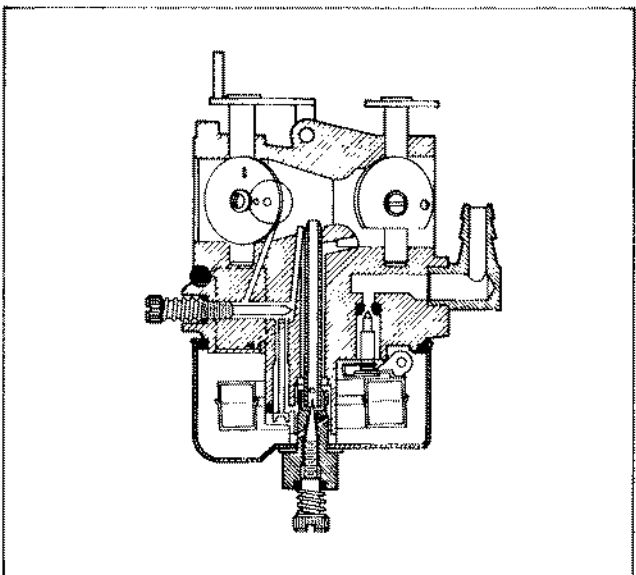
RESTRICTED IDLE AND/OR SECONDARY DISCHARGE PORTS

SYMPTOMS:

- Engine will not start at idle
- Engine will not accelerate
- Engine hunts
- Engine will not idle

REPAIR:

After soaking carburetor in a commercial cleaner (no longer than 30 minutes) use compressed air or a soft tag wire to clean passages.



RESTRICTED OR PLUGGED ATMOSPHERIC VENT

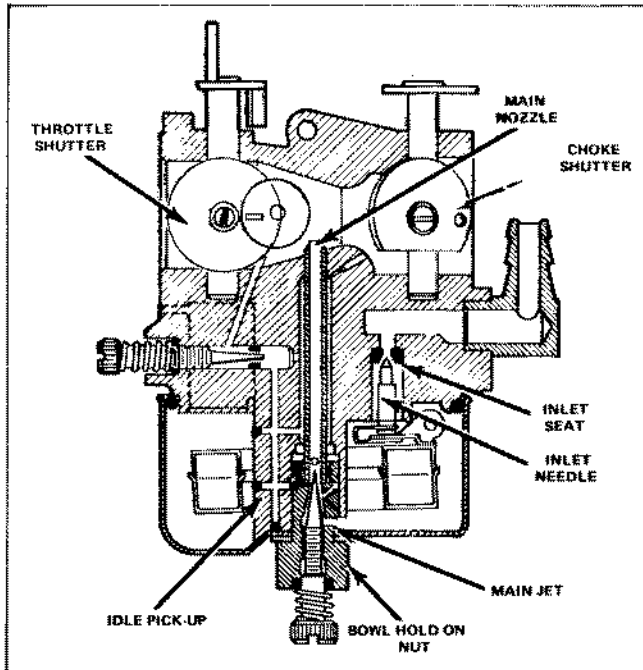
SYMPTOMS:

- Engine will not start
- Carburetor floods
- Carburetor leaks

REPAIR:

After soaking carburetor in a commercial cleaner (no longer than 30 minutes) use compressed air or a soft tag wire to clean passages. **CAUTION:** Do not use compressed air with float on carburetor. The compressed air will crush the float.

SERIES III AND IV FLOAT CARBURETORS



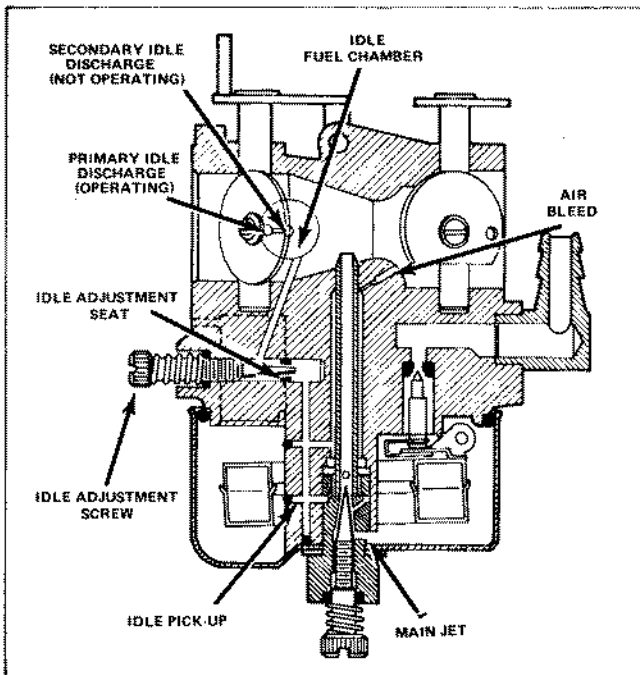
The Series III and Series IV carburetors are virtually the same in operation and servicing as the Series I carburetors.

The Series III and Series IV carburetors have a larger venturi for more air and fuel movement because of the demand for more fuel with the larger horsepower engines.

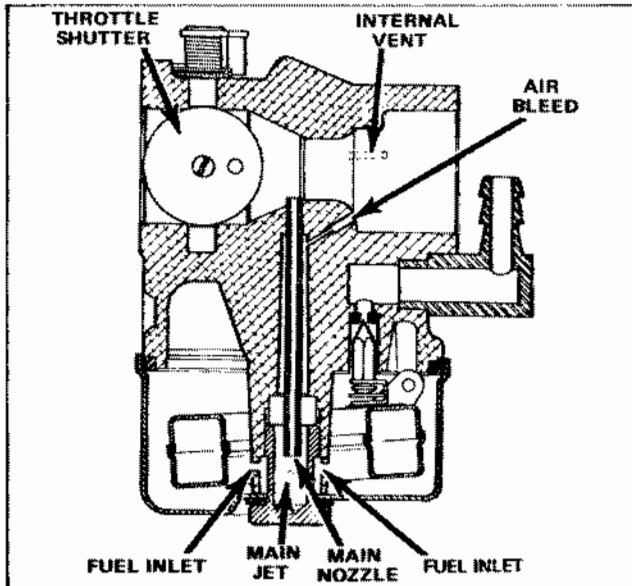
The metering rod in the idle fuel system has also been removed because the passage can now be drilled to the proper size required.

Another way to identify this carb is by the bosses located on each side of the idle mixture screw.

When service to this carburetor has been completed, check to make sure that the scribe mark on the throttle shutter is facing out and in the 3 o'clock position. Any position other than the 3 o'clock location will cause binding or no operation at all of the throttle.

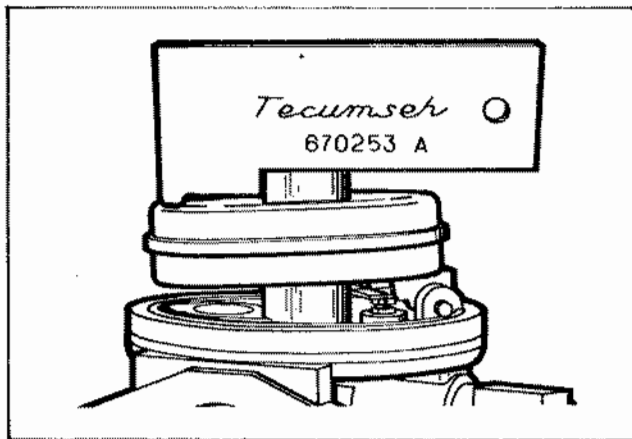


DUAL SYSTEM CARBURETORS

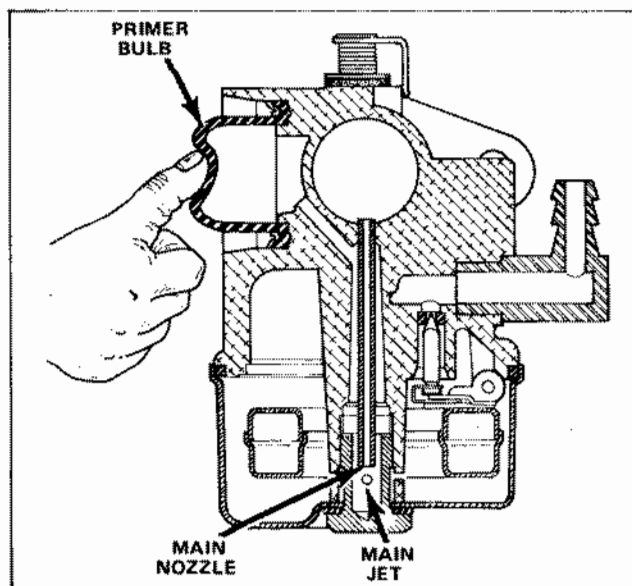


All of the previous steps should be followed when troubleshooting the Dual System carburetor. There are several areas that are often overlooked in these carbs that must be pointed out:

1. The main jet on the Dual System carburetor is in the bowl nut of the carb (as shown in the picture to the left).

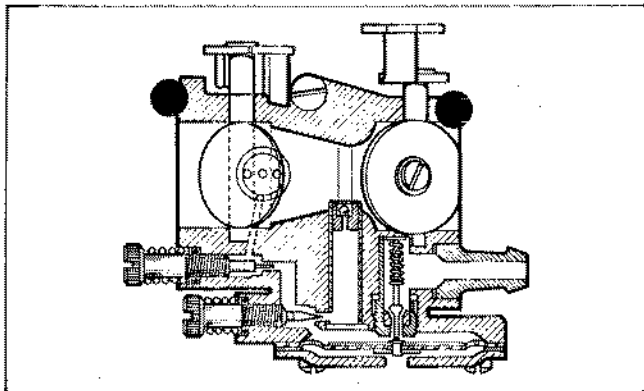


2. The proper float height is very important to all Tecumseh carburetors and must be set by using the Tecumseh float setting tool, part No. 670253A.



3. Clean, fresh fuel is vital to the operation of any engine. The device that meters the fuel to the engine for operation is the carburetor. If the fuel is heavy, stale, sour, or contains water, that creates a metering problem for the carb.
4. Good valves are essential for dependable starting. Burned valves, poor seats, or improper valve stem clearance lead to hard starting engines that are diagnosed as carburetor problems but are not.

DIAPHRAGM CARBURETORS



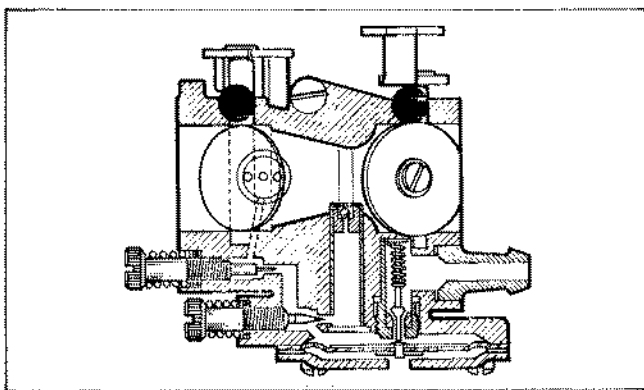
LEAKY CARBURETOR GASKETS

SYMPTOMS:

- Engine overspeeds
- Idle speed is excessive
- Carburetor runs lean
- Performance unsatisfactory after being serviced

REPAIR:

Replace with new gaskets on the intake and air cleaner end of the carburetor every time the gasket is disturbed.



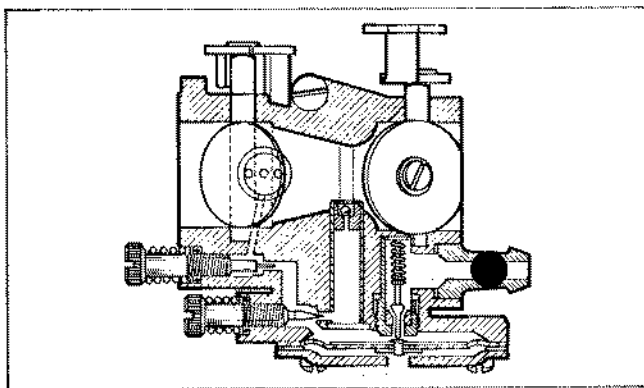
THROTTLE AND/OR CHOKE SHAFT WORN THROTTLE AND/OR CHOKE SPRING NOT FUNCTIONING

SYMPTOMS:

- Engine will not start
- Engine will not accelerate
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Idle speed is excessive
- Choke does not open fully

REPAIR:

Replace all worn parts, springs, dust seals, (when so equipped). If carburetor body is worn out-of-round, causing the leak, a new service carburetor should be used.



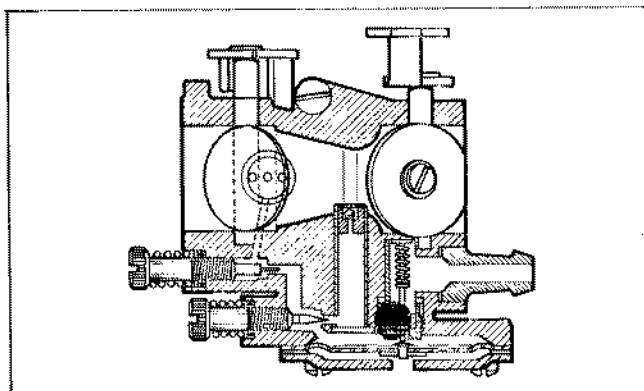
WHEN FUEL INLET IS PLUGGED OR LOOSE

SYMPTOMS:

- Engine will not start
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Carburetor leaks
- Engine starves for fuel at high speed (leans out)

REPAIR:

Clean fuel system completely. Refill with clean, fresh fuel as recommended by Tecumseh. Replace loose clamps and fittings.



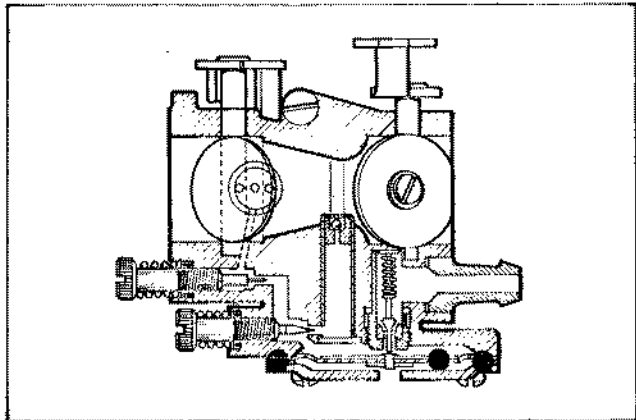
DIRTY, STUCK, OR DAMAGED NEEDLE & SEAT

SYMPTOMS:

- Carburetor floods
- Carburetor leaks
- Carburetor runs rich with main adjustment needle shut off

REPAIR:

Remove old needle & seat assembly. Install a new needle & seat assembly according to manual instructions.



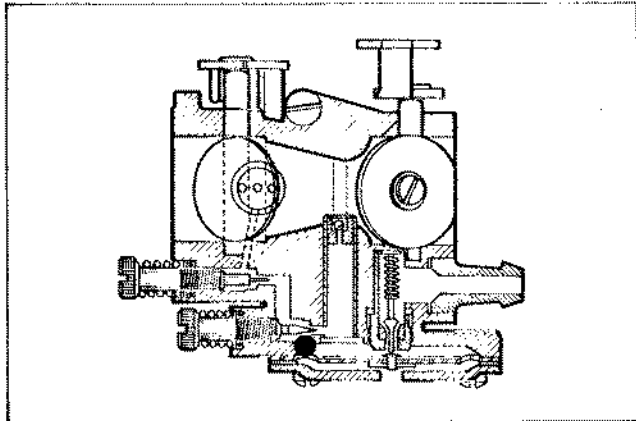
CRACKED OR BRITTLE DIAPHRAGM OR IMPROPER POSITIONING OF DIAPHRAGM

SYMPTOMS:

- Engine will not start
- Engine will not idle
- Engine lacks power at high speed
- Carburetor floods
- Idle speed is excessive
- Engine starves for fuel at high speed (leans out)
- Carburetor runs rich with main adjustment needle shut off
- Carburetor leaks

REPAIR:

Replace diaphragm with a new one. Install with a new gasket according to the style of carburetor body that you have. Check Mechanic's Manual for proper sequence of diaphragm and gasket.



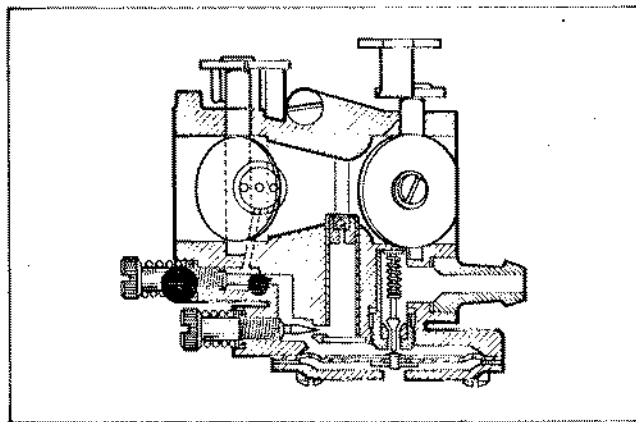
FUEL PICK-UP RESTRICTED OR PLUGGED

SYMPTOMS:

- Engine will not start
- Engine will not idle
- Engine hunts (at idle or high speed)
- Engine starves for fuel at high speed (leans out)

REPAIR:

Soak in a commercial carburetor cleaner (no longer than 30 minutes). Use compressed air and soft tag wire to clean all passages.



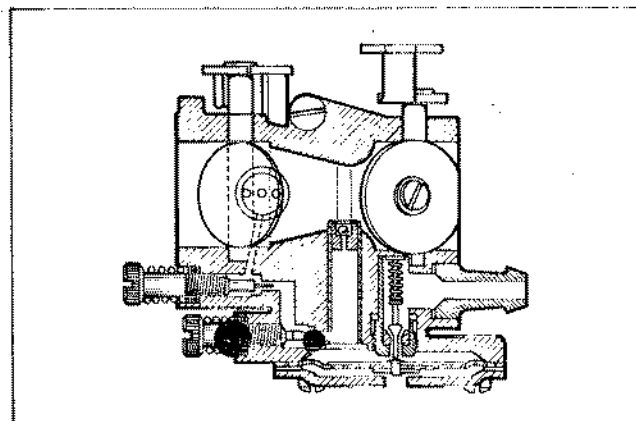
DAMAGED OR INCORRECT IDLE MIXTURE SCREW

SYMPTOMS:

- Engine will not start
- Engine will not accelerate
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Engine overspeeds
- Engine starves for fuel at high speed (leans out)
- Carburetor runs rich with idle adjustment needle shut off
- Performance unsatisfactory after being serviced

REPAIR:

Replace idle mixture screw and "O" ring with new, clean passages. Do not overseat needle. If tip breaks off in carb the body must be replaced.



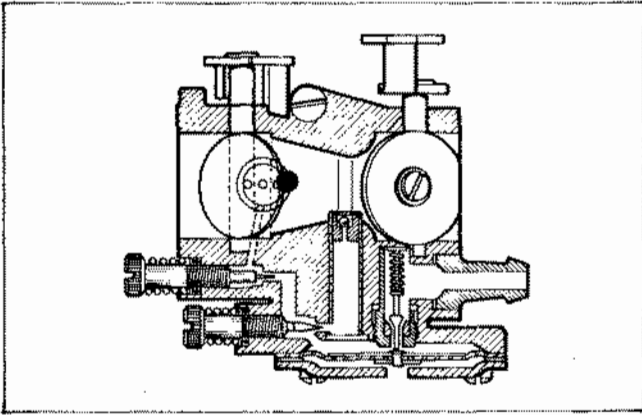
DAMAGED OR INCORRECT MAIN MIXTURE SCREW

SYMPTOMS:

- Carburetor out of adjustment
- Engine will not start
- Engine will not accelerate
- Engine hunts (at idle or high speed)
- Engine will not idle
- Engine lacks power at high speed
- Engine overspeeds
- Engine starves for fuel at high speed (leans out)
- Carburetor runs rich with main adjustment needle shut off
- Performance unsatisfactory after being serviced

REPAIR:

Replace main mixture screw and "O" ring with a new one. Clean passages. Do not overseat mixture screw.



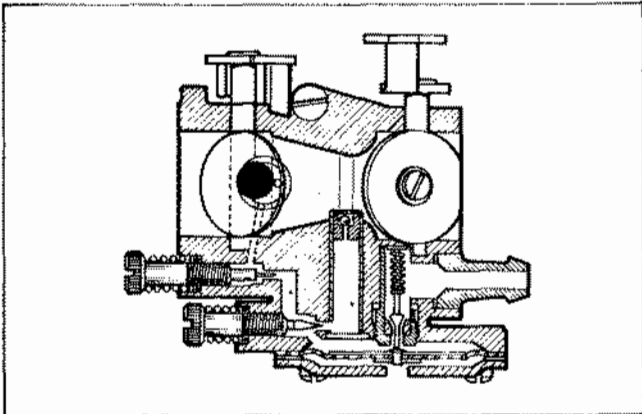
RESTRICTED OR PLUGGED AIR BLEED

SYMPTOMS:

Engine will not accelerate
Engine hunts (at idle or high speed)
Engine will not idle

REPAIR:

Soak carburetor body in a commercial cleaner (no longer than 30 minutes). Use compressed air and soft tag wire to clean all passages.



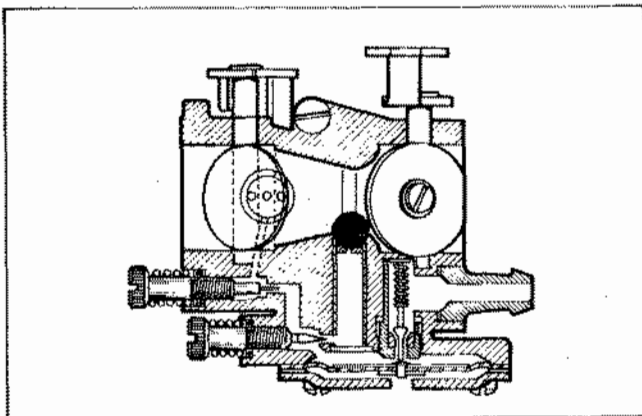
RESTRICTED IDLE AND/OR SECONDARY DISCHARGE PORTS

SYMPTOMS:

Engine will not start at idle
Engine will not accelerate
Engine hunts
Engine will not idle

REPAIR:

Soak carburetor body in a commercial cleaner (no longer than 30 minutes). Use compressed air and soft tag wire to clean all passages.



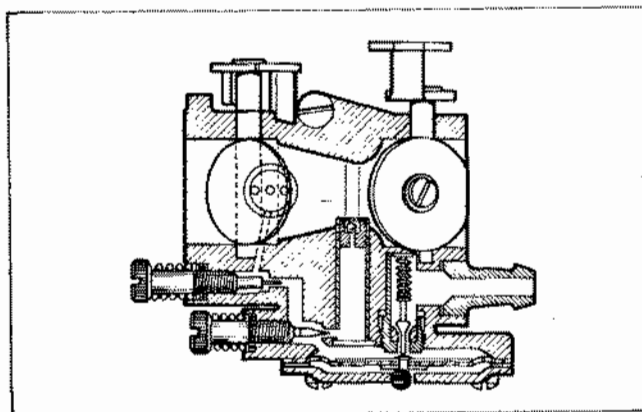
STUCK OR DIRTY BALL CHECK

SYMPTOMS:

Engine will not idle
Engine will not run at high speed

REPAIR:

Soak carburetor in a commercial cleaner (no longer than 30 minutes). Use compressed air to free ball check. CAUTION: If ball check is damaged, carburetor body must be replaced. Ball check is not replaceable.



RESTRICTED OR PLUGGED ATMOSPHERIC VENT

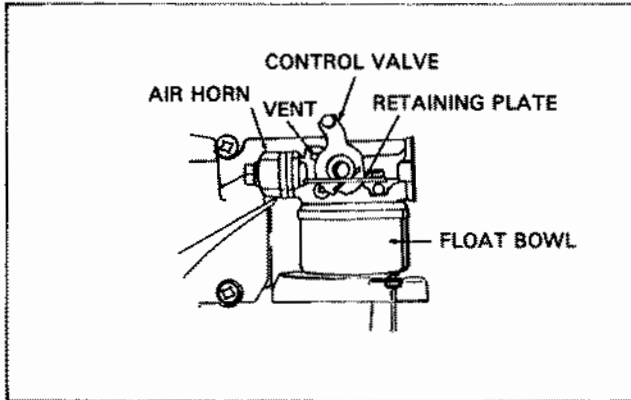
SYMPTOMS:

Engine will not start
Carburetor floods

REPAIR:

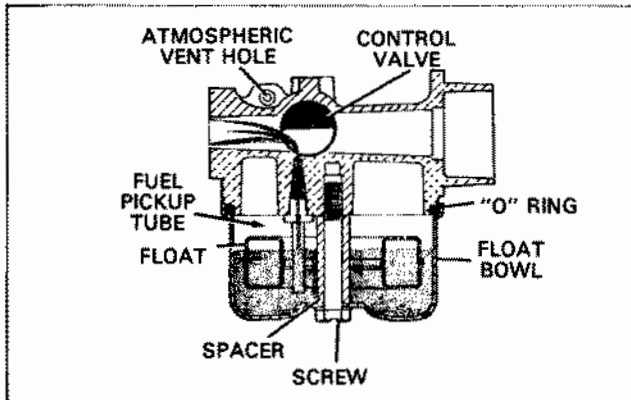
Atmospheric vent in cover should be cleaned or diaphragm cover replaced.

CRAFTSMAN CARBURETION SYSTEMS



CRAFTSMAN FLOAT CARBURETOR. Operation of this carburetor is similar to the tank mounted carburetor except it utilizes a standard Tecumseh float and inlet needle on seat.

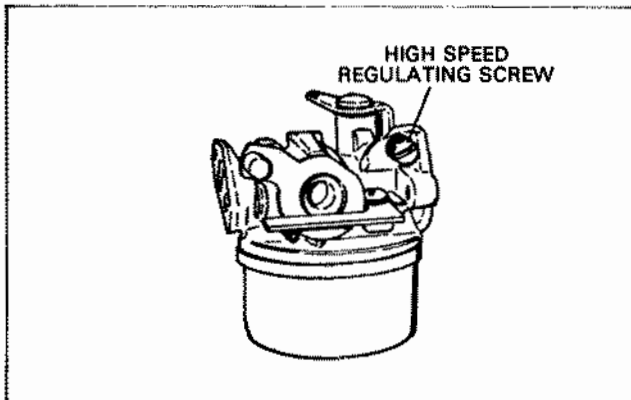
Check for restrictions in the fuel pick up tube, leaking or damaged "O" rings, and the proper float height.



The fuel pick up tube is replaceable in this carburetor if necessary.

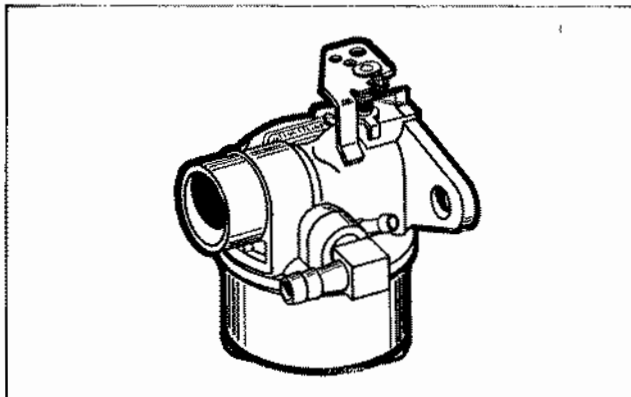
There is a fuel screen located under the fuel pick up tube that must be cleaned or replaced.

Consult the proper Mechanic's Manual for valve timing if the flange has been removed and the engine has no governor.



Engines using this type of carburetor will have a governor. The carburetor will have a high speed regulating screw and can be serviced as previously mentioned.

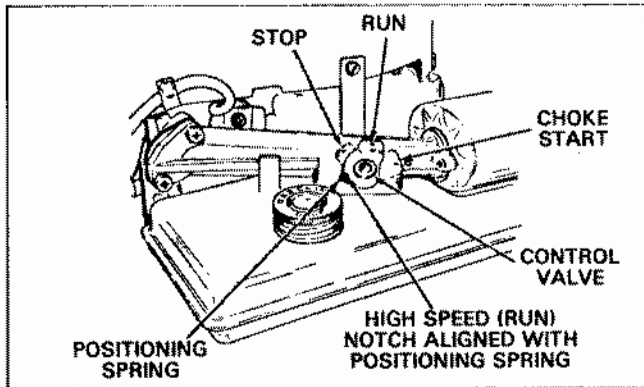
Valve timing for engines using this carburetor is the same as for Tecumseh engines - that is, align timing mark - DO NOT ADVANCE CAMSHAFT TIMING MARK.



CRAFTSMAN AUTO-PRIME CARBURETOR

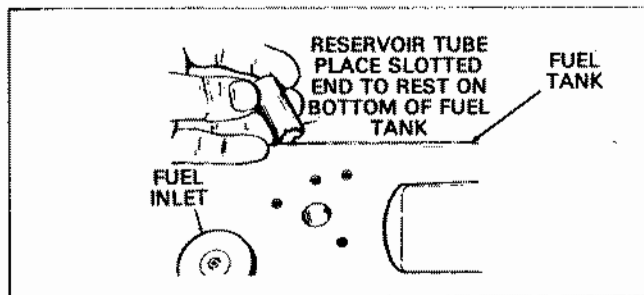
Service for the Craftsman Auto-Prime carburetor is the same as for the Tecumseh Dual System carburetor.

CRAFTSMAN CARBURETION SYSTEMS



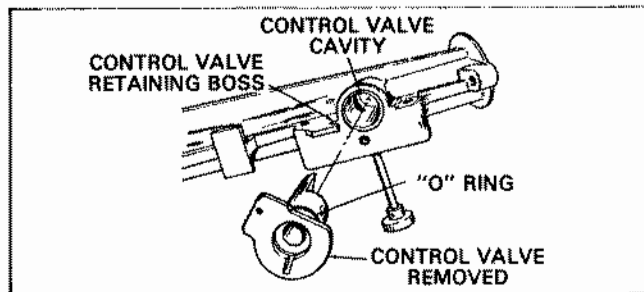
FUEL TANK MOUNTED CARBURETOR. The design of this carburetor eliminates the need for a governing system. It is designed to increase or decrease the fuel flow to satisfy the demands of the engine during all operating conditions. Therefore the fuel must be clean and fresh and the carburetor passages must be unrestricted.

Engines equipped with this carburetor have a stop, run and start position only.

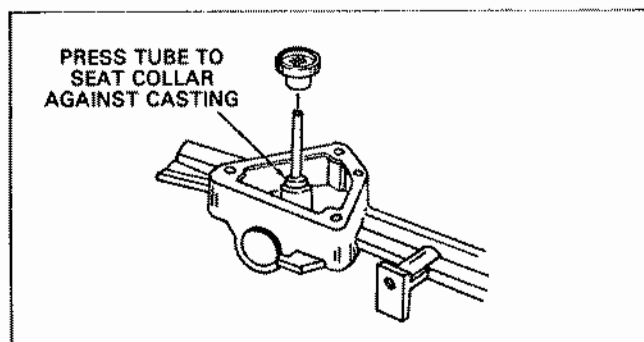


A reservoir tube is located in the fuel tank. The slotted end of the reservoir tube must be at the bottom of the tank.

A fuel restriction or improper installation could result in improper fuel supplies to the engine.

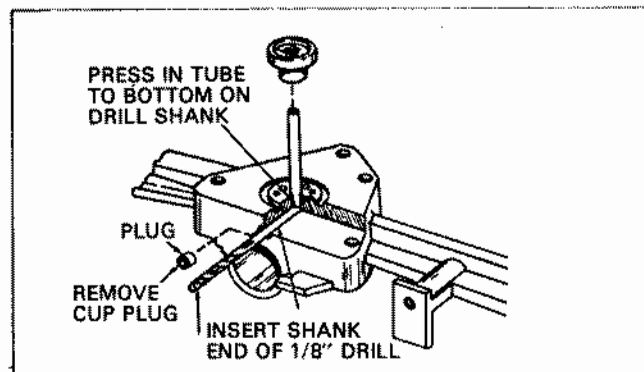


The control valve can be removed by turning and pulling straight out. Make sure the "O" ring on the valve is in good condition to prevent air leaks. A damaged or leaking "O" ring could cause the engine to run erratically, lean, or not at all.



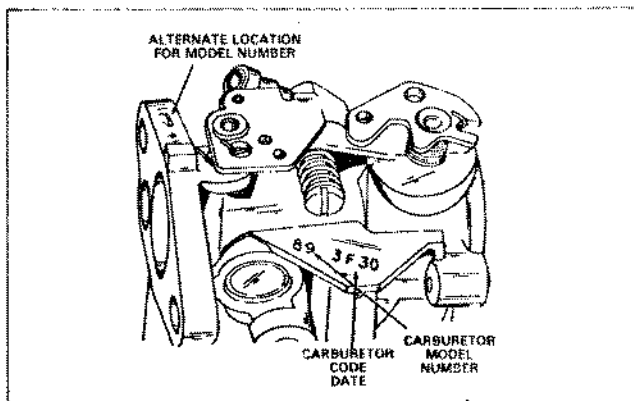
A restricted or plugged screen and/or fuel pick up tube can cause the engine to run erratically, lean, or not at all.

When replacement of the screen and/or fuel pick up tube is required consult the mechanics manual for the proper installation for the carburetor that you have.



Consult the proper Mechanic's Manual for valve timing on this engine if the flange has been removed.

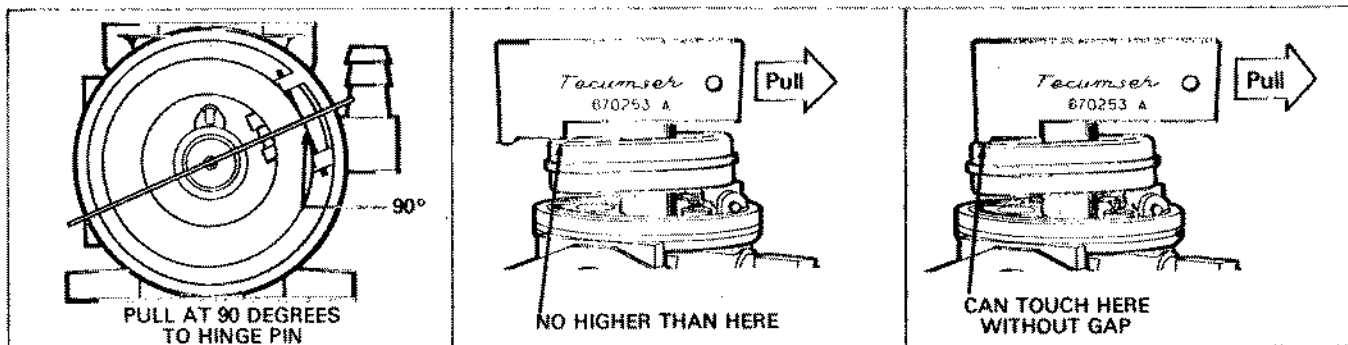
SERVICING TIPS



CARBURETOR IDENTIFICATION

Carburetor model number is for service information and parts.

The 3F30 in this case is 3 = 1983, F = June, 30 = Day. June 30, 1983 this carburetor was manufactured.



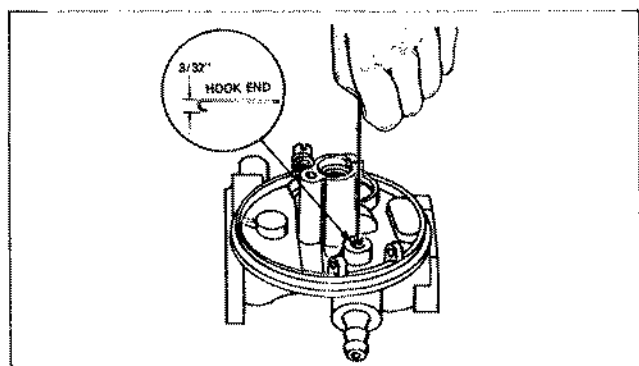
FLOAT ADJUSTMENT PROCEDURE

On all Tecumseh built carburetors use gauge No. 670253A as shown.

Tab of tool must rest on float opposite the hinge, without gap.

Bend tab on float to adjust.

NOTE: The float is NOT level.

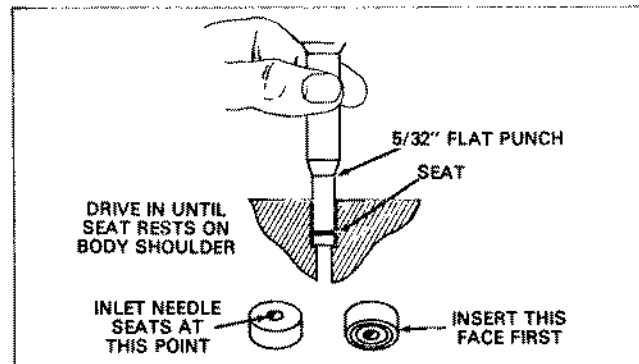


SERVICING THE VITON SEAT

Bend the end of a paper clip or wire with a 3/32" hook.

Push hook through the viton seat hole.

Pull viton seat out.



INSTALLING THE VITON SEAT

Make sure that seat cavity is clean.

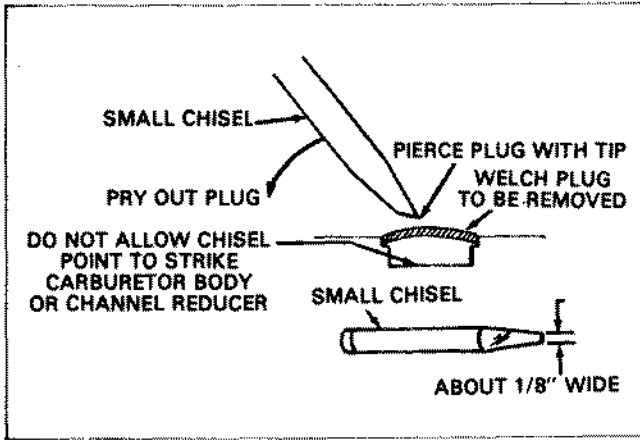
Moisten viton seat with oil.

Position grooved side into cavity first.

Carefully push seat into cavity with punch until it bottoms out.

Remove punch and check if smooth side is seen.

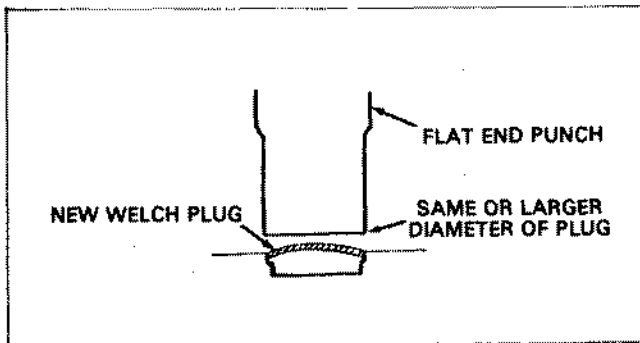
REMOVAL AND INSTALLATION OF WELCH PLUGS



To do a proper cleaning job, all welch plugs should be removed to expose drilled passages.
To remove welch plug:

Sharpen a small chisel to a sharp wedge point.

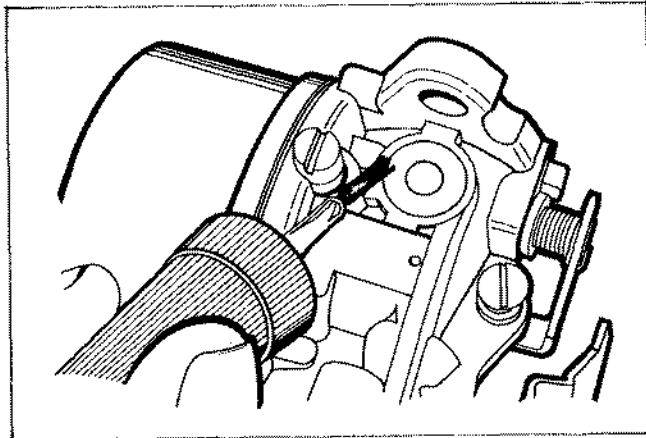
Drive the chisel into the welch plug, push down on chisel, and pry out of position.



To install new welch plug, place into receptacle with raised portion up.

With a punch, equal or greater than the size of the plug, tap down into plug.

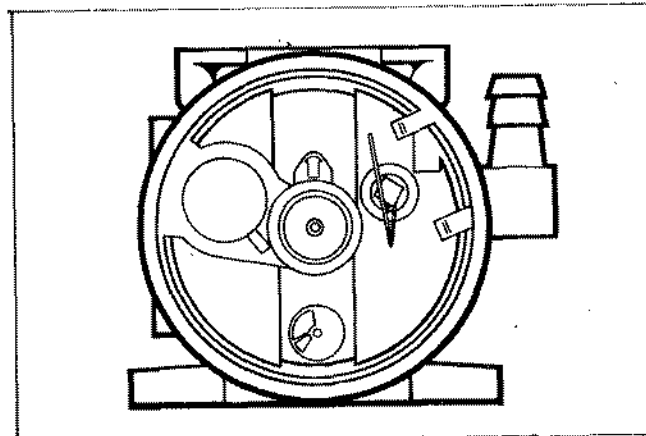
Do not dent or drive the center of the plug below the top surface of the carburetor.



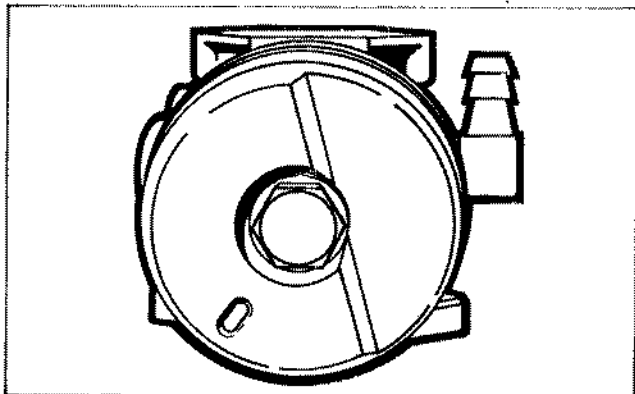
After removal of welch plugs, they can be sealed with nail polish.

Spread nail polish on the OUTSIDE of the welch plug.

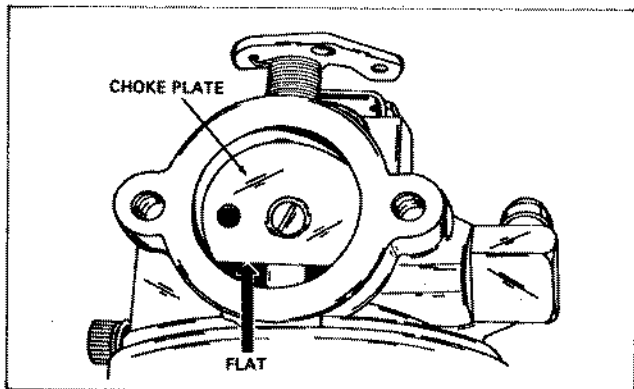
Assign a different color polish to each mechanic.



Long end of spring on inlet needle must point towards the choke end of carburetor.



Indentation on float bowl is parallel to hinge pin.

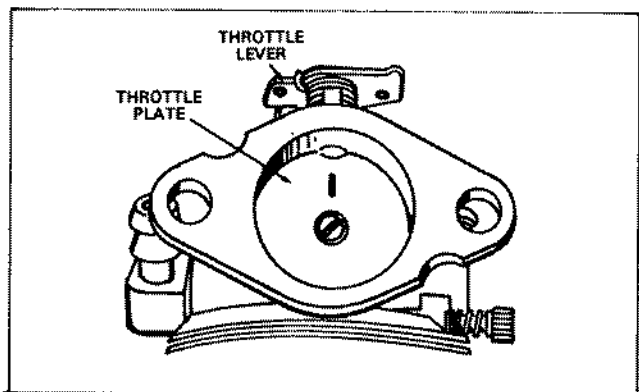


PROPER INSTALLATION OF CHOKE AND THROTTLE PLATES ON TECUMSEH CARBURETOR

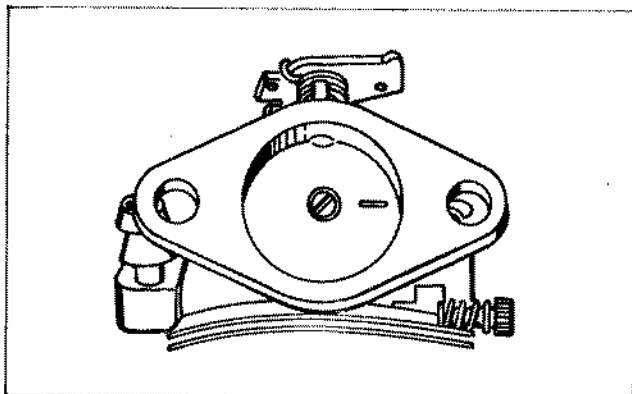
Place choke plate into air horn of the carburetor.

Make sure flat surface is down.

Choke plates can operate in both directions, however each carb is designed to operate only one way. Make sure it is assembled properly for your engine.



When installing the throttle plate on the 2-7 h.p. carburetor, position the plate with scribe mark out and in the 12 o'clock position.



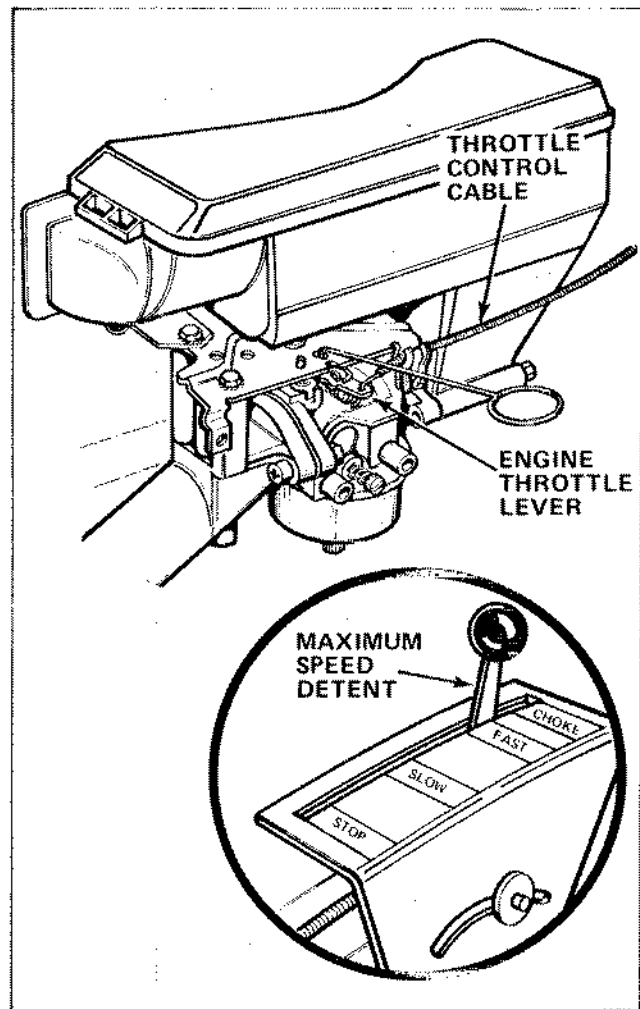
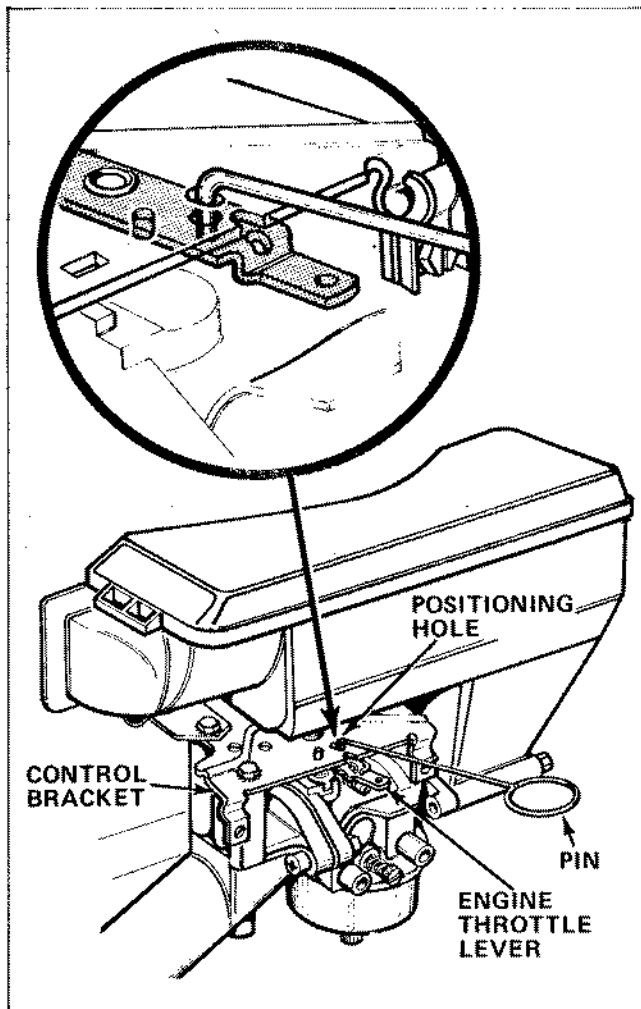
When installing the throttle plate on the 8-10 h.p. carburetor, position the plate with scribe mark out and in the 3 o'clock position.

NOTE: Make sure with both carburetors, that binding does not occur.

THROTTLE CONTROL CABLE ADJUSTMENT FOR ALL "REMOTE OPERATED" GYRO EQUIPPED ENGINES

In order to provide adequate performance (choke-run-stop) with single lever throttle control systems, several simple steps must be followed during assembly of the throttle control cable to the engine.

1. Move the engine throttle lever to the maximum run position and insert a .090" to .100" diameter pin through the speed control bracket positioning hole and throttle lever. See Figure 1. The pin will position and maintain proper throttle lever location for installation and adjustment of the throttle control cable.
2. Move the mower (or equipment) throttle lever to the maximum speed detent position. Attach the throttle control cable to the throttle lever on the engine and secure with the clamp. See Figure 2. Torque the clamp screw to 30 in. lb.
3. Remove the .090" to .100" pin and move the mower (or equipment) throttle lever through the complete travel to insure full stop and full choke positions are reached on the engine.



Important: The throttle control cable must have minimum travel of 1-1/2". This provides sufficient over travel to insure full movement of the engine throttle lever. The control cable lever must have the positive detent in the maximum speed position.

Not following the above procedure may create poor starting due to lack of proper choking, improper speeds and failure to ground ignition in the stop position.



TECUMSEH PRODUCTS COMPANY
ENGINE AND TRANSMISSION GROUP
SERVICE OPERATIONS