

### Full Power Issues.

Full power problem is caused by any one of the 6 following problems, all of which usually result in a fuel starvation or sometimes a lean mixture problem. Both will reduce power, typically a few seconds after applying full throttle. I.e. you get full power and then it drops away.

If this is your symptoms check the following.

1. There is a brass main jet mounted in the top of the Carb under the diaphragm. It may have some junk in it. ( The top range adjustment jet as you called it actually only adjusts mid range.) full power is governed by this brass fixed jet and is not adjustable).
- 2, with the top of check there is nothing jamming or blocking the metering needle orifice.
- 3 under the bottom plate of the Carb is a gasket with a diaphragm and 2 tiny flap valves. Check they are not perished(unlikely) or have a hair in them (possible)
- 4 Also there is a small (8mm diameter) fuel filter in the base of the Carb. This could be blocked.
- 5 Air bubbles getting into the fuel line at any of the joints
- 6 A leak in a gasket between the Carb and the engine manifold.

Best thing to do is, Make a big mug of tea, get a stool in the workshop, put aside a couple of hours to fix the Carb, get a bench and nice big piece of paper to lay the bits on. Strip the Carb of all parts. Blow out with an air line the Carb block, and wash all gaskets in petrol.