

ENGINE DISTRIBUTORS SERVICE BULLETIN



For Additional Information, Contact:



This bulletin is for information only. Carburetor jetting is not covered under warranty.

CARBURETOR JETTING FOR HIGH ELEVATIONS

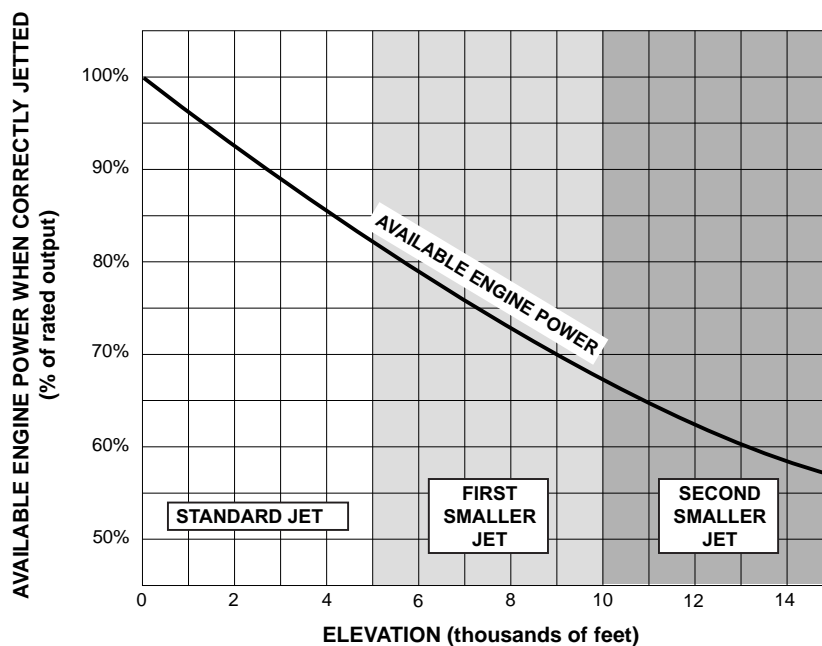
At high elevation, the carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase. If an engine / product will be used at an elevation above 5,000 feet (1,500 meters), change the carburetor main jet to improve the engine performance and exhaust emissions. This bulletin provides instructions for accurate jet changes that do not require calculations and will keep emission-controlled engines within the regulatory guidelines. An example is on the other side.

The parts catalog lists two optional main jets for each engine. For elevations above 5,000 feet but below 10,000 feet (1,500 to 3,048 meters), use the first size smaller jet. For elevations above 10,000 feet, the second smaller jet should be used.

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Even with carburetor modifications, engine horsepower will decrease about 3.5% for each 1,000-foot (300 meter) increase in elevation. Without carburetor modifications, there will be a larger decrease in horsepower. When the carburetor is modified for high elevation operation, the air-fuel mixture will be too lean for low elevation use. Operation at elevations below 5,000 feet (1,500 meters) with a modified carburetor may cause the engine to overheat, and result in serious engine damage.

If the engine has been in service, check the valve clearance, air filter, and spark plug. If the engine is not emission regulated (no limiter cap on the idle mixture screw), you may adjust the screw for best idle performance. If the engine is regulated, you may turn the limiter on the idle mixture screw clockwise to its limit, but do not remove the limiter cap. Removing the limiter cap and setting the idle mixture screw at other than the specified position listed in the shop manual is considered tampering and is a violation of Federal and California law.



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CONSUMER INFORMATION: The information in this service bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely service and repair your Honda engine. These procedures should not be attempted by "do-it-yourselfers," and you should not assume that this bulletin applies to your engine, or that your engine has the condition described. To determine whether this information applies, contact an authorized Honda Engine dealer.

Example:

An engine that uses a 0.65 mm main jet (#65) as the standard size has two options listed; 0.62 mm (#62) and 0.60 mm (#60) jet. The owner wants to operate this engine at 7,200 feet for an extended period.

On the elevation scale at the bottom of the chart, select 7,200 feet (between 7 and 8 on the scale). You can see that elevation falls in the light gray band for “first smaller jet.” Consequently, the correct jet size is 0.62 mm (#62). The rest of the chart is just for approximating what percentage of sea-level horsepower will be produced by a correctly-jetted engine at higher elevations. At 7,200 feet, an engine will produce about 75% of its rated horsepower.

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