

Secondary Pump Cam Bracket Installation and Tuning Instructions

1. Remove secondary pump cam bracket from the carburetor. This is accomplished by removing the Phillips head screw that holds the secondary pump cam bracket on to the secondary throttle shaft.
2. Put a light tension the accelerator pump arm adjustment screw, pull and rotate the cam bracket between 90 and 180 degrees to remove from the secondary throttle shaft.
3. Remove the accelerator pump cam from your old bracket by removing the pump cam retaining screw. Note the position and hole number to reposition your cam on the new cam bracket. You are now ready to install your new adjustable secondary pump cam bracket.
4. With the same clocking motion used during removal, install the new cam bracket. Be sure the cam bracket seats properly on the D shaped notch on the throttle shaft.
5. Install and tighten the Phillips head screw to secure the bracket to the throttle shaft.
6. Reinstall your old pump cam in the same position and hole number as noted earlier during disassembly.
7. **Caution:** Check for smooth throttle operation to be certain it operates freely without any binding or sticking. Correct any binding or sticking problems before proceeding with any further installation steps. **NOTE:** Try to minimize the number of times you operate the throttle if you are doing this procedure on the engine. Operating the throttle numerous times will load up the engine unnecessarily with fuel. If binding or sticking problems persist, either drain the fuel bowls or remove the carburetor from the engine.
8. Turn the new secondary idle speed screw until it just makes contact with either the old throttle stop screw (threaded in from under the throttle body) or the throttle body casting.
9. Check the position of your primary idle speed screw. Count the number of turns required to unseat this screw from the primary throttle shaft lever. Note: you will have to look just below the throttle body casting to see where the idle speed screw contacts this lever.
10. After noting the number of turns required, turn the primary throttle idle speed screw exacting $\frac{1}{2}$ the number of turns this screw was originally set to.
11. Turn the new secondary idle speed screw clockwise the same number of turns you set the primary idle speed screw. You should now have a balanced throttle plate opening on both the primary and secondary side of your carburetor.
12. Determine the position of your idle mixture screw by counting the number of turns it takes to lightly seat each idle mixture screw. Make a note of these settings.
13. The objective is to achieve as uniform airflow and mixture screw settings as possible between the primary and secondary side of your carburetor. If there is a great imbalance between the primary and secondary idle mixture screw settings try to split the difference between the two. If all else fails set all four mixture screws to $1 \frac{1}{2}$ turns. Applications with primary idle mixture screws only, reset to $1 \frac{1}{2}$ turns off the seat.
14. Start the engine. Note: If the engine is hard to start it may be due to an excessive amount of fuel due to numerous throttle opening and closings. It will be necessary to hold the throttle open while cranking the engine to clear out the excess fuel.
15. First set your idle speed to the desired RPM. Any adjustments up or down in RPM should be done on both the primary and secondary idle speed screws in even increments.
16. After the desired idle speed is achieved, set the idle mixtures screws as evenly as possible to obtain the best quality idle as possible. Again, try to keep the idle mixture screws as even as possible. Through experimentation, it will be possible to achieve a good quality idle. After adjusting the mixture screws it will probably be necessary to reset the idle speed. Readjust the primary and secondary idle speed screws evenly.

Quick Fuel Technology

1-270-781-9741

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