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to give complete combustion of the fuel and best fuel economy the mixture must be almost 15 to 1 while for best power a mixture of 12.5 to 1 is needed because carburetors have a number of carb quick guide download the carb tuning guide watch the super e g carb basic setup video verify carburetor is set to stock settings idle mixture screw 11.4 turns from lightly seated idle speed screw ½ turn clockwise from engagement point accelerator adjustment screw two turns counter clockwise from seated 1 set idle correctly this might seem way too simple but for a carbureted street engine this is the most important tuning step you can make because street engines spend a majority of their following these step by step tuning tips are necessary to make sure that your engine runs at peak performance along with these tuning tips a check of your ignition system as well as the mechanical and vacuum advance curves in your distributor is suggested to eliminate any potential timing and ignition problems learn more about how to tune a carburetor as our team of experts offer up the ultimate guide on everything you need to know about tuning a carburetor carburetor tuning runs the gambit from simple idle speed and idle mixture adjustments resizing main jets and fiddling with the choke adjustment street applications only to major modifications such as changing venturis venturi boosters air bleeds and emulsion tubes metering blocks accelerator pumps cams and discharge nozzles and power section 2 tuning procedures will take you through a step by step procedure that will enable you to achieve a desirable calibration for added ease of tuning a calibration reference chart for your model of carburetor has been included 2stroke stuffing 202k subscribers subscribed 10k 1.2m views 6 years ago a handful of tips on how to tune your carburetor what s the main jet pilot jet and needle jet doing what about the ultimate edelbrock carburetor tuning guide youtube muscle car solutions 30.4k subscribers subscribed 3.1k 219k views 5 years ago memphis afr gauge kit amzn to 3kzcbj1 for your initial work you should shoot for wot air fuel ratios between 12.5:1 to 13:0.1 remember to make only one change at a time and keep using the same test procedure if you re at the drag carb class 5 basic carb

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to give complete combustion of the fuel and best fuel economy the mixture must be almost 15 to 1 while for best power a mixture of 12.5 to 1 is needed because carburetors have a number of

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1 set idle correctly this might seem way too simple but for a carbureted street engine this is the most important tuning step you can make because street engines spend a majority of their

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following these step by step tuning tips are necessary to make sure that your engine runs at peak performance along with these tuning tips a check of your ignition system as well as the mechanical and vacuum advance curves in your distributor is suggested to eliminate any potential timing and ignition problems

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carburetor tuning runs the gambit from simple idle speed and idle mixture adjustments resizing main jets and fiddling with the choke adjustment street applications only to major modifications such as changing venturis venturi boosters air bleeds and emulsion tubes metering blocks accelerator pumps cams and discharge nozzles and power

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section 2 tuning procedures will take you through a step by step procedure that will enable you to achieve a desirable calibration for added ease of tuning a calibration reference chart for your model of carburetor has been included

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mikuni carburetors should be replaced repaired or tuned by the selling dealer or a trained or qualified race mechanic

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the edelbrock tuning grid is formed into four quadrants or squares in the center of the overall grid is the number 1 which is the stock metering combination for this carb each of the four

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simple rules for low speed calibration if the mixture screw is more than 2 turns out then the idle jet is too lean too small when the mixture screw is less than 11 2 then the idle jet is too rich too large these assumptions are based on the fact that the speed screw setting is not opened more than 11 2 turns

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your aed carburetor is hand built test run and double checked for performance right out of the box typically the idle speed is the only adjustment needed however this short reference guide is intended to explain the correct method to set up your new aed carburetor

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first you need to give those carburetors a chance to work right by determining the correct carb size you ll need if you put on too big or too small a carb your bike is going to run like kaka if at all let s say your bike is basically stock

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