CHAPTER FIVE

FUEL SYSTEM

The fuel system consists of a fuel tank, fuel lines, inline fuel filter, and carburetor(s).

All models are equipped with one of 2 types of carburetor, a Tillotson or Mikuni. Tillotson carburetors have an integral fuel pump. Mikuni carburetors are provided fuel through an auxiliary impulse fuel pump operating off differential pressure in the engine crankcase. An air silencer is fitted on some models to quiet incoming air and catch fuel that may spit back out of the carburetor.

This chapter covers removal, installation, and replacement and/or repair of carburetors, fuel pumps, inline filters, and fuel tanks. Carburetor tuning is covered in Chapter Two.

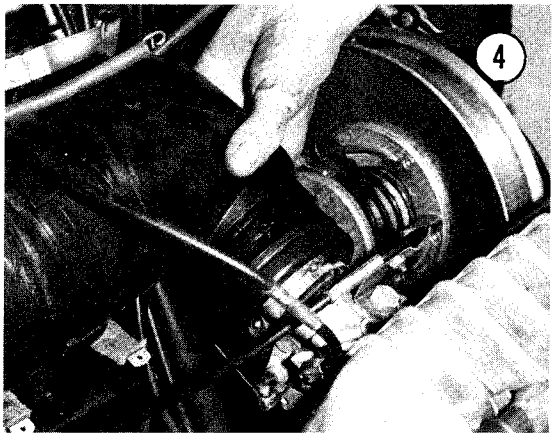
See **Table 1 or 2** at the end of the chapter for carburetor application and specifications.

TILLOTSON CARBURETOR

Three basic types of Tillotson carburetors are used: the HR, HD, and HRM. Refer to **Table 1** for model application. Refer to **Figures 1 and 2** for typical examples of HR and HD type carburetors. Refer to **Figure 3** for a typical example of HRM types.

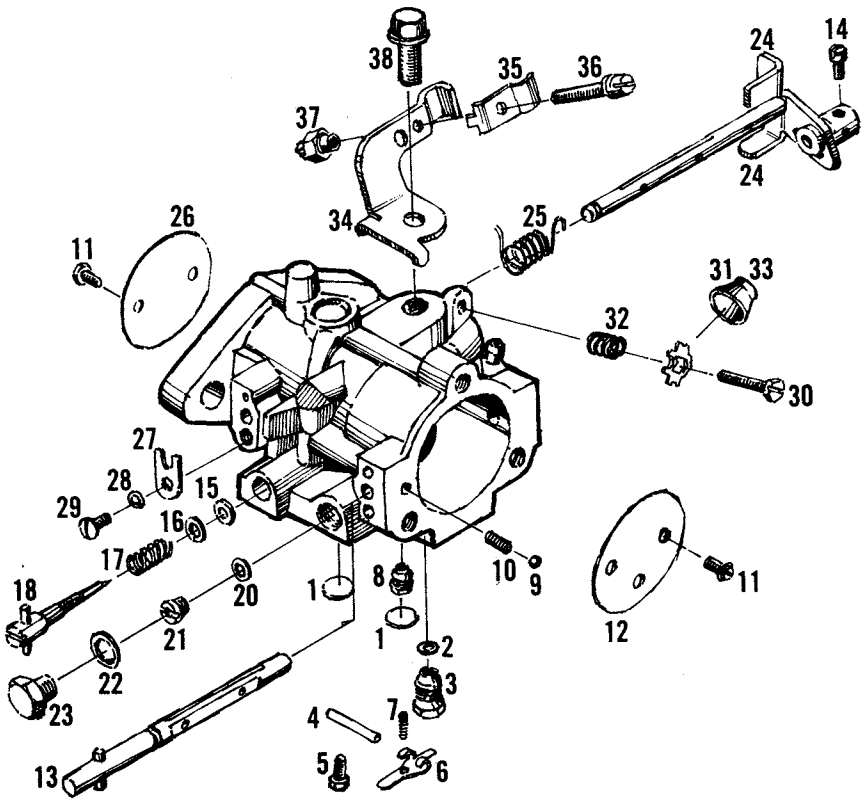
Removal/Installation

1. Remove air intake silencer (**Figure 4**) on models so equipped.



2. Disconnect throttle and choke cables from carburetor.
3. Disconnect fuel lines. Tag fuel line to aid installation.
4. Open tab locks (**Figure 5**) and remove nuts and washers securing carburetor to engine.
5. Remove carburetor with isolating sleeves and gaskets (**Figure 6**). If applicable, also remove isolating flange and gasket (**Figure 7**).
6. Installation is the reverse of these steps. Keep the following points in mind:
   a. Longer fuel line is return line and is connected to outlet nipple on carburetor.
   b. Perform carburetor adjustments as outlined in Chapter Two.

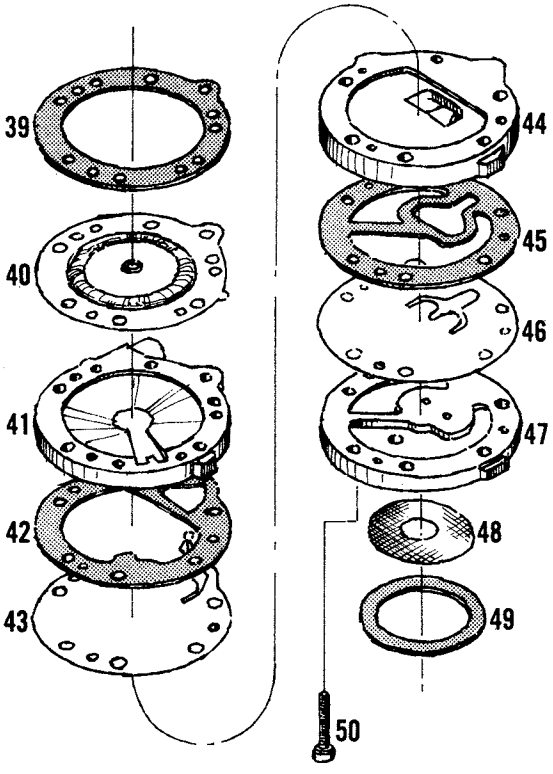
(1) A



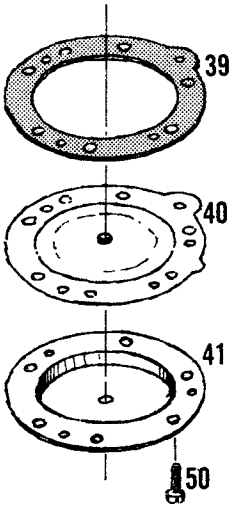
TYPICAL HR TYPE CARBURETOR

1. Welch plug
2. Inlet seat gasket
3. Inlet needle and seat
4. Fulcrum pin
5. Retaining screw
6. Fulcrum lever
7. Fulcrum lever spring
8. Main nozzle check valve
9. Friction ball
10. Friction spring
11. Shutter screw
12. Choke shutter
13. Choke shaft
14. Wire retaining screw
15. Packing
16. Washer
17. Adjusting screw spring
18. Idle mixture adjusting screw
19. High speed mixture adjusting screw
20. Main fuel jet gasket
21. Main fuel jet
22. Plug screw gasket
23. Main jet plug screw
24. Throttle shaft
25. Throttle shaft spring
26. Throttle shutter
27. Throttle shaft clip
28. Lockwasher
29. Retaining screw
30. Idle speed adusting screw
31. Washer
32. Adjusting screw spring
33. Cup
34. Throttle cable bracket
35. Throttle cable clamp
36. Cable clamp retaining screw
37. Cable clamp retaining nut
38. Retaining screw and lockwasher
39. Diaphragm gasket
40. Metering diaphragm
41. Diaphragm cover
42. Fuel pump gasket
43. Fuel pump diaphragm
44. Fuel pump body
45. Inet valve gasket
46. Inlet valve diaphragm
47. Inlet valve body
48. Fuel strainer screen
49. Fuel strainer gasket
50. Body screw and lockwasher

(1) B



WITH INTEGRATED FUEL PUMP



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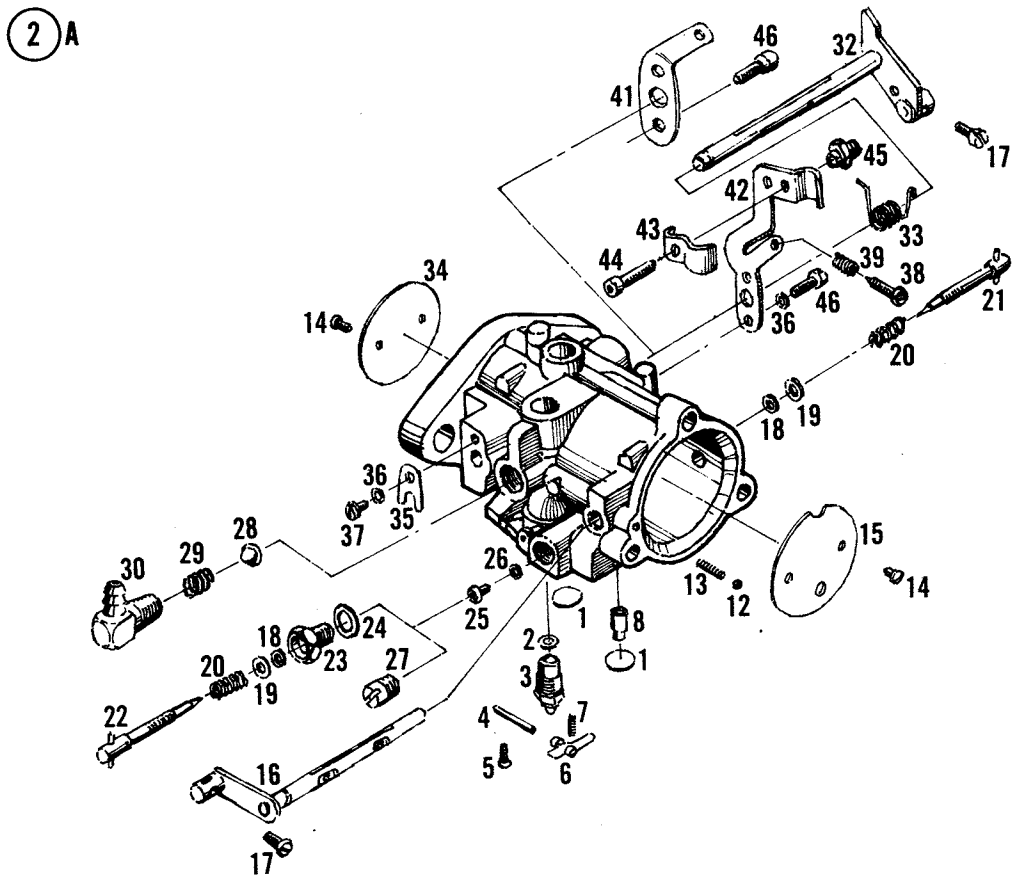
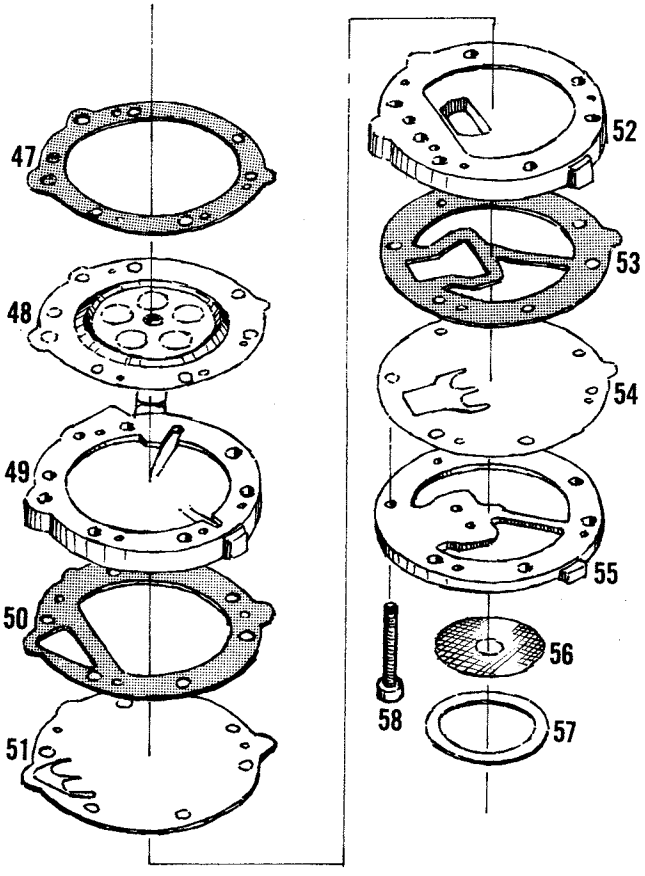


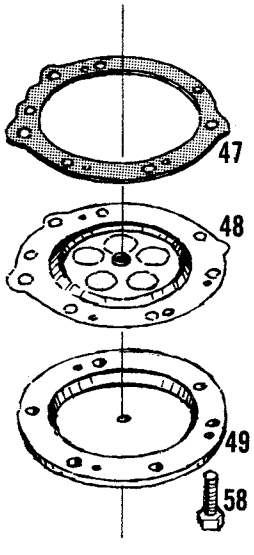
TYPICAL HD TYPE CARBURETOR

1. Welch plug
2. Inlet seat gasket
3. Inlet needle and seat
4. Fulcrum pin
5. Retaining screw
6. Fulcrum lever
7. Fulcrum lever spring
8. Main nozzle check valve
9. Main nozzle check valve/discharge tube
10. Lead shot
11. Intermediate nozzle check valve
12. Friction ball
13. Friction spring
14. Shutter screw
15. Choke shutter
16. Choke shaft
17. Wire retaining screw
18. Packing
19. Washer
20. Adjusting screw spring
21. Idle mixture adjusting screw
22. High speed mixture adjusting screw
23. Mixture screw gland
24. Fiber gasket
25. Main fuel jet
26. Main fuel jet gasket
27. Main fuel jet plug screw
28. Inlet screen
29. Inlet screen retaining spring
30. Fuel connector
31. Body channel plug screw
32. Throttle shaft
33. Throttle shaft spring
34. Throttle shutter
35. Throttle shaft clip
36. Lockwasher
37. Retaining screw
38. Idle speed screw
39. Idle speed screw spring
40. Idle speed screw cup
41. Idle speed screw gasket
42. Throttle cable bracket
43. Throttle cable clamp
44. Cable clamp retaining screw
45. Cable clamp retaining nut
46. Bracket retaining screw
47. Diaphragm gasket
48. Metering diaphragm
49. Diaphragm cover
50. Fuel pump gasket
51. Fuel pump diaphragm
52. Fuel pump body
53. Inlet valve gasket
54. Inlet valve diaphragm
55. Inlet valve body
56. Fuel strainer screen
57. Fuel strainer gasket
58. Body screw and lockwasher

(2) B



WITH INTEGRATED FUEL PUMP



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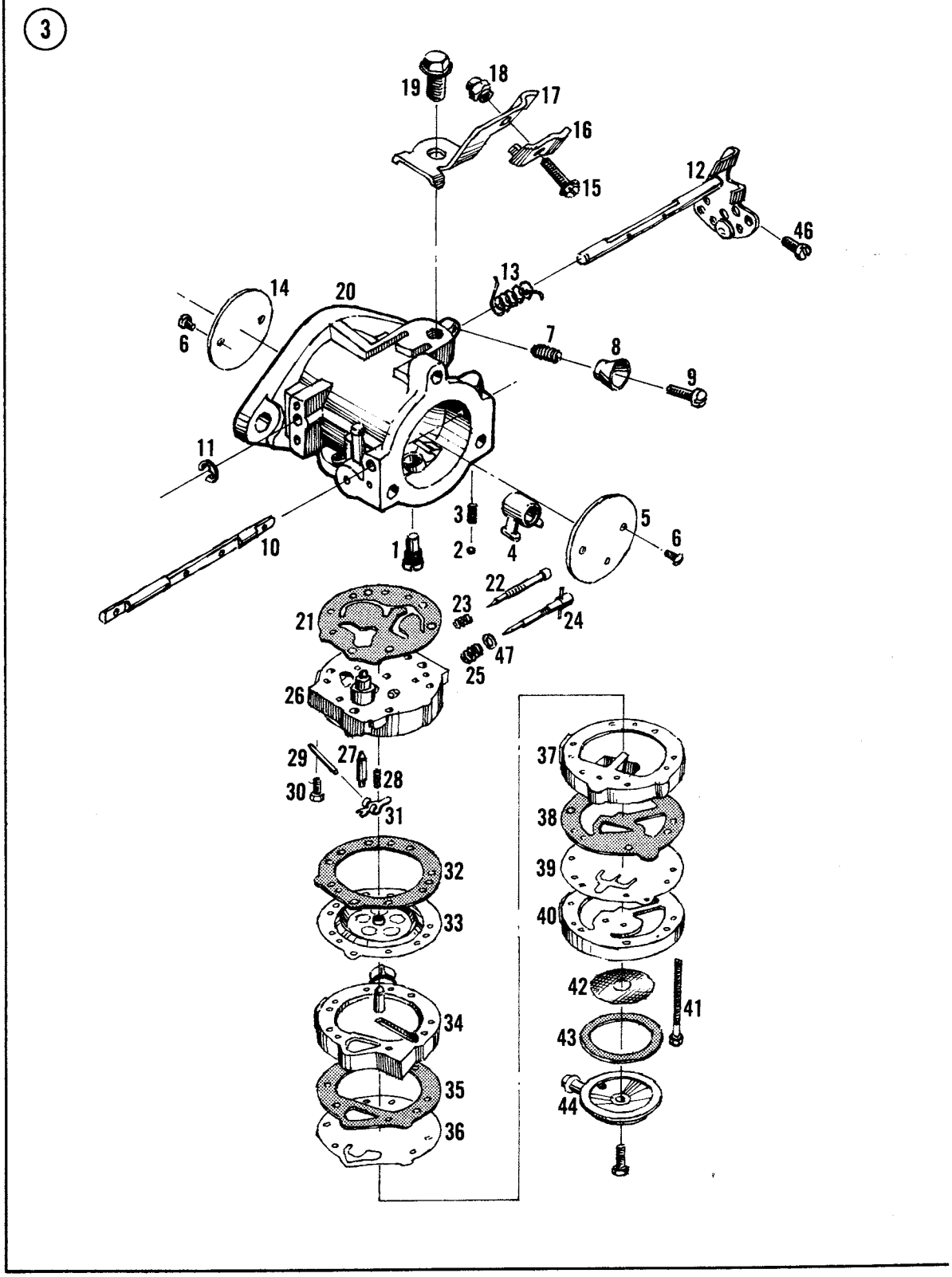
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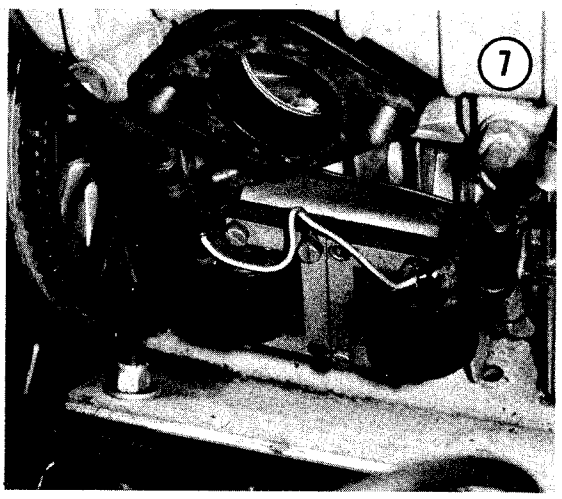
TYPICAL HRM TYPE CARBURETOR

1. Nozzle check valve
*2. Friction ball
*3. Spring
4. Primary venturi
*5. Choke shutter
*6. Screw
7. Spring
8. Cup
9. Idle speed screw
*10. Choke shaft
11. Circlip
12. Throttle shaft
13. Spring
14. Throttle shutter
*15. Screw
*16. Throttle cable clamp
*17. Throttle cable bracket
*18. Nut
*19. Bolt
20. Carburetor body
21. Adjuster
22. Idle mixture screw
23. Spring
24. High speed mixture screw
25. Spring
26. Adjustment module
27. Inlet needle
28. Inlet tension spring
29. Fulcrum pin
30. Retaining screw
31. Inlet control lever
32. Diaphragm gasket
33. Metering diaphragm
34. Diaphragm cover
35. Fuel pump gasket
36. Fuel pump diaphragm
37. Fuel pump body
38. Inlet valve gasket
39. Inlet valve diaphragm
40. Body screw and lockwasher
42. Fuel strainer screen
43. Cover gasket
44. Fuel strainer cover
45. Cover retaining screw
46. Cable retaining screw
**47. Washer

* Not applicable on HRM 5A
** Applicable only on HRM 5A and HRM 7A



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Disassembly

Refer to **Figure 1 and 2** for HD and HR types and **Figure 3** for HRM type carburetors.

1. Clean exterior of carburetor with a non-flammable solvent.

CAUTION

Never use compressed air to clean an assembled carburetor or diaphragm may be damaged.

2. Carefully disassemble carburetor. Pay particular attention to location of different sized screws and springs.

3. If necessary to remove welch plugs from carburetor body, carefully pierce plug with a sharp tool such as an awl and pry plug out of carburetor.

CAUTION

Exercise care when removing choke shaft or choke friction ball and spring may fly out and be lost.

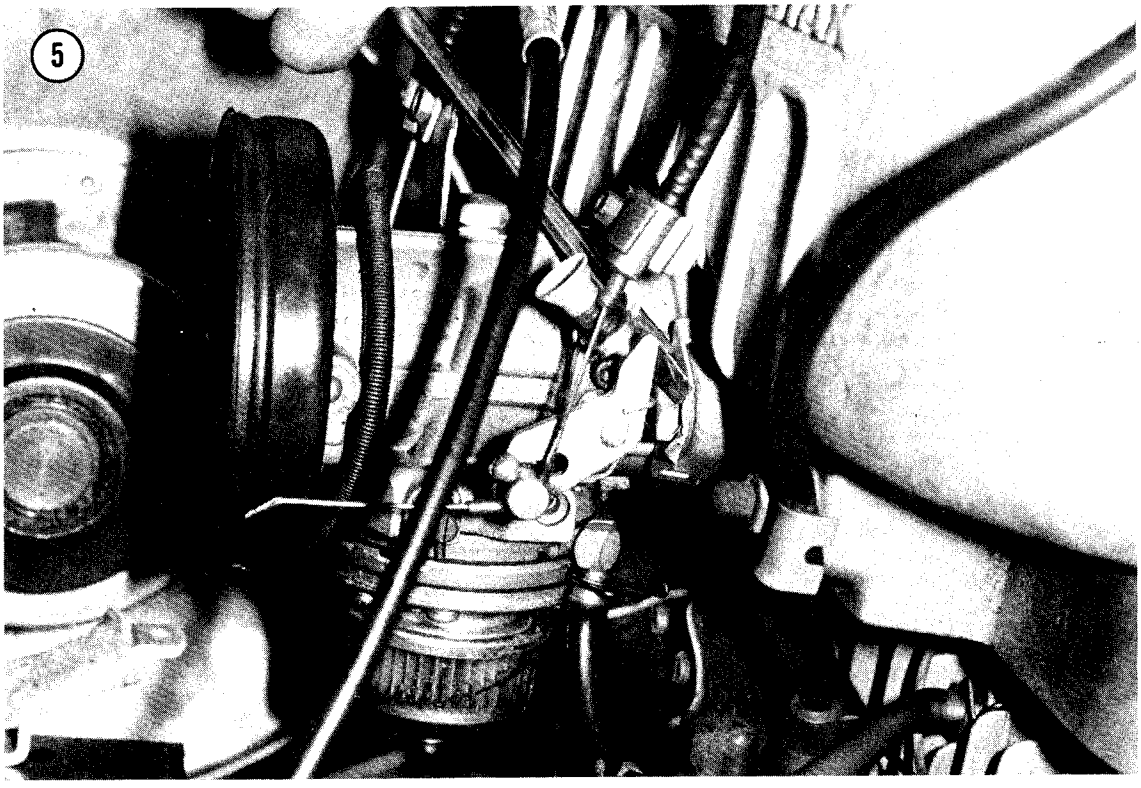
Carefully remove inlet control lever as it is spring loaded and can fly out when retainer screw is removed.

Main fuel jet has left-hand threads. To remove, turn jet clockwise.

4. If removing main nozzle check ball assembly (beneath welch plug), perform the following:

a. On HR type carburetors, unscrew main nozzle check ball assembly.

b. On HD type carburetors, use a small punch and gently tap out main nozzle check ball assembly.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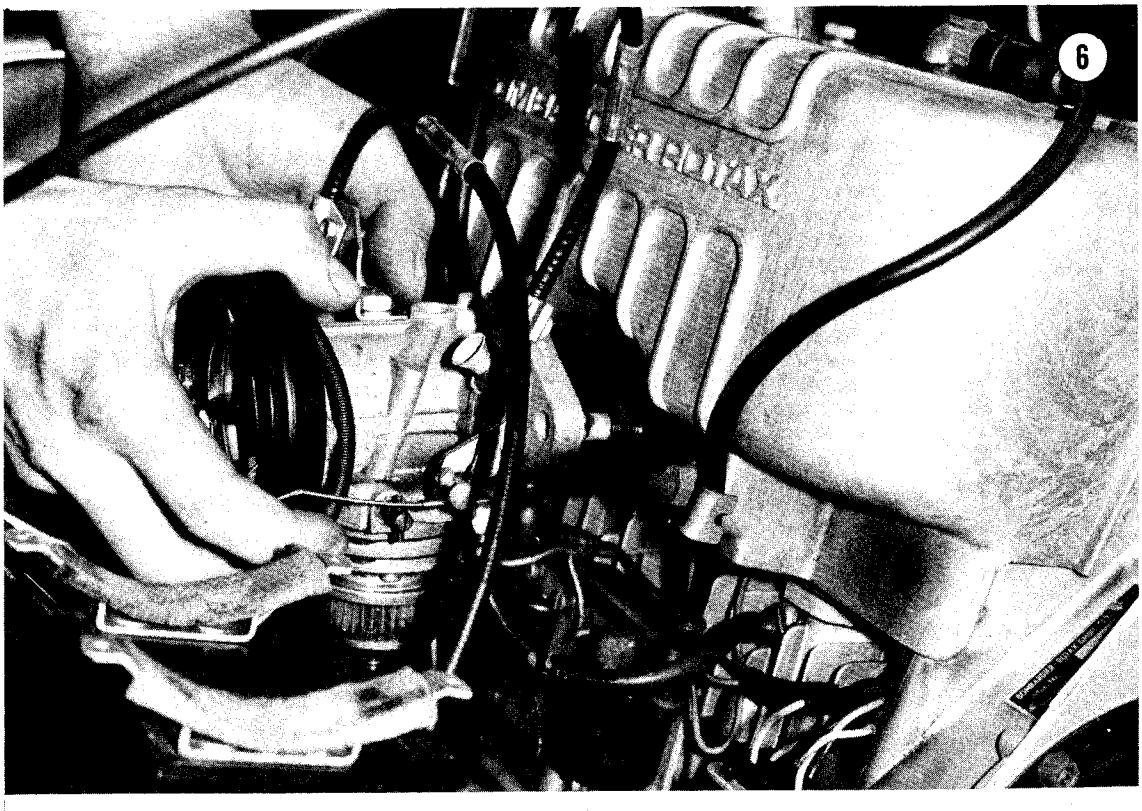
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5. When carburetor is fully disassembled, perform *Cleaning and Inspection.*

Cleaning and Inspection

WARNING

Most carburetor cleaners are highly caustic. They must be handled with extreme care or skin burns and possible eye injury may result.

1. Clean all metallic parts in carburetor cleaning solvent. Do not place gaskets or diaphragms in solvent or they will be destroyed.

CAUTION

Never clean holes or passages with small drill bits or wire or a slight enlargement or burring of holes will result, drastically affecting carburetor performance.

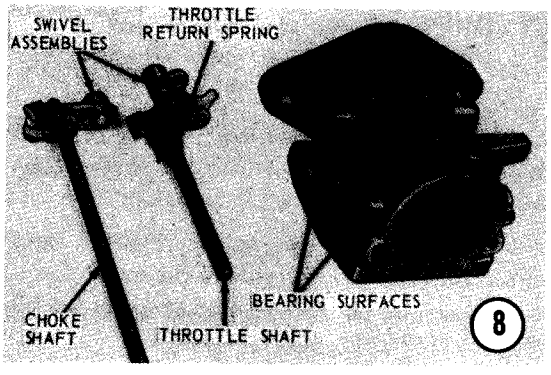
2. After cleaning carburetor parts, dry with compressed air. Make sure all holes are open and free of carbon and dirt.

NOTE: *Do not use rags or wastepaper to dry parts. Lint may plug jets or channels and affect carburetor operation.*

3. Inspect shaft bearing surfaces in carburetor body **(Figure 8)** for excessive wear.

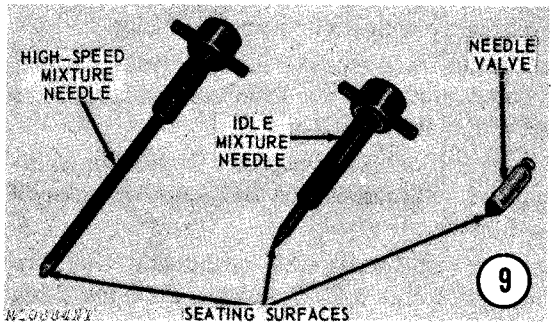
CAUTION

If excessive clearance is found between shafts and carburetor body, worn parts must be replaced. Excessive clearance will allow air to enter, causing a damaging lean mixture.

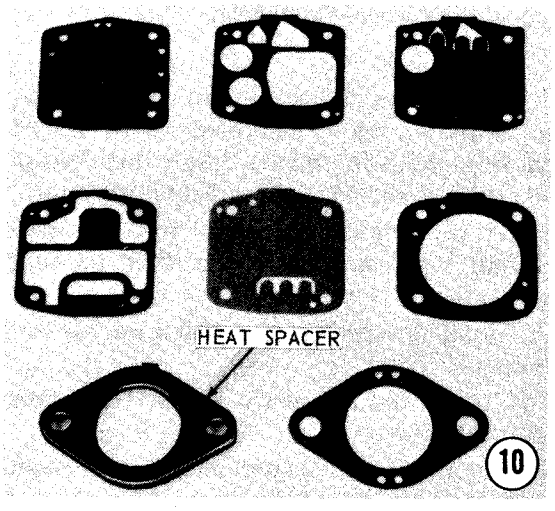


4. Inspect choke and throttle plates for damage. Inspect swivel assemblies on choke and throttle levers for wear. Inspect condition of throttle return spring. Replace all worn parts.

5. Inspect mixture needles and needle valve seating surfaces for pitting or wear **(Figure 9)** and replace if worn or damaged.



6. Inspect diaphragms for distortion, cracks, or punctures **(Figure 10)**.



7. Inspect carburetor mounting gasket and heat spacer gasket.

Assembly

Refer to **Figures 1 and 2** for HD and HR types and **Figure 3** for HRM type carburetors.

1. Install main nozzle check ball assembly (if removed) as follows:

a. On HR type carburetor screw assembly in carburetor body.

b. On HD type carburetor insert nozzle assembly in carburetor body until nozzle shoulder is flush with bottom of nozzle well.

2. If welch plugs were removed, install new plugs (convex side up) and tap plug with hammer and punch until plug is flat. Ensure that plug completely seals opening.

3. Place spring, washer, and packing on idle speed mixture screw and install in carburetor. Lubricate packing with petroleum jelly.

4. Install high-speed needle with spring, washer, and packing. Lubricate packing with petroleum jelly.

5. On HR and HD types with fixed main jet install jet with gasket and turn *counterclockwise* to tighten.

6. Insert choke friction spring and ball into carburetor and hold in position while installing choke shaft.

NOTE: *On HRM carburetors install primary venturi with largest section toward front of carburetor.*

7. Insert choke shutter on shaft and turn shaft to center shutter in carburetor body. Secure choke shutter with screws. Ensure that hole on shutter is down and mark on shutter faces out.

8. Install throttle shaft part way. Connect throttle shaft spring and turn shaft one turn clockwise and finish installing shaft.

9. Install idle speed screw bracket on HD carburetor.

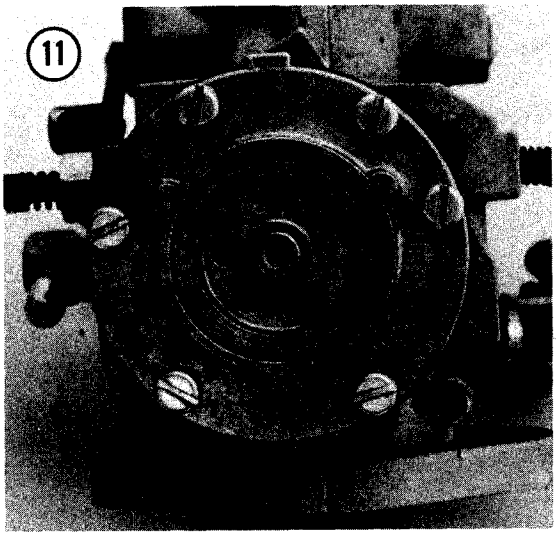
10. Install throttle shaft retainer clip and secure with screw.

11. Insert throttle shutter into throttle shaft with location mark facing out. Close throttle shaft to center shutter in carburetor body and secure shutter with 2 screws.

12. Install inlet needle seat with thin wall socket. Torque seat to 25-30 in.-lb. (29-35 cmkg) on HR types and 40-45 in.-lb. (46-52 cmkg) on HD type carburetors.

13. Install needle seat and inlet control lever. Secure control lever with retaining screw. Adjust inlet control lever so that center of lever that contacts metering diaphragm is flush with metering chamber wall.

14. Assembly pump diaphragm assembly. Install assembly to carburetor and tighten 6 screws evenly in a crisscross pattern **(Figure 11)**.



15. Install fuel inlet strainer cover with strainer screen to diaphragm pump body and secure with screw.

MIKUNI CARBURETOR

Refer to **Table 2** for model application.

Removal/Installation

1. Remove air filter.
2. Disconnect fuel and primer lines.
3. Unscrew throttle chamber cover and carefully slide throttle slide assembly from carburetor **(Figure 12)**.

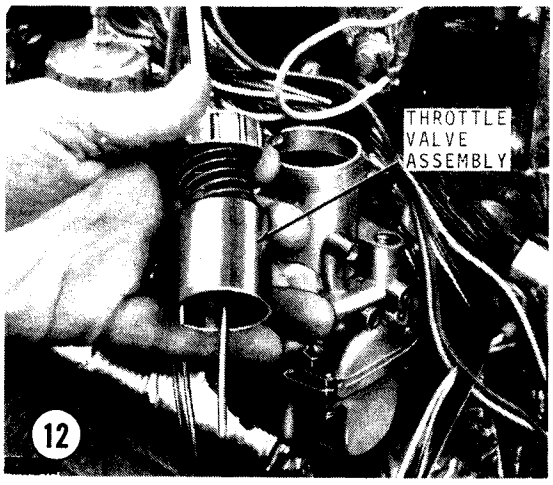
NOTE: *If carburetor is being removed for cleaning or repair, disconnect throttle cable from throttle slide and remove throttle slide assembly. Note and record what notch E-ring is located in on jet needles to aid installation.*

4. Remove drain plug from bottom of float chamber and drain fuel into a suitable container. Install drain plug.

5. Loosen clamp securing carburetor and remove carburetor from rubber mount.

6. Installation is the reverse of these steps. Keep the following points in mind:

a. Install E-ring on jet needle in same position noted during removal.
b. Ensure that float level is correct. Refer to *Assembly*.

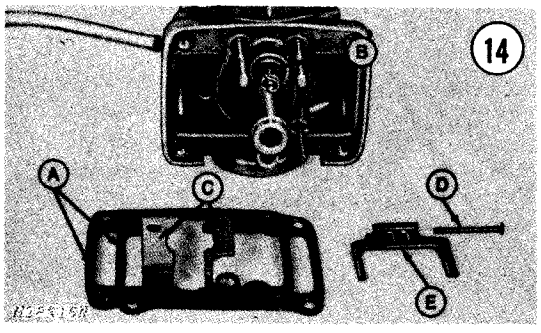


c. Perform carburetor adjustments as outlined in Chapter Two.

Disassembly

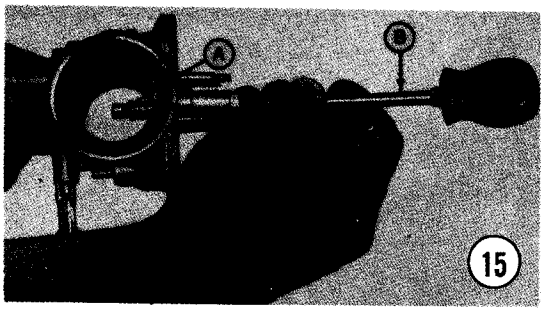
Refer to **Figure 13** for this procedure.

1. Remove throttle stop screw and spring.
2. Remove air screw and spring.
3. Remove float chamber as shown in **Figure 14**. Gently lift out floats from mixing chamber body.



A. Gaskets
B. Inlet needle valve assembly
C. Baffle plate
D. Float air pin
E. Float arm

4. Using a 6mm socket or box end wrench, gently remove main jet and ring.
5. Remove float arm pin and float arm. Lift off baffle plate and gaskets (**Figure 14**).
6. Gently remove inlet needle valve assembly with washer.
7. Gently push needle jet from mixing chamber using an awl or similar sharp pointed device. See **Figure 15**.



A. Needle jet B. Awl

Cleaning and Inspection

WARNING

Most carburetor cleaners are highly caustic. They must be handled with extreme care or skin burns and possible eye injury may result.

1. Clean all metallic parts in carburetor cleaning solvent. Do not place gaskets in solvent or they will be destroyed.

CAUTION

Never clean holes or passages with small drill bits or wire or a slight enlargement or burring of hole will result, drastically affecting carburetor performance.

2. Inspect float chamber and mixing chamber body for fine cracks or evidence of fuel leaks.
3. Check spring for distortion or damage.
4. Inspect air screw and throttle stop screw for surface damage or stripped threads.
5. Inspect pilot jet and main jet for damage or stripped threads.

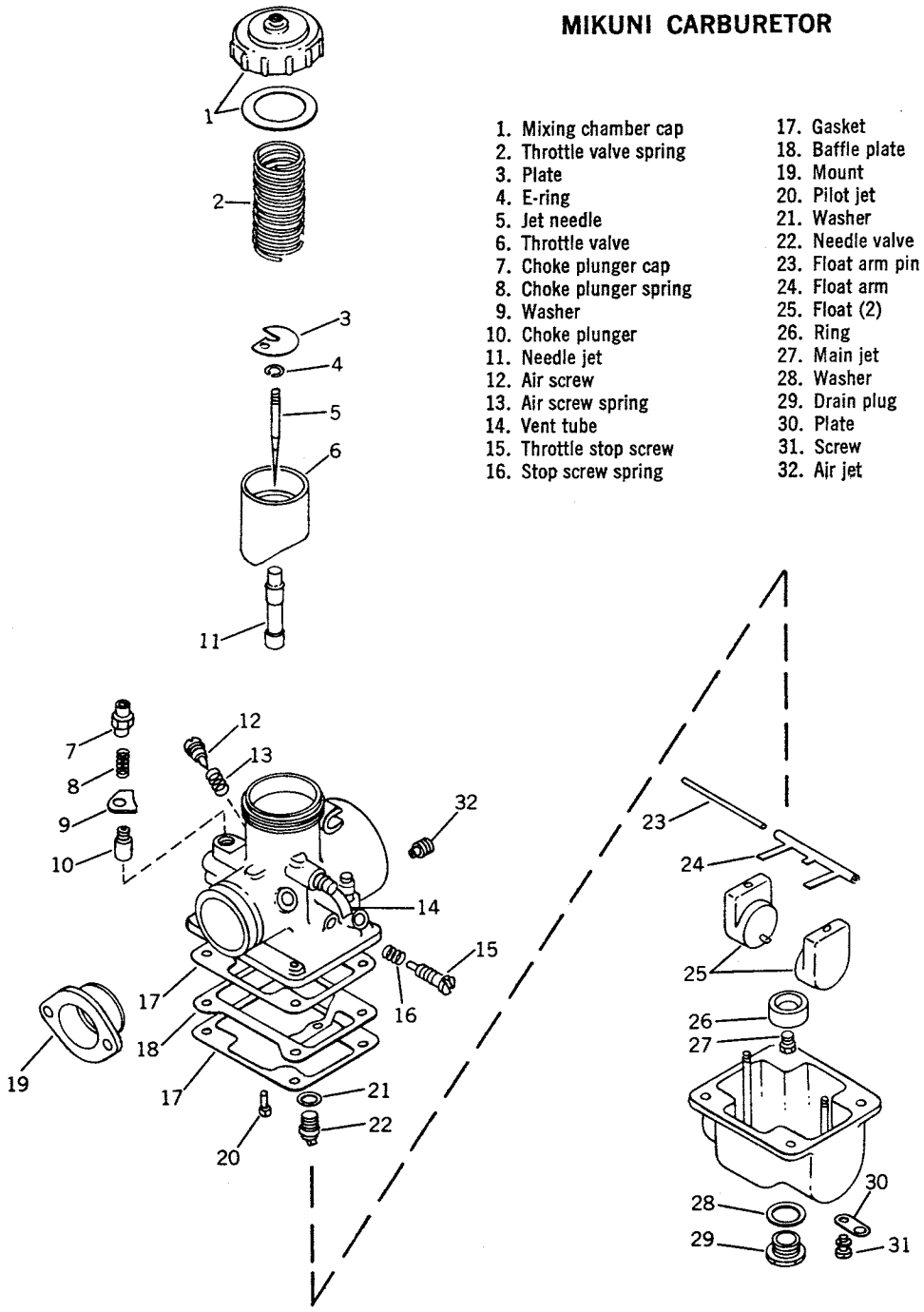
CAUTION

Pilot jet and main jet must be scrupulously clean and shiny. Any burring, roughness, or abrasion will cause a lean fuel and air mixture and possible engine damage.

6. Remove retainer and inlet valve from valve seat. Carefully examine seating surface on inlet valve and seat for damage. Ensure that retainer does not bind and hinder movement of inlet valve.
7. Inspect jet needle and needle jet for damage. Jet needle must slide freely within needle jet.

(13)

MIKUNI CARBURETOR



1. Mixing chamber cap
2. Throttle valve spring
3. Plate
4. E-ring
5. Jet needle
6. Throttle valve
7. Choke plunger cap
8. Choke plunger spring
9. Washer
10. Choke plunger
11. Needle jet
12. Air screw
13. Air screw spring
14. Vent tube
15. Throttle stop screw
16. Stop screw spring
17. Gasket
18. Baffle plate
19. Mount
20. Pilot jet
21. Washer
22. Needle valve
23. Float arm pin
24. Float arm
25. Float (2)
26. Ring
27. Main jet
28. Washer
29. Drain plug
30. Plate
31. Screw
32. Air jet

8. Install float guides in float chamber. Move floats up and down several times to ensure that they are not binding on float guides.

9. Inspect float arm and float pin to ensure that float arm does not bind on pin.

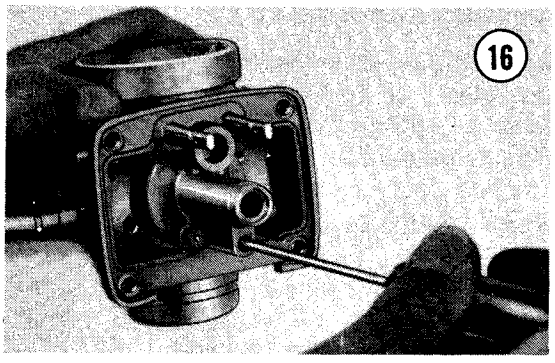
10. Inspect choke plunger. Plunger must move freely in passage of mixing chamber.

11. Install throttle valve in mixing chamber body and move several times up and down to check for sticking motion or wear. Ensure that guide pin in mixing chamber body is not broken.

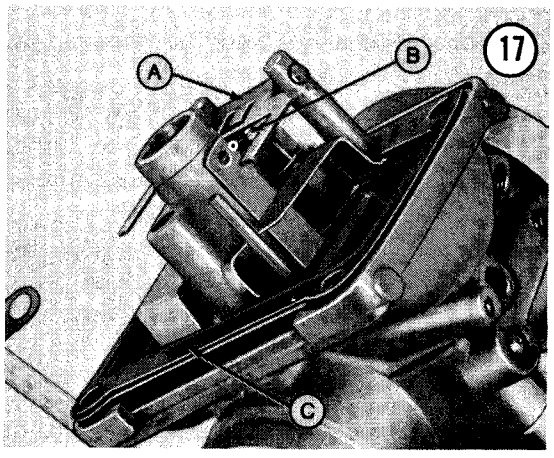
Assembly

Refer to **Figure 13** for this procedure.

1. Using a small screwdriver, install pilot jet in carburetor body as shown in **Figure 16**.



2. Install gaskets and baffle plate on mixing chamber surface (**Figure 17**). Install second gasket on top of baffle plate.

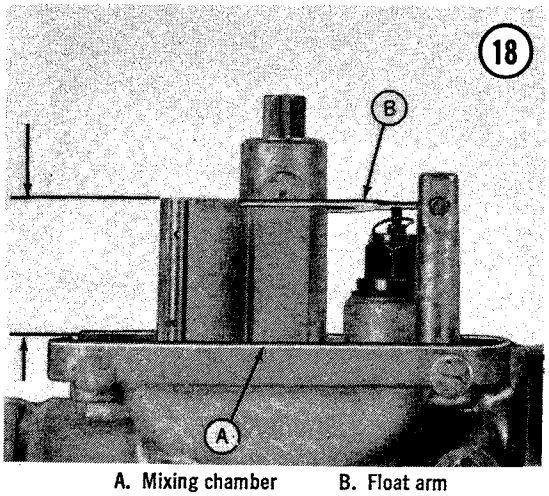


A. Float arm B. Inlet valve C. Baffle plate and gaskets

3. Place washer on inlet needle valve seat and install seat in mixing chamber body (**Figure 17**). Install inlet valve (point down) and retainer.

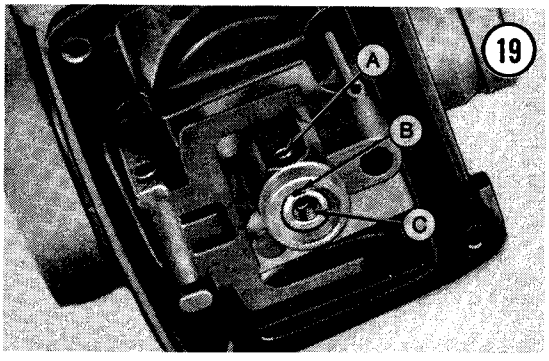
4. Install float arm and secure float arm with float arm pin.

5. Invert carburetor body. Edge of mixing chamber (**Figure 18**) must be 23-24mm (0.90-0.94 in.) from float arm. Adjust if necessary by bending float arm actuating tab.



A. Mixing chamber B. Float arm

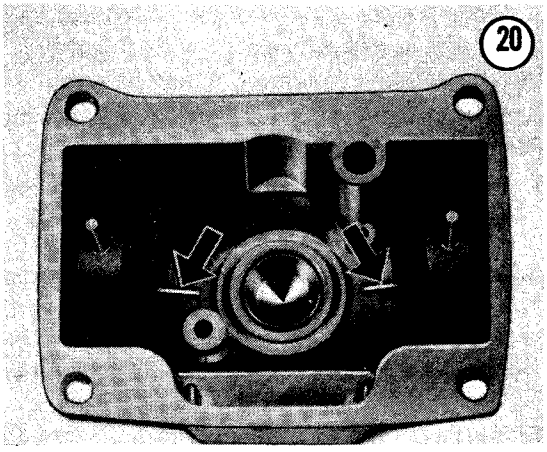
6. Install needle jet. Make sure notch on needle jet is correctly aligned with pin on bore of mixing chamber (**Figure 19**). Install ring over needle jet bore (recess in ring next to bore) and screw main jet into needle jet.



A. Pin B. Notch C. Needle jet

7. Slide floats over float pin. Pins on float must be down and point to inside of float chamber as shown in **Figure 20**.

8. Install float chamber to mixing chamber body and secure with 4 screws.



9. Slide air screw spring over air screw and install air screw gently.

CAUTION

Do not force air screw or seat damage may occur.

10. Install throttle stop screw with spring. Install screw until it is just flush with inside of bore.

AIR INTAKE SILENCERS

Air intake silencers are installed on snowmobiles to quiet the sound of rushing air and to catch fuel that spits back out of the carburetor throat. Refer to **Figures 21, 22, 23, and 24** for typical examples.

The silencer is not intended to filter incoming air. Operate snowmobiles only in clean, snow covered areas.

CAUTION

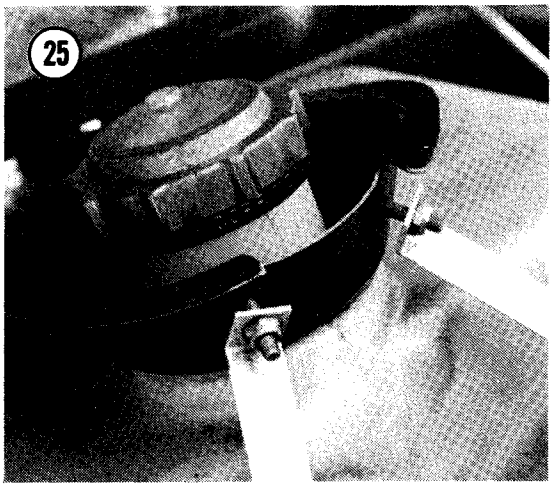
Do not operate snowmobile with silencer removed. Loss of power and engine damage may result due to a leaner mixture.

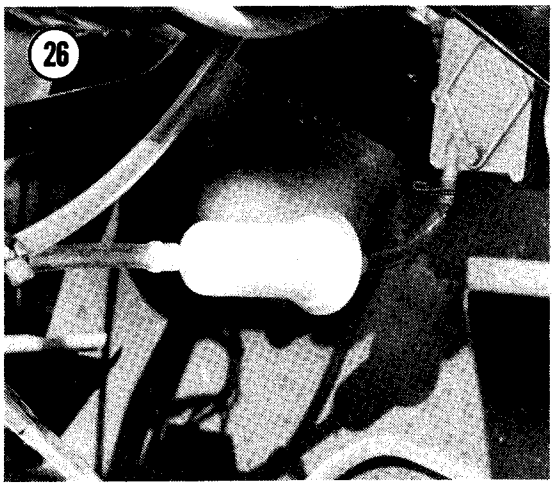
Service of air intake silencers is limited to removal and cleaning of components.

FUEL TANK

Refer to **Figures 21, 22, 23, and 24** for typical fuel tank installations.

NOTE: *On 1970 Olympiques and some T'NT models, the fuel tank is built in. Service is limited to draining tank and removing fuel lines and fuel line adaptor.*



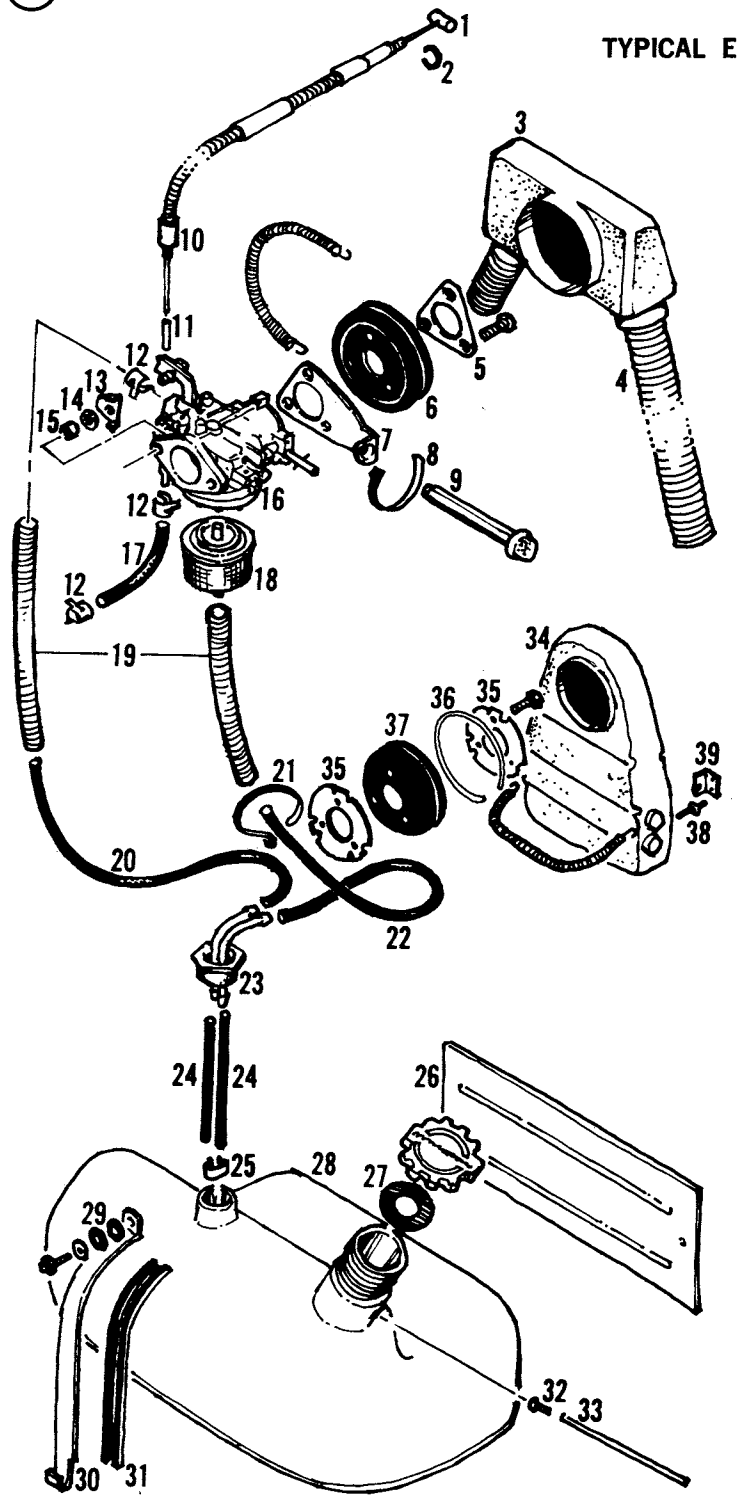


Removal/Installation

1. Siphon fuel from tank into a suitable container.
2. Disconnect fuel lines from fuel line adaptor. Tag lines to aid reconnection.
3. Loosen clamp and unscrew fuel line adaptor from tank.
4. Remove bolts and nuts securing tank mounting straps (**Figure 25**) and remove tank.
5. Installation is the reverse of these steps. Install fuel line adaptor so fuel nipples point toward rear of machine and tighten clamp.

FUEL FILTER

Service of fuel filter (**Figure 26**) is limited to cleaning of screen type filter or replacement of paper element filters.

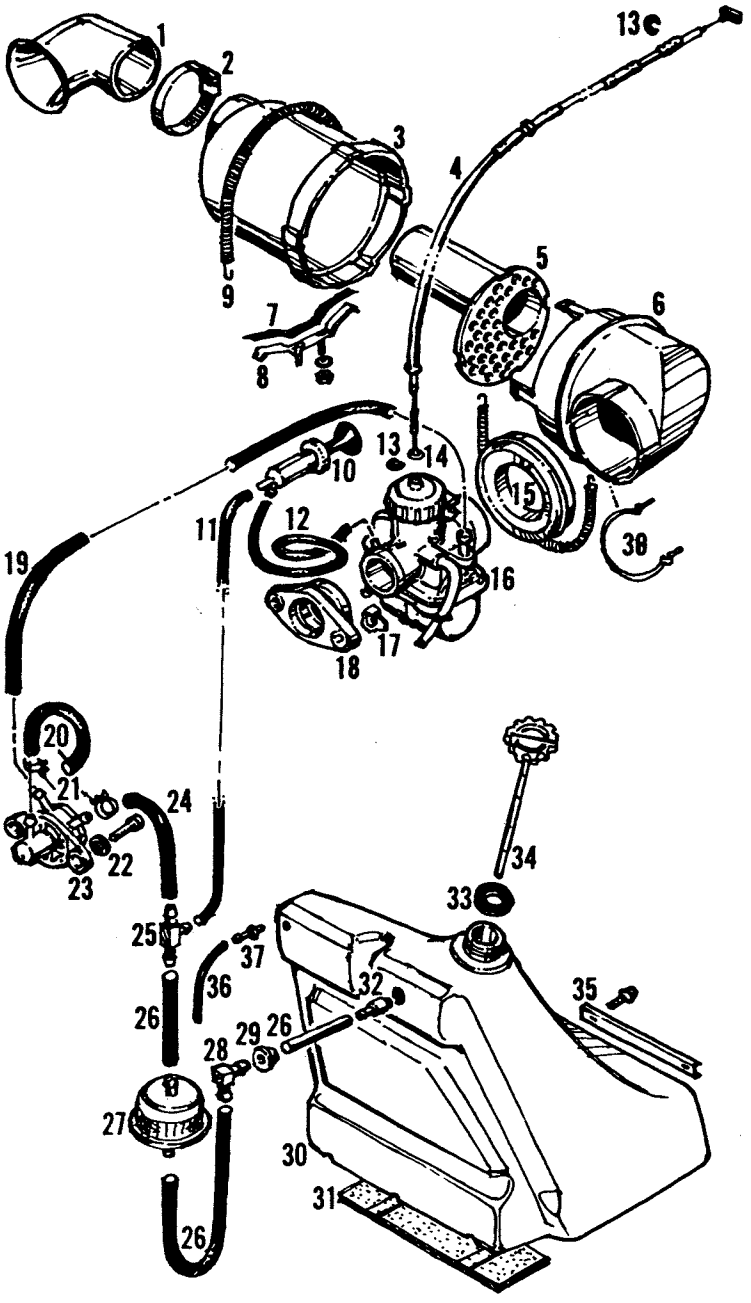


TYPICAL ELAN AND ELAN DELUXE

1. Throttle cable
2. Circlip
3. Air intake silencer
4. Tube
5. Lock tab
6. Silencer connector
7. Choke bracket
8. Tie rap
9. Choke knob
10. Cable housing
11. Cable protector
12. Spring clip
13. Lock tab
14. Fiber washer
15. Insulating sleeve
16. Carburetor
17. Pulsation line
18. Fuel filter
19. Insulating tube
20. Fuel line (return)
21. Tie wrap
22. Fuel line (inlet)
23. Male connector
24. Fuel line
25. Hose clamp
26. Heat shield
27. Gasket
28. Fuel tank
29. Rubber spacer
30. Retaining strip
31. Protection strip
32. Connector
33. Vent tube
34. Air intake silencer (deluxe only)
35. Lock tab (deluxe only)
36. Spring ring (deluxe only)
37. Silencer connector (deluxe only)
38. Pop rivet (deluxe only)
39. Bracket (deluxe only)

(22)

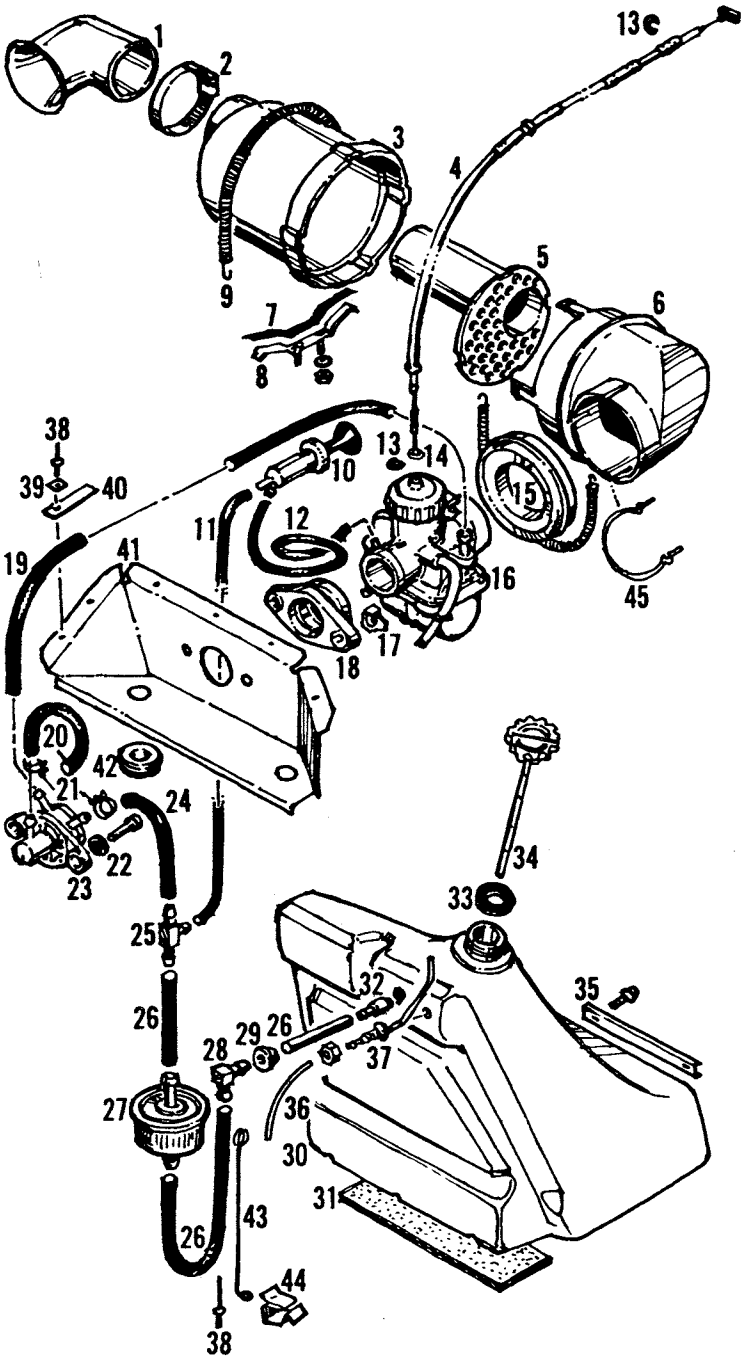
TYPICAL OLYMPIQUE AND CITATION



1. Elbow
2. Hose clamp
3. Resonator
4. Throttle cable
5. Baffle
6. Silencer housing
7. Felt strip
8. Bracket
9. Spring
10. Primer
11. Primer line (inlet)
12. Fuel line
13. Circlip
14. O-ring
15. Silencer connector
16. Carburetor
17. Lock tab
18. Rubber flange
19. Fuel inlet line
20. Pulsation line
21. Spring clip
22. Lockwasher
23. Fuel pump
24. Fuel line
25. T-connector
26. Fuel line
27. Fuel filter
28. Male connector
29. Rubber insulating ring
30. Fuel tank
31. Cushion (except 444 LC)
32. Tube
33. Gasket
34. Plug
35. Retaining bar
36. Air duct connector
37. Air duct
38. Spring clamp

(23)

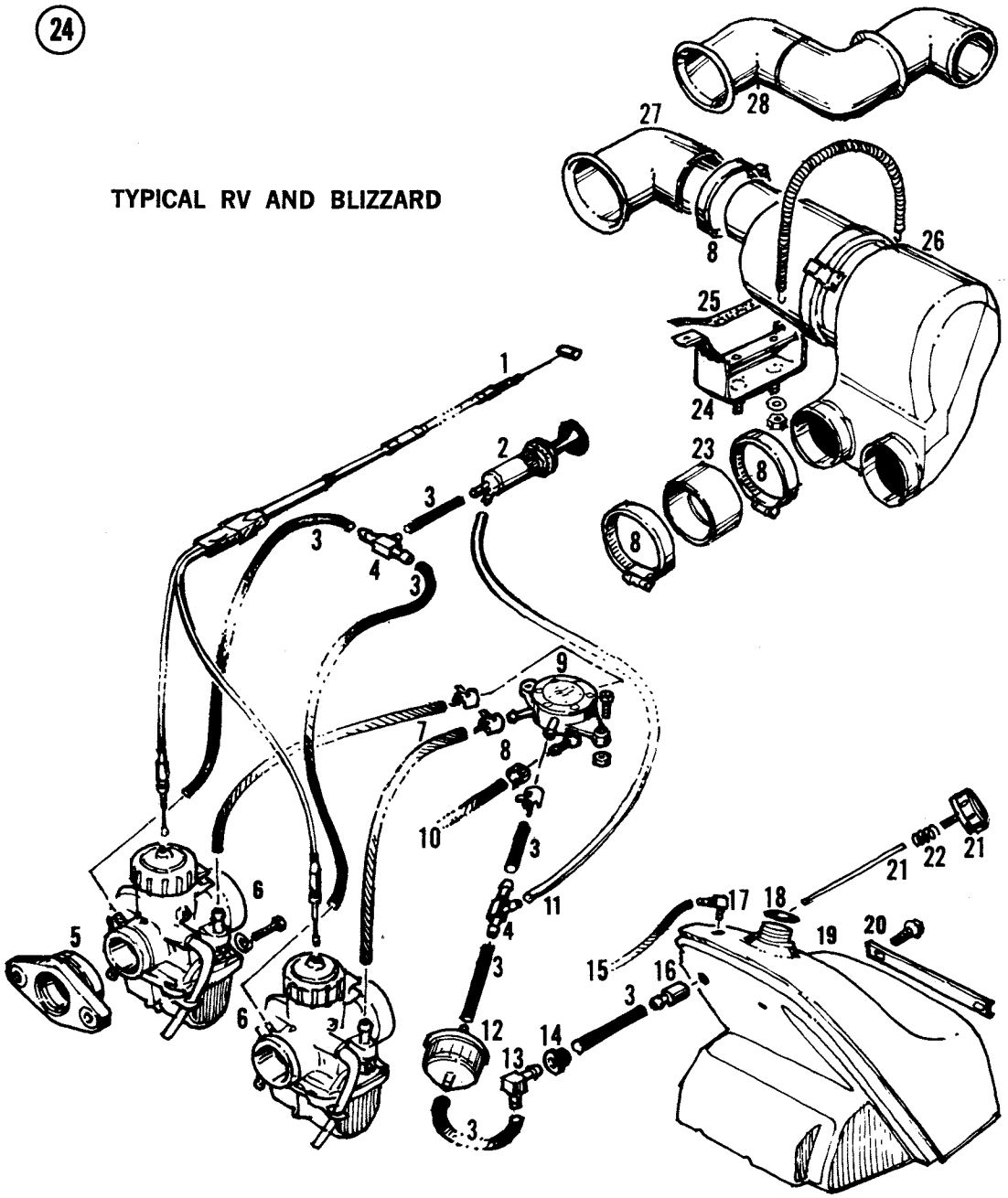
TYPICAL T'NT AND EVEREST



1. Elbow
2. Hose clamp
3. Resonator
4. Throttle cable
5. Baffle
6. Silencer housing
7. Felt strip
8. Bracket
9. Spring
10. Primer
11. Primer line (inlet)
12. Fuel line
13. Circlip
14. O-ring
15. Silencer connector
16. Carburetor
17. Lock tab
18. Rubber flange
19. Fuel inlet line
20. Pulsation line
21. Spring clip
22. Lockwasher
23. Fuel pump
24. Fuel line
25. T-connector
26. Fuel line
27. Fuel filter
28. Male connector
29. Rubber insulating ring
30. Fuel tank
31. Cushion (except 444 LC)
32. Tube
33. Gasket
34. Plug
35. Retaining bar
36. Air duct
37. Air duct connector
38. Pop rivet (T'NT F/A)
39. Washer (T'NT F/A)
40. Rubber gasket (T'NT F/A)
41. Deflector (T'NT F/A)
42. Insulating ring (T'NT F/A)
43. Air duct support (except 444 LC)
44. Clip (air duct, 444 LC)
45. Spring clamp

(24)

TYPICAL RV AND BLIZZARD



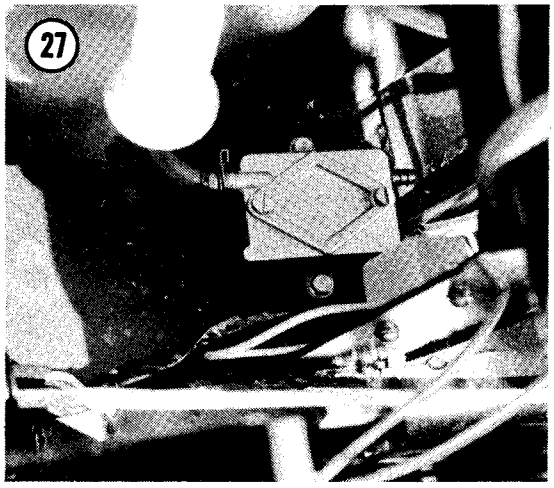
1. Throttle cable
2. Primer
3. Fuel line
4. T-connector
5. Rubber flanges
6. Carburetors
7. Fuel inlet lines
8. Hose clamp
9. Fuel pump
10. Pulsation line
11. Primer line (inlet)
12. Fuel filter
13. Male connector
14. Rubber insulating ring
15. Air duct
16. Tube
17. Connector (air duct)
18. Gasket
19. Fuel tank
20. Retaining bar
21. Plug
22. Spring (connector)
23. Adaptor
24. Bracket
25. Felt strip
26. Air intake silencer
27. Elbow (RV)
28. Elbow (Blizzard 6500)

To clean screen type filter, disassemble and flush with gasoline or solvent and blow dry with compressed air.

Paper element filters should be replaced annually or when contamination builds up at the base of the element.

FUEL PUMP

To check fuel pump (**Figure 27**) operation, disconnect fuel line from pump to carburetor at the carburetor. Make sure ignition is off and pull recoil starter and check for fuel flow at fuel line. If fuel flow from pump is unsatisfactory, replace pump. Refer to **Figure 28** for an exploded view of a typical fuel pump.



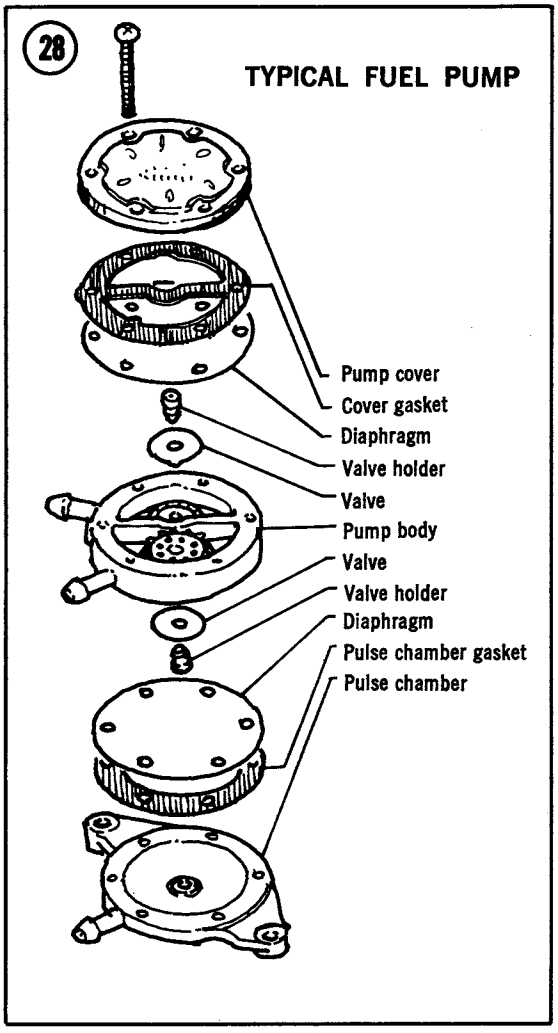


Table 1 TILLOTSON CARBURETOR SPECIFICATIONS

Model	Carburetor	Low Speed Adjustment (Turns)**	High Speed Adjustment (Turns)**	Idle Speed (rpm)
Elan				
250, 250 E (1971,1972, early 1973)	HR-73A	3/4	1 1/4 ①	*
250 (late 1973-1975)	HR-133A	3/4	Fixed	*
292 SS (1972)	HD-22B	3/4	1 1/4	*
250 T (1973)	HR-136A	3/4	Fixed	*
250 T, 250 Deluxe (1974)	HR-155A	1	Fixed	*
250 Deluxe (1975)	HR-165A	1	Fixed	*
250 (1976)	HR-173A	1	Fixed	*
250 SS (1973)	HR-143A (2)	3/4	Fixed	*
294 SS (1974)	HR-161A	3/4	Fixed	*
300 SS (1975)	HR-166A	3/4	Fixed	*
250 SS (1976)	HR-172A	1	Fixed	1,500-1,800
250 (1978-1979)	HR-173A	1	Fixed	1,800-2,000
250 Deluxe (1978-1979)	HR-172A	1	Fixed	1,800-2,200
Olympique				
300 (1971-early 1973)	HR-74A	3/4	1 1/4	*
300 (late 1973-1974)	HR-132A	3/4	1	*
300 (1975 and 1976 twin)	HR-169A	1	Fixed	1,500-1,800
300 (1976 single)	HR-174A	1	Fixed	1,200-1,500
335 (1970)	HR-176	3/4	1 1/4	*
335 (1971-1973)	HR-75A	3/4 ②	1 1/4 ②	*
340 (1973-1974)	HR-131A	3/4	Fixed	*
340 (1975-1976)	HR-170A, B	1	Fixed	1,500-1,800
399 (1970)	HR-16B	3/4	1 1/4	*
399 (1971-1972)	HR-76A	3/4	1 1/4	*
400 (early 1973)	HR-76A	1	1 1/16	*
400 (late 1973-1974)	HR-134A	3/4	Fixed	*
440 (1973-1974)	HR-135A	7/8	Fixed	*
440 plus (1976)	HR-176A	1	Fixed	1,500-1,800
T'NT				
292, 340 (1970, 1971, and 1972 292)	HD-22A, B	3/4	1 1/4	*
340 (1972)	HD-98A	1 1/8	1	*
294 (1973)	HR-137A (2)	3/4	Fixed	*
340 (1973)	HD-107A	7/8	Fixed	*
300 (1974)	HR-164A	1	1	*
340 (1974-1975)	HD-134A	1	1	*
340 (1976)	HD-148A	1	1	1,500-1,800
399 (1970)	HD-21A	3/4	1 1/4	*
440 (1971)	HD-73A	3/4	1 1/4	*

(continued)

Table 1 TILLOTSON CARBURETOR SPECIFICATIONS (continued)

Model	Carburetor	Low Speed Adjustment (Turns)**	High Speed Adjustment (Turns)**	Idle Speed (rpm)
T'NT (con't.)				
440 (1972)	HD-83A	1¼	1¼	*
440 (1973)	HD-109A	1	1	*
440 and Everest (1974-1975)	HD-138A	1	1	*
440 and Everest (1976)	HD-147A	1	1	1,500-1,800
400 F/A (1972)	HD-104A (2)	¾	1¼	*
340 F/A (1973-1974)	HR-149A (2)	1	1⅛	*
400 F/A (1973-1974)	HD-123A (2)	1	⅝	*
340 F/A (1975)	HR-168A (2)	1	1⅛	*
440 F/A (1974)	HRM-3A (2)	1	1¼	*
440 F/A (1975)	HRM-5A (2)	1	1	*

* Unless otherwise specified, idle speed is 1,800-2,200 rpm.

** Tolerance for all adjustments is +⅛-0 turn.

① Fixed jet on later 1973 models.

② On 1973 models turn low-speed needle ⅞ and high-speed needle 1 1/16.

Table 2 MIKUNI CARBURETOR SPECIFICATIONS

Model	Carburetor	E-ring Position (From Top)	Air Screw Turns (±¼ Turn)
T'NT R/V 245 (1975)	VM 34-72	2	1
T'NT 340-340E kit (1976)	VM 34-109	3	1
T'NT 440-440E kit (1976)	VM 34-105	2	1
Olympique 340-340E kit (1976)	VM 34-104	3	1
Olympique 300-300E kit (1976)	VM 34-103	3	1
T'NT R/V 250 (1976)	VM 34-93	2	1
T'NT R/V 340 (1976)	VM 34-94	2	1
Olympique 440 plus kit (1976)	VM 32-117	3	1½
Olympique 300 (twin—1977-1978)	VM 30-90	3	1½
Olympique 340-340E (1977-1979)	VM 30-91	3	1½
Everest 340-340E kit (1977-1979)	VM30-98	3	1½
Olympique 440 (1977)	VM 32-113	4	1½
T'NT 340 F/A (1977-1978)	VM 34-118	3	1
T'NT 440 F/A (1977)	VM 36-53	2	1
T'NT 440 (1977)	VM 34-110	3	1½
R/V 340 (1977-1978)	VM 34-135	4	1
Everest 440-440E (1977)	VM 34-110	3	1½
Everest 440 L/C (1977)	VM 34-150	4	1
Citation 300 (1978)	VM30-94	3	1½
Citation 300 (1979)	VM 30-104	3	1½
Everest 440, 440E (1978)	VM 34-165	3	2
T'NT 440 F/C (1978)	VM 34-165	3	2
Everest 444 L/C	VM 34-150	4	1½
Blizzard 6500	VM 34-184	4	1½
Blizzard 9500	VM 36-78	4	1
Blizzard 5500	VM 34-203	3	1½
Blizzard 7500 and Cross Country	VM 34-199	2	1½