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## Adjusting the Zenith Carburetor

The Zenith carb can be both dependable and efficient once adjusted properly, and there are only three adjustments to contend with. But before we start adjusting the carb, let's make sure it's a carburetor problem that needs adjusting.

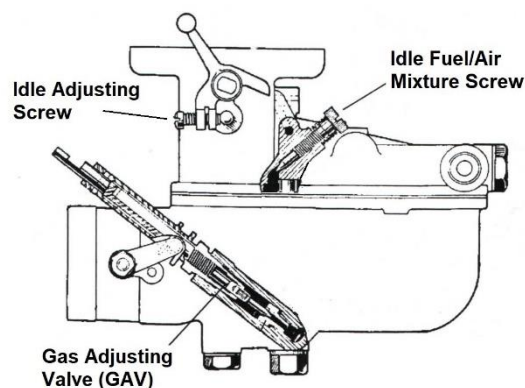
Many troubles blamed on the carburetor, like hard starting, rough running, backfiring and stalling, could in fact be timing issues. A wise garage wizard once told me “Most Carburetor problems are Electrical.” and these issues have been solved by first checking the timing, points, spark gaps, condenser and coil. Now let's continue with those carb adjustments...

Check that you have good fuel flow to the carburetor, no clogged filters, clean sediment bowls, etc. All carbs have their own sweet spots, but the settings I'll suggest are a good starting point.

Turn the Idle Mixture screw closed, and then open it up 1 1/2 turns.

The Idle Adjustment is a set screw on the throttle shaft that keeps the throttle plate from closing all the way. Try turning this screw out so the throttle plate closes completely, and then turn it in just enough to keep the engine from stalling at idle.

Once set, these two idle adjustments won't require much further attention.



The Gas Adjusting Valve however, that controls mid-range fuel mixture, may require some adjustment while driving. That's why the control knob is in the cab, not under the hood. Close the GAV (by turning the choke knob to the right) and then open it 1/4 to 1/2 turn. For a cold engine, open the GAV to 3/4 turn. At highway speed close the GAV to 1/4 turn or less to conserve fuel. When you get back to stop-and-go traffic, open the GAV to prevent stalling at stops. To avoid vapor lock on those hot days, open the GAV to let in more cold fuel. No kidding that really works.

Enjoy the ride, Willie