

spark plug fouling. If the float level is too low, the resulting lean mixture can cause engine damage.

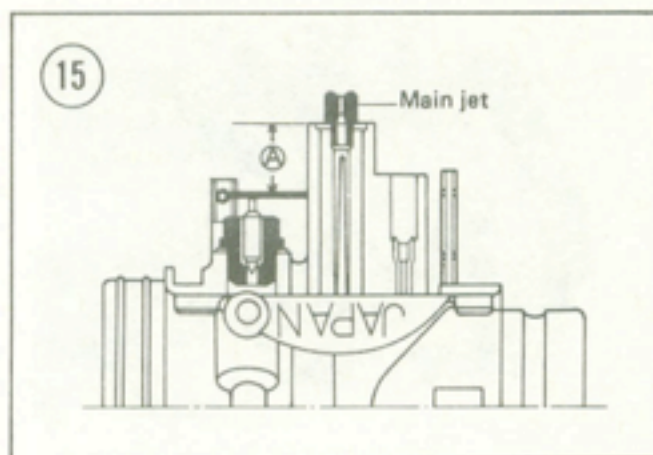
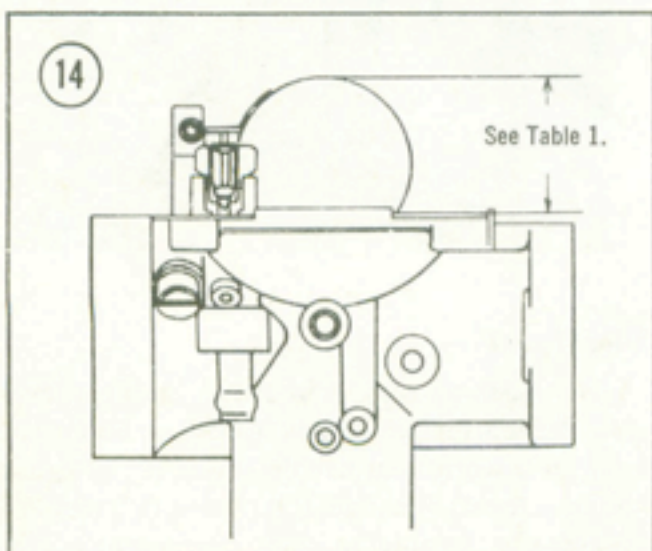
The following float level adjustment should be performed every time the carburetor is disassembled for cleaning or repair.

All other adjustments such as idling speed and synchronization are outlined under *Engine Tune-up* in Chapter Two.

Adjust the float level according to **Table 1**. Bend the tang on the float arm as required to adjust the float level. See **Figure 14** or **Figure 15** (GT250A only).

Table 1 CARBURETOR FLOAT LEVELS

Model	Carburetor Model	Float Level	
		Inches	(Millimeters)
T125	MD15	0.74	(19.0)
S32-2	VM20SH	0.94	(24.0)
T200	VM22SH	0.99	(25.1)
T20	VM24SH	0.98	(25.0)
T10	VM20	0.98	(25.0)
GT185	VM20SC	0.78	(19.9)
T250	VM24SH	1.01	(25.7)
GT250	VM24SH	1.01	(25.7)
GT250M	MV26SH	1.20	(31.0)
GT250A	MV28SS	0.53	(13.6)
T305	VM32SH	1.15	(29.2)
T350	VM32SH	1.10	(27.5)
T500-2	VM32SC	1.07	(27.3)



### CARBURETOR MODIFICATIONS

The following paragraphs describe components of the carburetor which may be changed to vary performance characteristics.

#### Throttle Valve

**Figure 16** illustrates the throttle valve. The cutaway controls airflow at small throttle openings. Cutaway sizes are numbered (**Figure 17**). Larger numbers permit more airflow at a given throttle opening and result in a leaner mixture. Conversely, smaller numbers result in a richer mixture.

