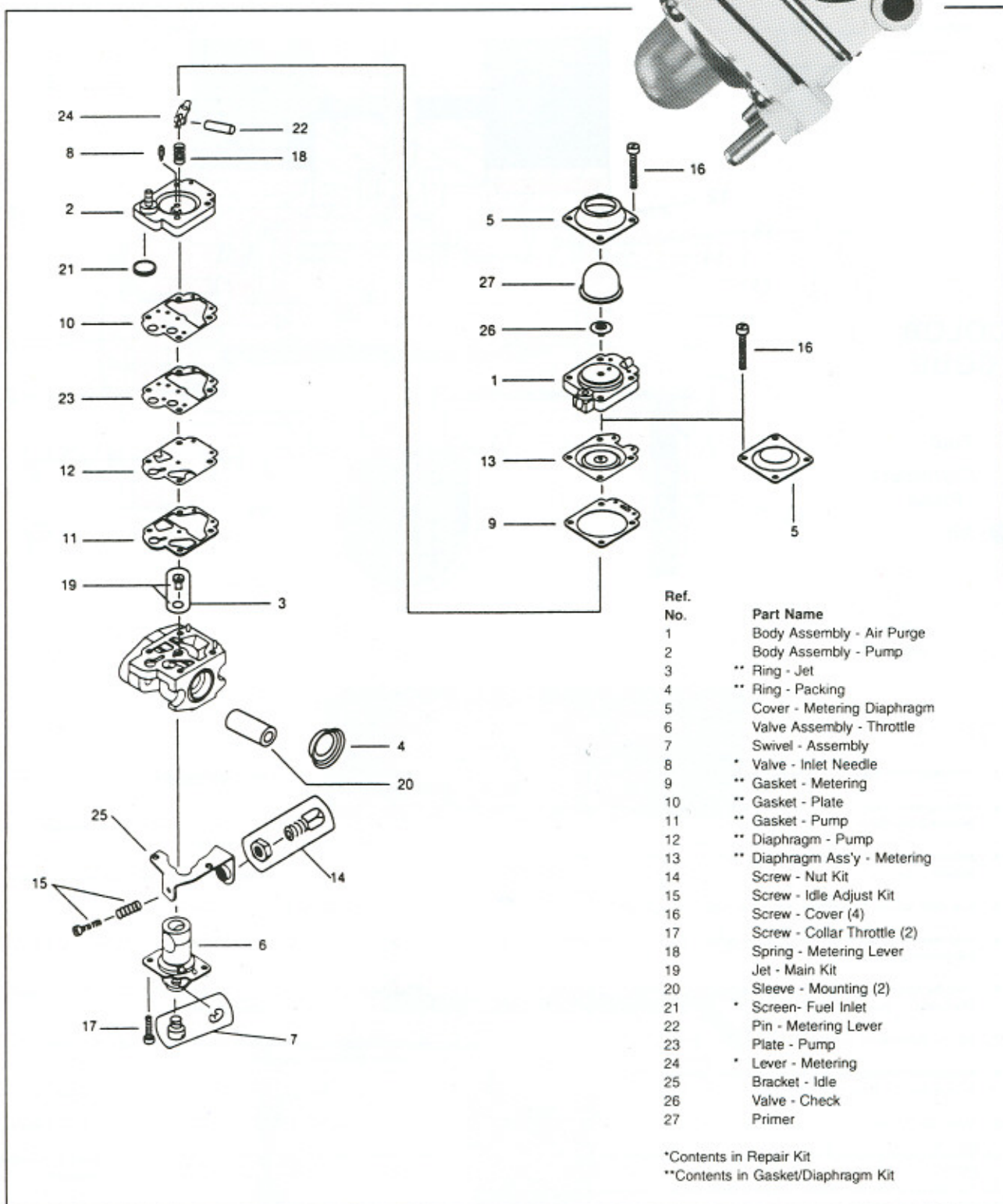
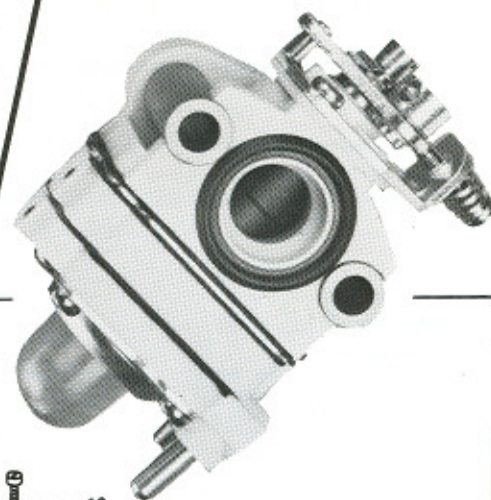




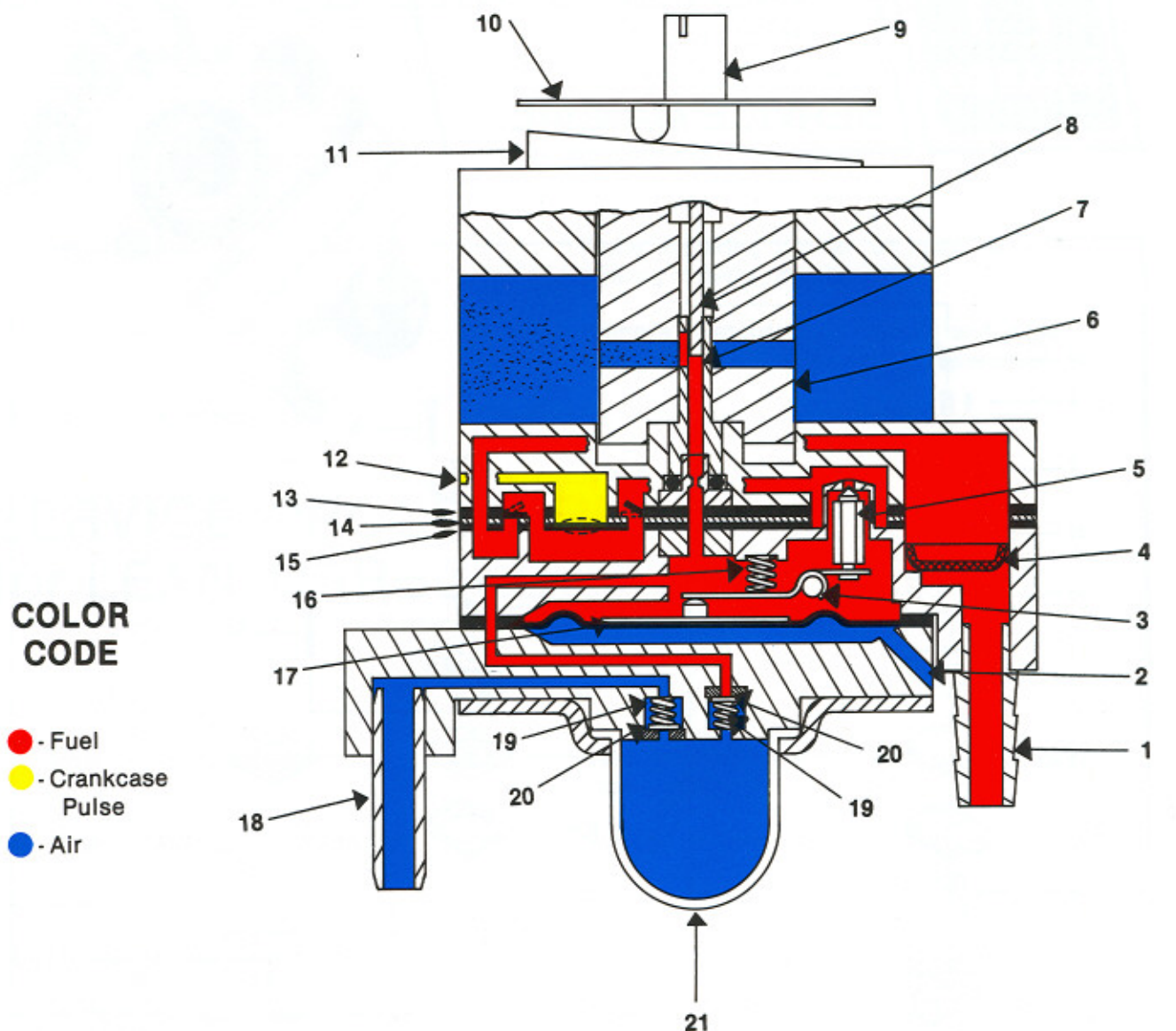
TRIMMER AND BLOWER MODEL CARBURETOR **SERVICE MANUAL**

WY series



Form C-1038

STANDARD WY w/PRIMER

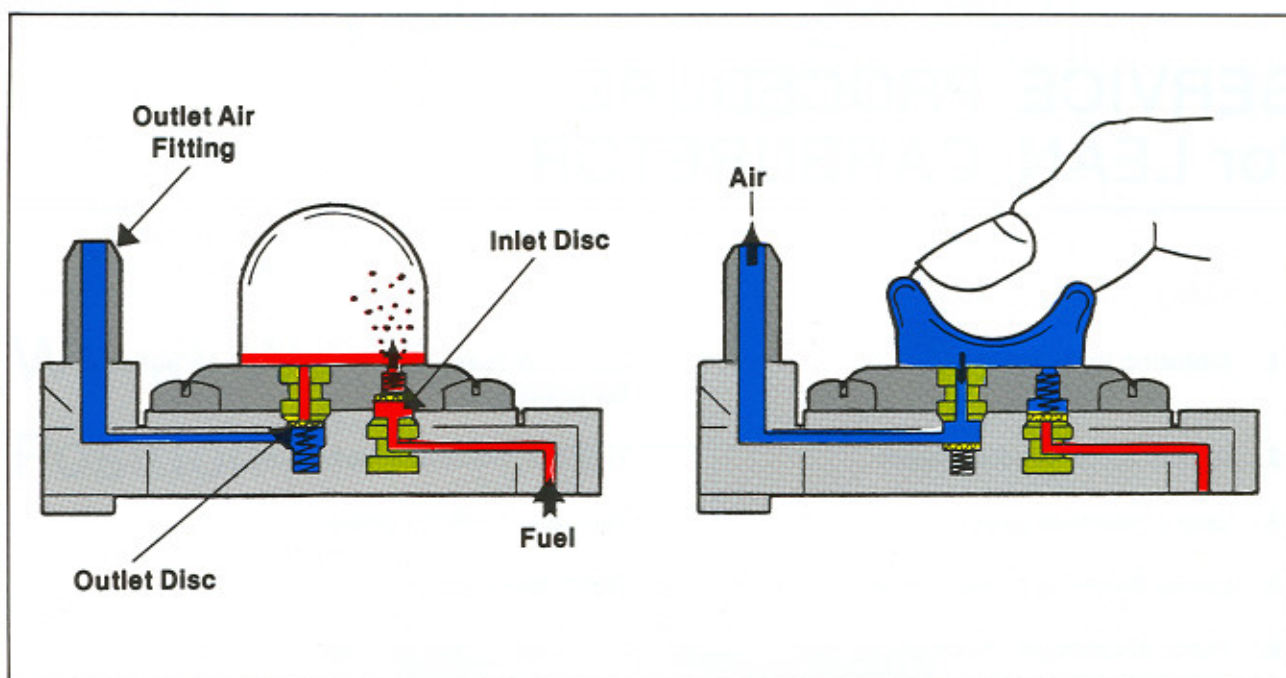


OPERATING FUNCTIONS

1. Fuel Inlet: Fuel drawn from gas tank enters here.
2. Atmospheric Vent: Allows atmospheric pressure onto dry side of metering diaphragm.
3. Metering Lever: Lifts inlet needle off seat allowing fuel to enter into metering chamber.
4. Fuel Inlet Screen: Filters fuel before it enters metering chamber.
5. Inlet Needle: Lifts off seat to allow the correct amount of fuel to enter the metering chamber.
6. Throttle Barrel: Allows correct ratio of air/fuel to mix as it opens from idle to W.O.T. position.
7. Nozzle: Passage for fuel to enter throttle bore as barrel opens.
8. Adjustment Needle: As throttle barrel opens, needle is lifted off seat to allow a specific amount of fuel to pass thru nozzle.
9. Outer Idle Limiter: For adjustment of air/fuel mixture at idle.
10. Throttle Lever: Attaches to throttle linkage to control barrel opening.
11. Throttle Ramp: As throttle barrel opens, ramp forces adjustment needle off seat for correct air/fuel mixture.
12. Engine Pulse: Positive and negative pulses from crankcase enter here to activate fuel pump.
13. Fuel Pump Diaphragm: Activates in response to crankcase impulse. Transfers fuel through pump valves.
14. Fuel Pump Plate: Insures seal between pump gasket and diaphragm.
15. Fuel Pump Gasket: Maintains sealability of fuel pump.
16. Metering Spring: When compressed it allows metering lever to lift needle.
17. Metering Diaphragm: Forced onto metering lever to lift inlet needle off seat to allow fuel into metering chamber.
18. Air Outlet: Air from carb is forced out through this passage when primer bulb is compressed.
19. Check Valve Spring (2): Applies pressure onto disc for sealability.
20. Check Valve Disc (2): Seals and releases by actuation of the primer bulb.
21. Primer Bulb: Purges air from metering system when compressed, draws fuel into metering system for easy start when released.

STARTING WY w/PRIMER

The primer is an easy start device which, when activated, will purge the entire metering system of air and replace it with fuel. As the clear bulb is depressed, an outlet disc is forced against a spring to allow the air to escape. When the bulb is released a vacuum is created, which pulls an inlet disc against a spring to allow air from the metering chamber to enter. This procedure must be repeated until the bulb fills with fuel and drains through the outlet fitting, signifying the metering system is free of air.



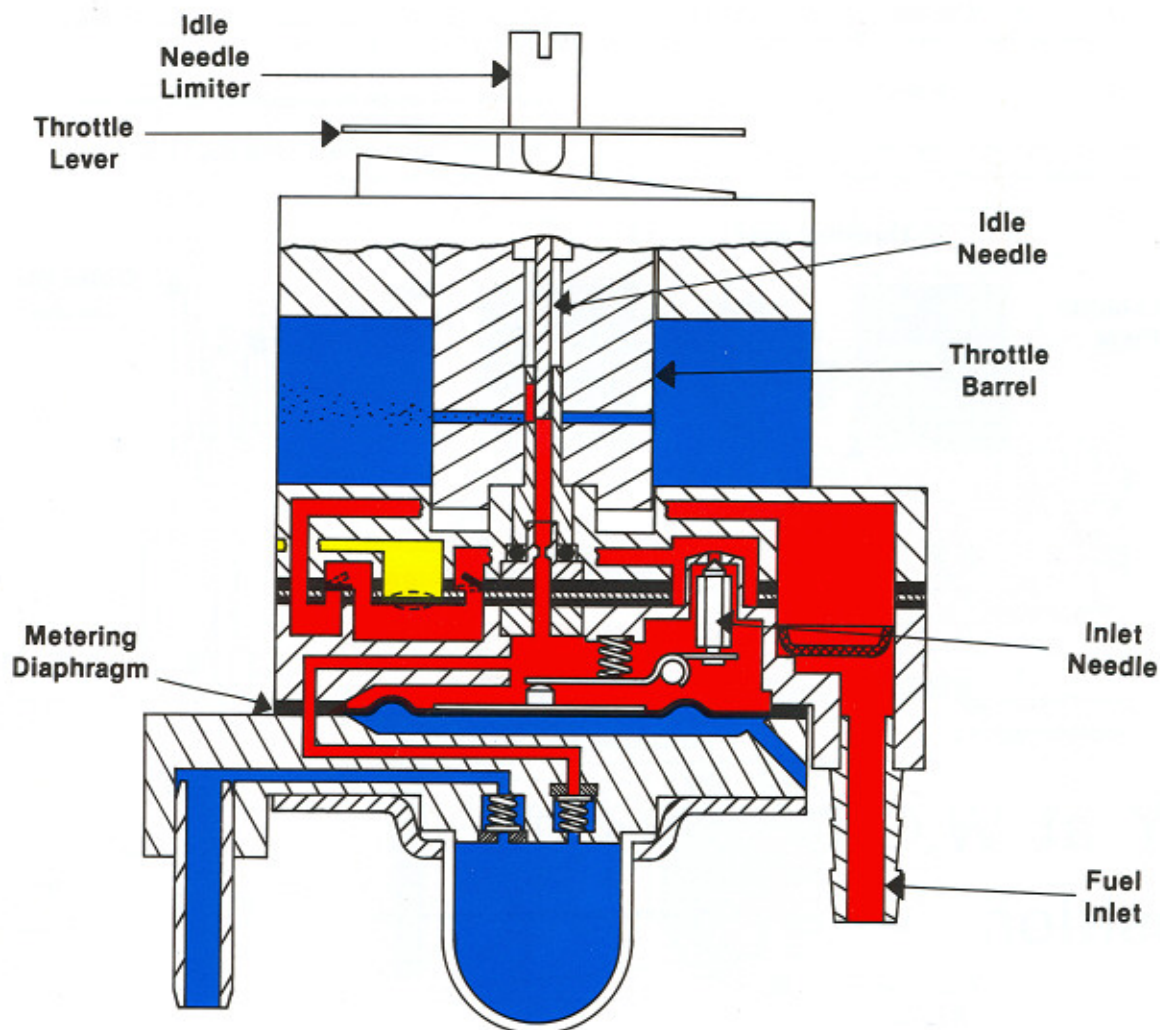
COLD ENGINE START

1. Depress primer bulb several times until fuel drains out of the air outlet fitting.
2. Hold throttle wide open and pull starter 2-3 times.

HOT ENGINE START

1. Pull starter rope 2-3 times. If engine does not start, go to Step No. 2.
2. Depress primer bulb several times until fuel drains out of air outlet fitting.
3. Hold throttle wide open and pull starter 2-3 times.

WY at Idle Position



IDLE ADJUSTMENT OF THE WY

The WY has been calibrated and the idle needle preadjusted by WALBRO prior to shipping to our customer.

If the idle is in need of adjustment, the following instructions should be adhered to.

Special Note: Only adjustments to the outer idle limiter and idle adjustment screw are to be made.

The inner idle needle should only be adjusted by an authorized WALBRO service person.

LEAN IDLE CONDITION

A lean idle condition means that the carburetor is getting more air than gas. Steps to correct this condition are as follows.

1. Turn idle limiter counter-clockwise to the maximum idle location mark on the throttle lever. This will indicate a richer than optimum idle setting. If it appears too rich follow step no. 2.
2. Turn idle limiter one mark clockwise. This will put the idle closer to an optimum idle position.

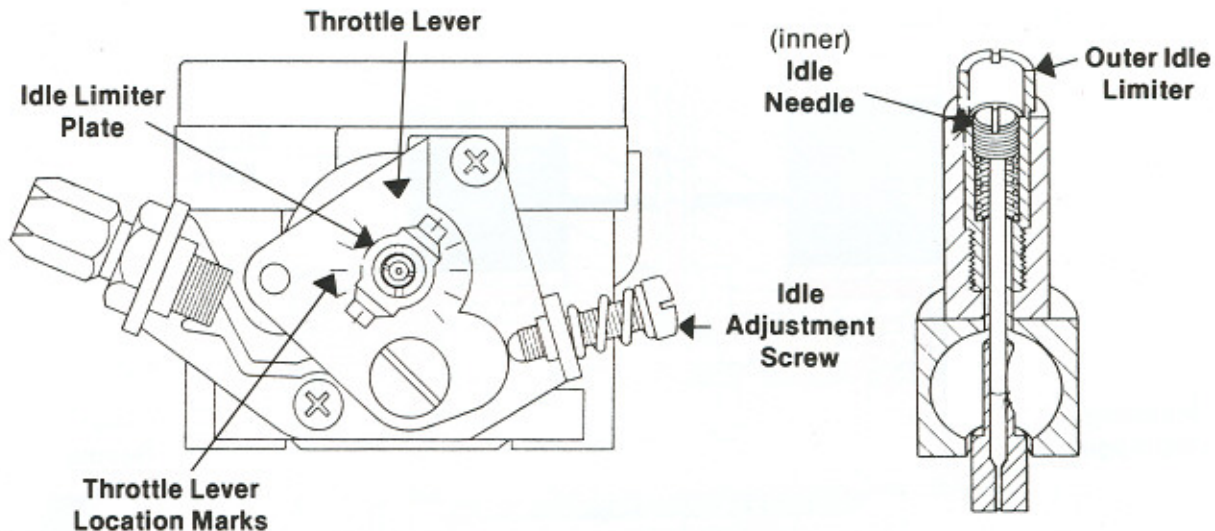
(Continued on page 5.)

RICH IDLE CONDITION

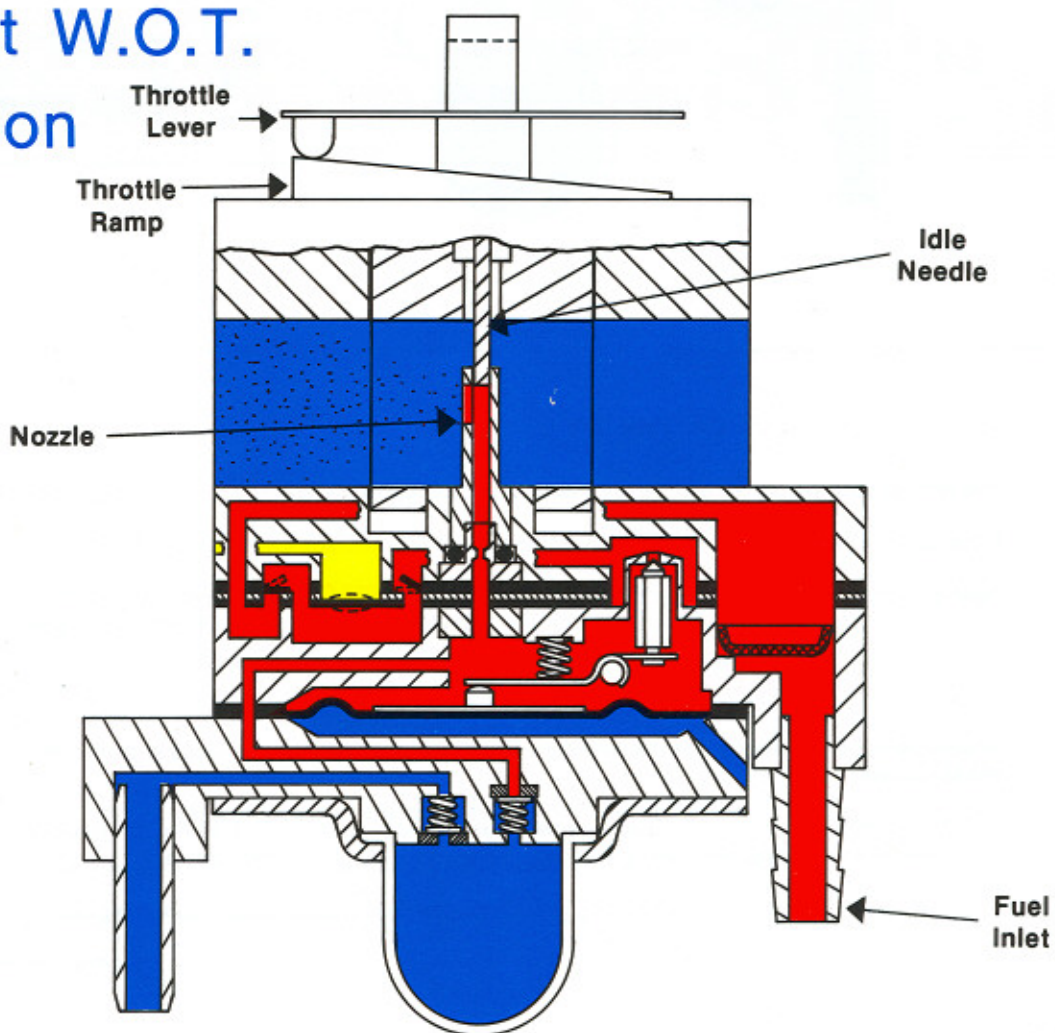
A rich idle condition means that the carburetor is getting more gas than air. Steps to correct this condition are as follows.

1. Turn idle limiter clockwise to the maximum idle location mark on the throttle lever. This will indicate a leaner than optimum idle setting. If it appears too lean, follow step no. 2.
2. Turn idle limiter one mark counter-clockwise. This will put the idle closer to an optimum idle position.

NOTE: The idle limiter plate will not exceed the maximum location marks on the throttle lever, this is done to prevent an over-rich or lean condition to occur which could damage the engine.



WY at W.O.T. Position



SERVICE PROCEDURE for FLOODED CARBURETORS

CAUSE

1. Metering lever set too high
2. Metering diaphragm misassembled
3. Inlet needle will not seal
4. Idle needle set too rich

REMEDY

- Readjust lever flush to carburetor body surface.
- Place metering gasket on body before placing metering diaphragm.
- Remove inlet needle carefully and wipe clean. Also wash and blow inlet seat clean.
- See rich idle condition page 5.

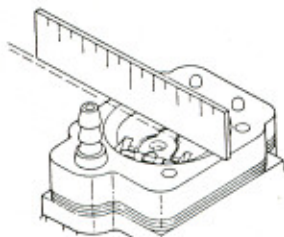
SERVICE PROCEDURE for LEAN CARBURETOR

CAUSE

1. Metering lever set too low
2. Hole in metering diaphragm
3. Leaky manifold gasket
4. Loose metering cover screws
5. Pump diaphragm check valves worn
6. Dirty fuel inlet screen
7. Obstructed or damaged fuel or pulse line
8. Idle needle set too lean

REMEDY

- Carefully readjust lever flush to carburetor body surface.
- Replace metering diaphragm.
- Replace manifold gasket.
- Retighten securely.
- Replace pump diaphragm.
- Remove screen and clean.
- Remove obstruction or replace line if necessary. Also check in-line fuel filter.
- See lean idle condition page 4.



Place a straightedge across pump body casting as illustrated. Metering lever should be $.059 \pm .005$ below straightedge. Slight pressure will bend the metering lever up or down.

REMEMBER TO WORK IN A CLEAN AREA TO ELIMINATE DIRT.

WALBRO CORPORATION
CASS CITY, MICHIGAN