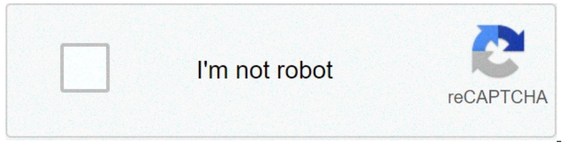

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How to set float on tecumseh carburetor

Your vehicles carburetor float is a vital part of the fuel system. It is the gauge which tells your carburetor how much fuel it needs and when it needs it. As you depress the gas pedal, fuel is sucked out of the carburetor reservoir which causes the carburetor float to drop. As the float drops, it opens the needle valve and allows more fuel to enter the reservoir. When you let up on the gas pedal, you decrease the demand for fuel which has a chain reaction. Fuel is no longer sucked out, which causes the float to return to its normal position and closes the needle valve, shutting off the flow of fuel until it is needed again. All of this can happen within fractions of a second. Remove the linkage from your carburetor with a pair of needle-nose pliers and disconnect the vacuum hoses leading to your carburetor. Mark the parts to remember how they were assembled for later reference. Remove the bolts that are holding the carburetor to the engine and take the carburetor out of the engine. Lay the carburetor out on top of your work space. Locate the fuel reservoir tank on your carburetor and remove the bowl by unscrewing it from the top of the reservoir with a screwdriver. Carefully pour the fuel that is in the reservoir into a gas can. Turn the carburetor upside down so that you are looking at the float from the bottom. With the float seated flat against the needle valve, use your fuel level gauge and measure from the bottom of the float to the mating edge or bottom of the existing reservoir bowl with the bottom off. Your float should be set at 16 mm. Verify that your float is at least 16mm from the bottom to the edge of the reservoir bowl. If it is not, use the needle-nose pliers to carefully bend the float tabs and recheck the measurement. Do this until the float is at the correct setting. Reattach the float reservoir bowl to the top cover with screws and then place the carburetor back on the engine. Secure the carburetor to the engine with bolts. Reattach all the vacuum hoses and linkage to the carburetor. Test the carburetor float adjustment by starting the engine and observing how it idles. CALL US501-982-2930 EMAIL BUY TECUMSEH CARBURETORS Using the Tecumseh Carburetor 632774 this page will cover basic repair tasks to get your Tecumseh Carburetor back in shape. TECUMSEH CARBURETOR 632774 Is the Tecumseh Carburetor worth repairing? How much does a new Tecumseh Carburetor cost new? If the time and parts to repair a Tecumseh Carburetor exceeds half or more of the price of a new carburetor, you should consider buying a new Tecumseh Carburetor. What is your time worth? If you want to learn and have the time, then go for it, repair the carburetor and have fun doing so. When it becomes frustrating for any reason, you will be more satisfied with your decision to just put on a new Tecumseh Carburetor. This may sound like a sales pitch for a new Tecumseh Carburetor, but this is the same decision process we use in our repair shop. If it will take more time and cost of parts to repair a Tecumseh Carburetor than the cost of a new one, we simply put on a new Carburetor. If you are taking your mower into a repair shop, be sure and ask them to apply the same decision method. If you know a new Tecumseh Carburetor is priced under $60.00 you may want to consider asking the repair shop to just put on a new Tecumseh Carburetor for you verses trying to make the old one work. The shop may charge you for more time trying to make the old one work, then turn around and charge you for a simple installation of a New Tecumseh Carburetor after they realize they can't make the old one work. While the pictures shown below are for a Tecumseh Carburetor 632774 the pictures do represent an Adjustable Jet Tecumseh Carburetor. BUY TECUMSEH CARBURETORS Air Inlet view of the Tecumseh carburetor 632774 Prior to repairing the Carburetor, inspect the inlet of the Carburetor. Do you see signs of dirt? Any signs of dirt is a clue that your air filter has failed to filter out the dirt. You may have internal damage due to dirt injestion. This is another decision to be made. If your engine is damaged due to dirt injestion, will the engine be worth the repair? In either case, if dirt is present, you should investigate the reason why this happened. Is fuel dripping out through the air inlet? The inlet needle valve may be leaking. If you remove the bowl, check the float to see if it has any fuel inside the float. If your float is a metal float, shake the float and listen. Can you hear any liquid shaking around inside the float? If so, that may be part of your problem. If the float "sinks" inside the float bowl, it will constantly let fuel enter the carburetor without shutting off the fuel. The float must "float" on top of the fuel while fuel is inside the bowl. If it has fuel inside the float, it will be heavy and will sink. If your float is clear plastic, you can see the fuel inside the float. In either case, replace the float. INLET NEEDLE VALVE ISSUES AND REPAIR Figure 1. If the float is not sinking, then you may have a leaking inlet needle valve or seat. This valve is inside the fuel inlet port of the carburetor. You must remove the float to get to the inlet needle. Under the needle is a seat. Most of the times, Tecumseh uses a small rubber donut type of seal for sealing the tip of the needle. If this seat is installed improperly it will leak around the needle tip. If it is swolen, it will pinch off the fuel flow not letting fuel enter the float chamber. If you remove the seat, install a new one. The inlet seat must be installed properly for it to work correctly (see figure 1). Special note: If you are transporting any machine in car, truck, or trailer, you should shut off the fuel valve so the carburetor will not leak. As a machine riding in the back of a truck or trailer "bounces" around, it will cause th float inside the carburetor to also bounce and this up and down motion will permit the inlet needle to rise up and down, subsequently allowing excess fuel to enter the carburetor. Shut off the fuel inlet valve to prevent from happening. BUY TECUMSEH CARBURETORS Fuel Inlet of the Tecumseh Carburetor 632774 Is the fuel inlet clogged with trash from the fuel line? Sometimes the Carburetor does not require repair, it is simply no fuel is getting into the Tecumseh Carburetor. Some Tecumseh Engines have a fuel filter between the fuel tank and the Carburetor. Just because there is a filter in the fuel line does not mean you can not have something preventing fuel flow into the Carburetor. A piece of the rubber fuel line can break of inside the fuel line and enter the fuel inlet of the Carburetor blocking partially or completely the required fuel flow into the Carburetor. Remove the fuel line and look into the inlet. If you find something, a complete repair may not be necessary. Try removing the obstruction prior to opening the carburetor, disturbing the bowl seals. BUY TECUMSEH CARBURETORS The Throttle Plate Tecumseh Carburetor 632774 Has the Throttle Plate come off the Carburetor? Is one of the two screws missing? We have seen plates that have fallen off. This can be inspected sometimes with the carburetor still installed. If either or both of the screws are missing, they possibly are inside the valve train. We have seen a screw hold open one of the valves. You should find the screw if missing. Most likely it is inside the air and fuel flow circuit of the engine. You won't find it in the crankcase, the piston and rings will prevent passage of somethng that small from entering the crankcase. Main Jet adjustment Tecumseh Carburetor 632774 Is the Main Jet simply out of adjustment? This adjustable jet adjusts the amount of fuel entering the air flow. Too much fuel will cause it to run rough and rich, possibly with black smoke coming from the muffler. Not enough fuel will cause it to run lean and rough. A good adjustment position somewhere between rich and lean is a smooth running engine. If your air filter is clogged, that will cause an engine to run rich, perhaps you don't need to adjust your Carburetor, you simply need to change out your air filter. An air filter can collect dirt and oil. Yes, Oil. If you have a paper element air filter, and oil gets on the paper, this will cause an engine to run rich. Did you lean your equipment over on its side? Did oil get onto the air filter? Does the engine run smootly with the air filter off? If it does something is wrong with the air filter. If none of the items above have provided clues as to a possible Tecumseh Carburetor Problem, then you may have to remove the Carburetor and inspect the inside areas. The bottom bowl is the first place to start. Remove the bottom bowl by removing the Jet from the bottom of the bowl. The only thing holding the bowl on then will be a locking seal formed by the bowl ring seal at the top of the bowl. Twist or tilt the bowl and it will come right off. ALWAYS REPLACE THE BOWL SEAL. REFERENCENUMBER TECUMSEHPART NUMBER DESCRIPTION This image is for illustration only, may not be exact. 632774 TECUMSEH CARBURETOR COMPLETE 1 632649 THROTTLE SHAFT AND LEVER ASSY. 1A 36288 BUSHING 2 632685 THROTTLE RETURN SPRING 4 631184 DUST SEAL WASHER 5 631183 DUST SEAL (THROTTLE) 6 632517 THROTTLE SHUTTER 7 650506 SHUTTER SCREW 10 632472 CHOKE SHAFT AND LEVER ASSY. 11 632473 CHOKE RETURN SPRING 12 631184 DUST SEAL WASHER 13 631183 DUST SEAL (CHOKE) 14 632429A CHOKE SHUTTER 16 632527 FUEL FITTING 17 651025 THROTTLE CRACK SCREW/IDLE SPEED SCREW 18 630766 TENSION SPRING 20 632281 IDLE MIXTURE SCREW 21 630766 TENSION SPRING 22 630739 IDLE MIXTURE SCREW WASHER 23 630740 IDLE MIXTURE SCREW "O-RING" 25 631867 FLOAT BOWL ASSY. 27 631024 FLOAT SHAFT 28 632019 FLOAT 29 631028 FLOAT BOWL "O-RING" 30 631021 INLET NEEDLE, SEAT AND CLIP(INCLUDES 31) 31 631022 SPRING CLIP 40 632239 MAIN ADJUSTMENT (INCLUDES 41 THRU 44) 41 630740 O-RING 42 630739 WASHER 43 630738 SPRING 44 27110A BOWL NUT WASHER 47 630748 WELCH PLUG 48 631027 WELCH PLUG 60 632760 REPAIR KIT PAY PAL BUTTONS AND SHOPPING CART ARE FOR ALL 50 USA STATES AND US TERRITORIES, HOW TO REPAIR A TECUMSEH CARBURETOR IN AMERICAN SAMOA HOW TO REPAIR A TECUMSEH CARBURETOR IN DISTRICT OF COLUMBIA HOW TO REPAIR A TECUMSEH CARBURETOR IN FEDERATED STATES OF MICRONESIA HOW TO REPAIR A TECUMSEH CARBURETOR IN GUAM HOW TO REPAIR A TECUMSEH CARBURETOR IN MARSHALL ISLANDS HOW TO REPAIR A TECUMSEH CARBURETOR IN NORTHERN MARIANA ISLANDS HOW TO REPAIR A TECUMSEH CARBURETOR IN PALAU HOW TO REPAIR A TECUMSEH CARBURETOR IN PUERTO RICO HOW TO REPAIR A TECUMSEH CARBURETOR IN CANADA HOW TO REPAIR A TECUMSEH CARBURETOR IN AUSTRALIA HOW TO REPAIR A TECUMSEH CARBURETOR IN DUBAI UNITED ARAB EMIRATES ALL OTHERS MUST REVIEW OUR INTERNATIONAL ORDERS INFORMATION PAGE PRIOR TO MAKING YOUR PURCHASE. This web site has been made available to you for the enhancement of the services we provide to our customers. We have provided a number of resources here to help you resolve TECUMSEH CARBURETOR problems, find TECUMSEH CARBURETOR parts you need, and suggest improvements to our service OF PROVIDING INFORMATION FOR REPAIRING OR BUYING TECUMSEH CARBURETORS ONLINE. We serve the following states and US Territories Alabama Alaska American Samoa Arizona Arkansas California Colorado Connecticut Delaware District of Columbia Florida Georgia Guam HAWAII Idaho Illinois Indiana Iowa Kansas Kentucky Louisiana Maine Maryland Massachusetts Michigan Minnesota Mississippi Missouri Montana Nebraska Nevada New Hampshire New Jersey New Mexico New York North Carolina North Dakota Northern Marianas Islands Ohio Oklahoma Oregon Pennsylvania Puerto Rico Rhode Island South Carolina South Dakota Tennessee Texas Utah Vermont Virginia Virgin Islands Washington West Virginia Wisconsin Wyomin Digit Totals Digit Totals All products mentioned are registered trademarks or trademarks of their respective companies. The carburetor is responsible for sending the correct amount of fuel and air into the engine cylinder for combustion. As carburetors begin to age, the internal components may begin to wear; water and sediment works its way into the jets and needle causing the engine not to start, or the engine starts to surge so it is unable to perform at the optimal level. Having a basic knowledge of engine theory is required to repair a carburetor. This procedure will take 30 minutes to complete. Set the engine on a hard, level surface. Locate the carburetor on the right side of the engine, directly under the air filter. Twist off the screw that holds down the air filter cover; remove the cover, air filter, and air filter holder. Loosen the two bolts that hold the carburetor against the engine block. With a piece of paper and a pen, draw how the carburetor linkage is hooked up. Remove the two linkage rods by hand, do not bend the linkage rods or stretch the spring that goes over one the linkage rods. The carburetor is responsible for sending the correct amount of fuel and air into the engine cylinder for combustion. Loosen the two bolts that hold the carburetor against the engine block. Remove the two carburetor bolts. Flip the carburetor over; remove the bolt on the bottom of the carburetor that holds the bowl on with the wrench set. This will expose the carburetor float and inlet needle. Remove the pin that holds the float in place with the needle-nose pliers. Slide the float off and set to the side. Remove the needle jet with the flathead screwdriver, under the jet is the rubber seat, remove the seat by using the flathead screwdriver to pull it out. Slide the new seat into place with the flathead screwdriver. Tighten down the new needle with the flathead screwdriver. Reinstall the float with the needle-nose pliers and tighten down the carburetor bowl. Reattach the linkage by referring to the drawings made earlier. Tighten down the two carburetor bolts and reinstall air filter holder, air filter, and air filter cover. Remove the two carburetor bolts. Remove the pin that holds the float in place with the needle-nose pliers. Tecumseh Carburetors are fairly simple units. The float model carbs are easy to rebuild/repair. Before you start, one thing you will need is a factory repair manual. There are some common problems with carburetors that should be checked before you start a rebuild. Many times the following items will correct the trouble your engine is having. You will still need a repair kit to replace certain gaskets and seals that should be replaced whenever disturbed. One of the more common problems is the flooding of the carb. If this is your complaint check the float first. Remove the float bowl, float pin and remove the float. Be careful that you do not loosen the float needle valve. Now shake the float and listen for gas inside. If the float sloshes, replace it with a new one. Replace the float needle valve seat and adjust the float per the factory manual. Replace the float bowl gaskets. If you are experiencing performance problems and suspect the carb, you will have to remove it from the engine to correct the problem. After the carb is off the engine there is one thing you need to check before going any further. Remove the float as above. Now hold the choke and throttle butterflies so that you can shake the carb without them making a sound. Shake the carb and listen for it to rattle. If you do not hear the rattle, the emolltion tube is stuck. This tube is sealed into the body of the carb during manufacturing and can not be replaced. The carburetor will need to be replaced. Also if the aluminum body of the carb is corroded inside, any rebuild will only be a temporary fix. Once the corrosion has started it can not be stopped. If everything checks out up to here, a rebuild and cleaning should fix the carb. However there is one more tricky thing you will need to do. You must remove the welch plug on the side of the carb. This can be done by driving a sharpened small punch or screw driver through the plug and popping it out. Take extreme care when doing this procedure. There are two jets cast into the carb body under this welch plug. If you damage them the carb will have to be replaced. With the welch plug removed and the main jet(in the bowl nut) out the three holes that need to be cleaned are exposed. Using a piece of soft tag wire clean these holes. Now clean the complete carb with carb cleaner. Re-assemble the carb. Make sure that the needle valve seat is completely down into its bore. After driving in the new welch plug, paint it with finger nail polish to seal it. Adjust the float height using a #4 twist drill as directed in the repair manual. Now that your carb is rebuilt don't drop the ball on the 90 yard line. Replace the gaskets between the carb and the engine, and the carb and the air cleaner. One common mistake made is to fail to replace the fuel line between the carb and the fuel filter/tank. If the carb was full of dirt or varnish the fuel line will also be. Plus when the carb or fuel line is removed, the inside of the hose usually is damaged. Small fragments of hose materials can break loose and flow into the carb. This will ruin the job that you just completed. After the carb is remounted to the engine it must be adjusted correctly. You will need a repair manual to do this. Remember that the idle circuit must be adjusted first. Without the idle circuit working correctly you will never get the main jet adjusted correctly Installing Tire Chains Step #1: Practice before it snows. New chains sometimes need to be adjusted to the physical tire that you are using. To install snuggly, tire chains may need to have some excess chain cut off. You may need a couple of bungee cords to add some tension. It is best to know that, before you're snowed in. Step #2: Lay the tire chains out on the floor with the curled ends of the cross chains. The flat surface of the cross chains should be against the tire sidewall when installed. Make sure that the side chains are straight and not twisted or crossed. Notice that there are 2 different clips/hooks at one end of both side chains. The fixed hook will be installed on the inside (tractor) side of the tire. The long, moveable clip will be on the outside side of the tire (away from tractor). You should now have the chains laid out in the fashion that they would wrap around the tire. Step #3: Now the chains should be ready to install. Either drive the unit over the chains to a point that you can work them around the tire or jack the wheel off the ground. Make sure that you have read the disclaimer and practice safety first. Turn the engine off, use jack stands, etc. Step #4: Hook the inside side chain (as shown above). To start, just hook it to the first link of the other end of the same side chain that its on. Now hook the outer chain by passing the long shank thru the first link (as shown aboveAS SHOWN ABOVE) of the other end of the same side chain its on. Then fold it back on itself. Hook the hook into the chain. If there is a lot of slack in the chains hook, the hooks on both side to the next link in on the side chain, etc. Repeat the procedure.

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