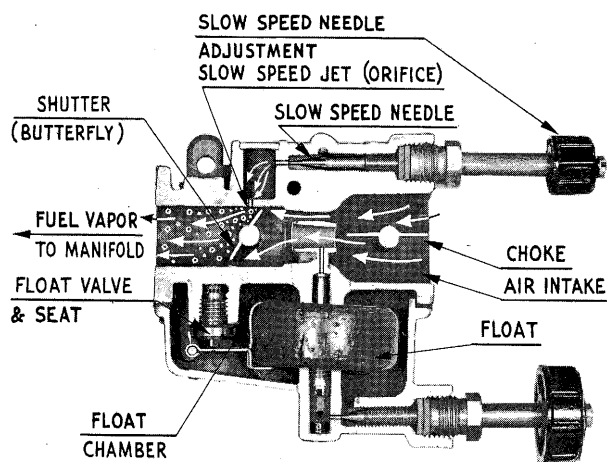


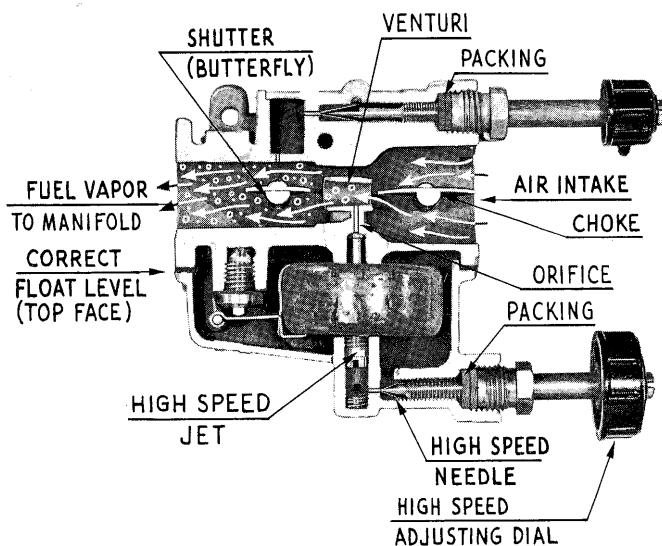


CARBURETOR — MODEL JW

Carburetor on the Model JW is similar to that employed on other Models (QD, RD, etc.) in that it is of the float feed two-jet type, consisting of a mixing chamber and conventional float chamber. Two adjustments are provided, namely — for high and slow speed performance.

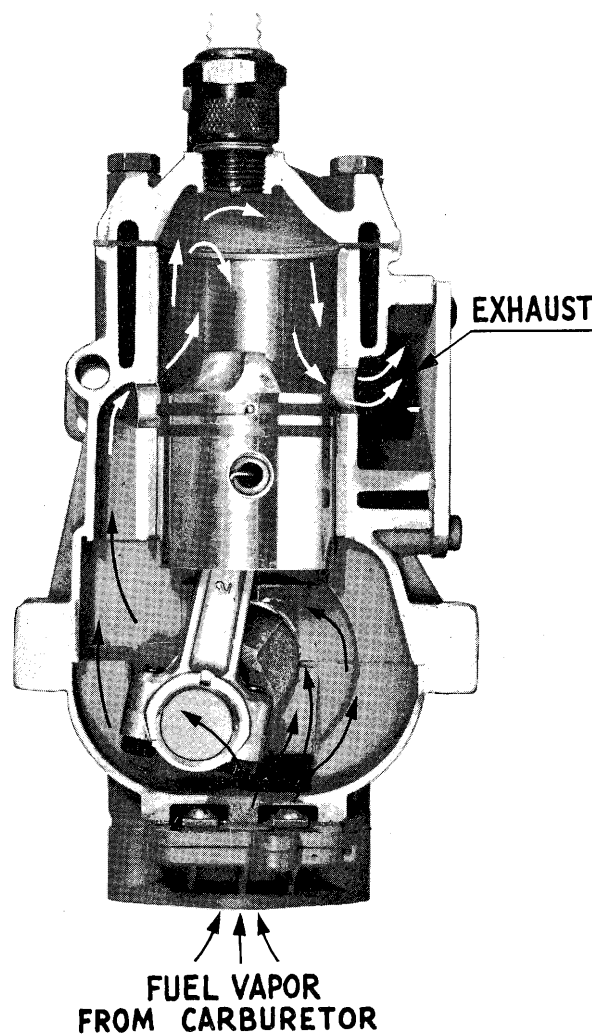


Sectionalized View of Carburetor (Float and Mixing Chambers) Showing Butterfly Shutter Set for Slow Speed Operation (Closed). Note Maximum Fuel Vaporization at Slow Speed Jet — Vaporization at High Speed Jet is Nil.



Sectionalized View of Carburetor (Float and Mixing Chambers)— Butterfly Shutter Full Open for High Speed Performance. Note Maximum Vaporization at High Speed Jet (Orifice) with a Minimum of Vaporization at the Slow Speed Jet; also, Effect of Restriction Caused by the Venturi Tube Built into the Mixing Chamber to Increase Air Velocity in Area of the High Speed Jet (Orifice). Note Position of Float when Adjusted to Correct Level—Top Face Flush with Face of Float Bowl. See Instructions Pertaining to Float Valve and Float on Page 148.

Induction to the crankcase similarly is by means of an automatic intake valve situated between the carburetor and crankcase which functions in accordance with changes in crankcase pressure as the pistons travel up and down to complete the cycle— see pages 79 to 80 inclusive for detail description.



Arrows Indicate Path of Fuel Vapor as the Piston Progresses Through the Cycle. (Intake, Compression, Power and Exhaust).

It will be noticed, however, that the automatic intake valve is not made up of several segments, as in the case of Models QD and RD, but of a single “strip”— one for each crankcase chamber as illustrated on following page.

CARBURETOR CONTROL (SPEED) ADJUSTMENT

Since gas and spark are synchronized to permit realizing consistent performance throughout entire speed range of the motor by correctly proportioning volume of fuel charge with respect to de-