

Jetting Your CDK II Diaphragm Carburetors

1) IDLE

Set the idle speed to proper r.p.m. by adjusting the IDLE SPEED SCREW. Next, turn the IDLE MIXTURE SCREW to get the highest speed, then turn out the IDLE MIXTURE SCREW approximately 1/4 to achieve best response. The IDLE MIXTURE SCREW controls fuel delivery to the idle port and also contributes fuel to the SLOW CIRCUIT.

2) OFF IDLE TO 1/4 THROTTLE

The SLOW JET is the most effective in this range. When you want a richer mixture in the range, use a larger SLOW JET. The opposite holds true for achieving a leaner mixture.

3) POP-OFF PRESSURE

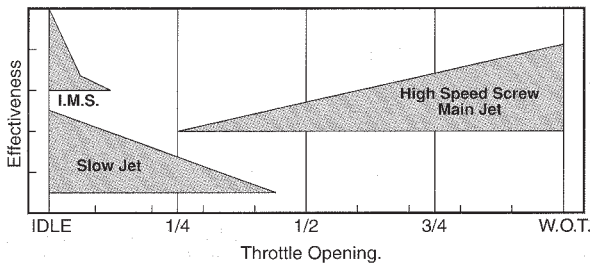
In most applications it will not be necessary to change the POP-OFF PRESSURE. If the engine is modified or a larger carburetor is used, changing POP-OFF to a lower pressure may benefit the calibration. If engine exhibits poor

acceleration or is lean at W.O.T., try lowering the POP-OFF pressure by using a lighter spring or a larger valve.

4) WIDE OPEN THROTTLE

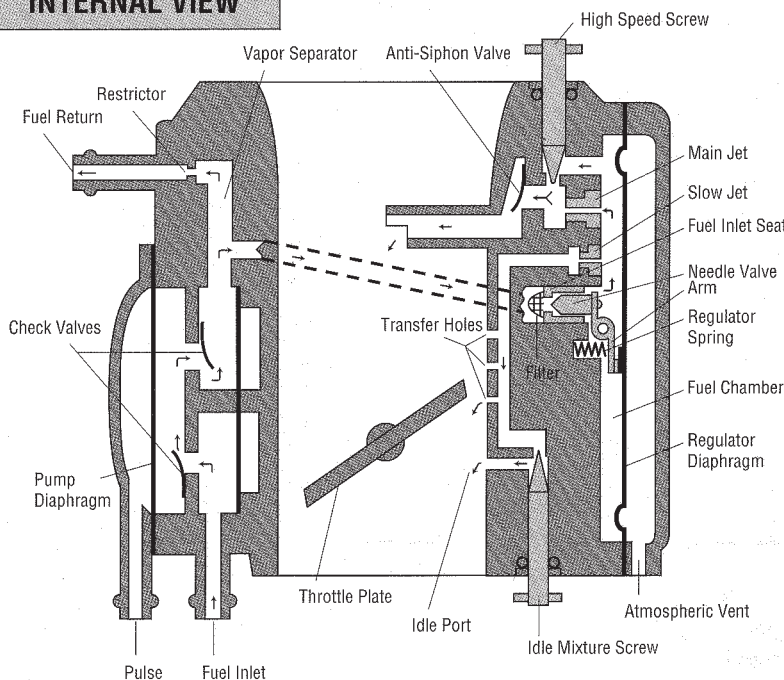
Changing the MAIN JET or HIGH SPEED SCREW adjustment affects this range. Start adjusting by turning the HIGH SPEED SCREW until the best performance is achieved. Then, check number of turns on the screw. If the screw is adjusted all the way in, install a smaller MAIN JET. If the screw is out more than three turns, install a larger MAIN JET. Continue until optimum performance is achieved and the HIGH SPEED SCREW is at approximately 1 to 1 1/2 turns. This will allow some adjustment range on the HIGH SPEED SCREW to perform minor adjustments or to compensate for temperature changes.

Calibration Chart (for CDK II)



MODEL	POP OFF PRESSURE			NEEDLE VALVE SIZE		
	SPRING FORCE	SPRING LENGTH	PART NO.	1.6(std)	1.8	2.0
CDK II	70gr.(std)	11mm	1290-947-2000	24psi	21psi	18psi
	40 gr.	9.17mm	1290-966-2000	15psi	13psi	11psi
40mm Mid Range & 42mm Accp.	70gr.(std)	8.7mm	1290-961-2000	N/A	N/A	N/A
	40gr.	7.4mm	1290-992-2000	N/A	N/A	N/A

INTERNAL VIEW



NOTE: Make only one change at a time.