

DOMINATOR

| Model | Engine | Class |
|------------|---------------------|------------|
| Walbro LMT | Briggs Single 28-33 | Race Mower |

| Adjustable Main Jet | Idle Mixture |
|---------------------|--------------|
| 2 Turn | 2 Turns |



Thank you for purchasing EC Dominator built Carburetor, first glance you can tell it is the state of the art piece. To insure it run as fast as it looks there is a few steps you should know during installation.

Venting: Because the LMT carburetor was design with the bowl vent into the air inlet of the carburetor, during racing conditions the g-force and the vibration of a racing machine produces. Fuel would over flow into the carburetor and cause the engine to be run erratic. This carburetor has been modified for a external bowl vent, and the factory vent as been plug.(Fig #1) DO NOT FOR ANY REASON ATTACH ANYTHING TO THIS FITTING.

Starting Position: Make sure you preset the both the idle jet(Fig #2) needle setting and the main jet needle(Fig #4) setting by turning them clockwise until they stop. Don't force it! Then turn both needles out 2 full turns(720 from closed).This is the starting point.

How to set your Idle Mixture Screw on LMT Walbro Carburetor (Figure #2): Start by setting the Idle Mixture screw 2 turns out. Start the engine and let it warm up a bit. Next, turn the idle mixture screw in clockwise until the rpm starts to drop off. Then, back the needle out counter clockwise until the RPM goes as high as it will go before dropping off. Then, turn the idle screw back to the highest rpm. That's the sweet spot. At this point if the idle speed is high just back the idle speed screw out counter clockwise until you reach the desired idle speed.

Tuning (Figure #3): Now, set the idle mixture screw and idle speed, go out on the track and take two laps. Accelerate hard down the straightaway. If the engine accelerates hard and the mid way it noses over or has a long flat spot, where it would help to back out of the throttle and throttle back up to accelerate again then the carburetor is rich, turn the main jet our clockwise 1/8" of a turn at a time until you can accelerate down the straightaway full out without any engine bog.

If under full acceleration the engine starts to pop, like popcorn down the straightaway, then turn the main jet in counterclockwise 1/8" a turn at a time until you can accelerate down the straightaway full out without any engine hesitation.

Note: These tuning instructions only work for the LMT Walbro Carburetor. Any other carburetors the directions may be the opposite.



