

TROUBLE SHOOTING WALBRO CARBURETORS

By J. Marsh JMarshQ52@aol.com
http://dwebz.net/Misc_webs/WALBRO%20CARBURETORS.htm

Walbro carburetors by nature are very dependable and reliable. Once a gasoline engine is broken-in one should not need to re-tune or adjust the **carb**. If one finds begins having to re-tune and use the choke more often than usual, rest assured...they are having a big problem that is easily solved. 75% of the time, most problems can be traced to the internal filter screen(s). These screens are made from super-fine metal mesh and easily become clogged.

The most obvious sign of a clogged screen is the engine running lean on the top-end which requires re-adjustment. As the clog gets worse, both the top end 'H' needle and the low end 'L' needle will require re-adjustment. Eventually, one will have to choke their engine often to get it to fire up.

All **Walbro** carburetors have internal filter screens, however there are some that have **TWO screens** ! If one has a carb with two screens, both will require cleaning and/or replacement.



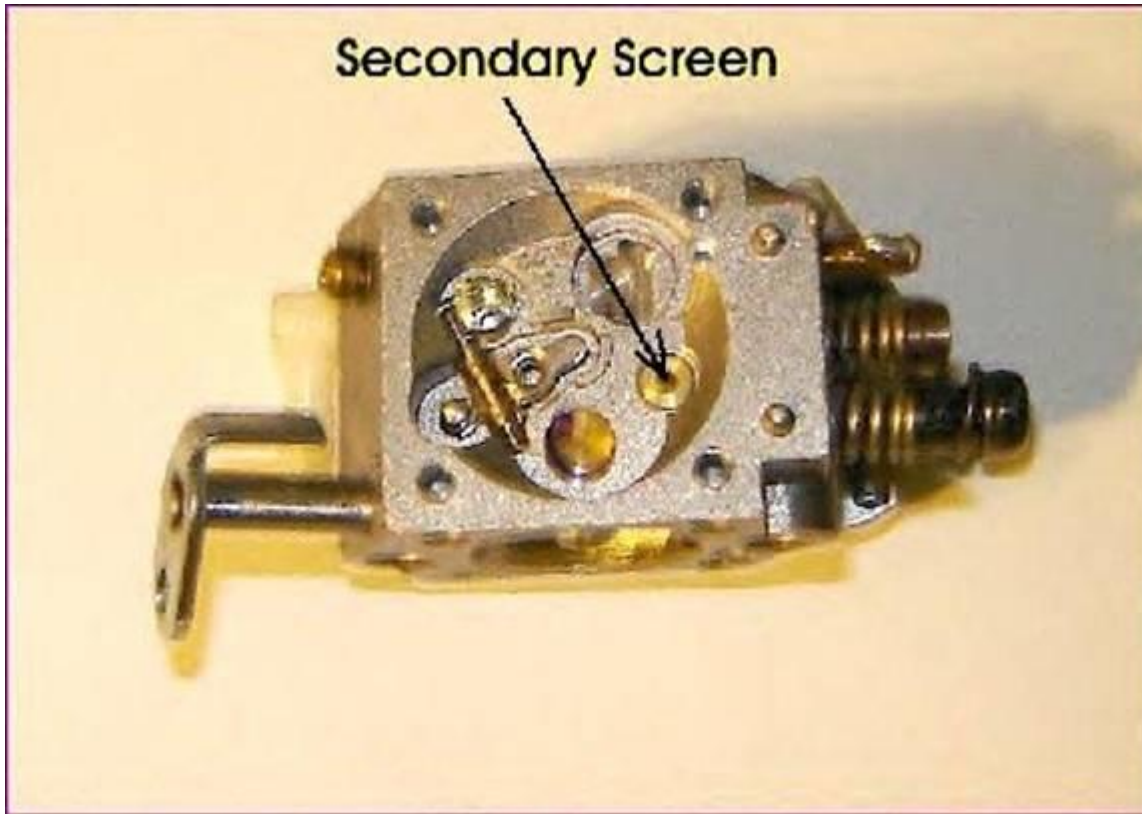
The **primary screen** is located on the **PUMP SIDE** of the carburetor. Remove the single screw located in the middle of the pump cover and carefully lift off the cover & rubber gasket, noting the position of the gasket . When

re-assembling the carb make sure the **pump diaphragm** or gasket is situated correctly, then re install the pump cover and screw.



REMOVING THE FILTER SCREEN

The fine metal mesh filter screen can be easily removed using an **Exacto** Knife or other sharp instrument. Catch the screen on the edge and lift up. **NOTE:** the visible side or "cup side" is the debris trap. Most of the crap can easily be seen before removing the screen. One can't properly clean the screen without removing it entirely! The "REAL" crap is wedged or attached onto the mesh and must be blown out from the back side. While disassembled, it is **HIGHLY RECOMMENDED** to thoroughly clean the **carb** of **all** dirt and debris before re-assembly. Once the screen has been back-flushed, carefully re-install the screen making certain it is **completely seated** as originally installed at the factory. While the **carb** is disassembled carefully inspect the diaphragm(s). Diaphragms get old and wear out. **Carb** overhaul kits are cheap and easy to install and available at most small gasoline motor or lawn mower repair shops.



If one has a **Walbro** carburetor with a Secondary Screen, it is located on the "**float**" side of the **carb**, requiring the removal of 4 screws at the corners of the float diaphragm cover, and then careful removal of the float diaphragm. There is a brass insert as shown in the photo above and has a screen installed below the insert.

DO NOT attempt to remove the insert & screen, damage to both will occur. All that is required is to BACK-FLUSH the screen through either one of the 2 tuning needles. To accomplish this, close off either the 'H' or 'L' needle, and remove the remaining needle. Using an aerosol carb cleaner, available at most auto parts stores, pressurize the **carb** through the open needle hole.

CAUTION!!! Do not allow carb cleaner to get into the eyes...it is very painful and damaging to the eyes!

Use of safety glasses or a face shield is highly recommended! When the secondary screen is completely back-flushed, the **carb** cleaner should flow readily through the insert. When done, carefully re-assemble the carburetor and adjust **BOTH** needles back to the original **factory settings** or typically 1.75 turns out on each needle.

NOTE: Some carburetor repair kits include filter screens and some don't. If the carb repair kit has the screen(s) it is highly recommended to use them. Replacement screens are also available in quantity.

Walbro Kit Number for all WT carbs is: **K20-WAT**