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...AR of small Gasoline Engines and Rotary Lawn Mowers : Cleaning Craftsman (Tecumseh) Carburetor. Copyright 1994-2007, Samuel M. Goldwasser. All Rights Reserved. Reproduction of this document in whole or in part is permitted if both of the following conditions are satisfied: 1. This notice is included in its entirety at the beginning. 2. There is no charge except to cover the costs of copying. I may be contacted via the Sci.Electronic Repair FAQ (www.repairfaq.org) Email Links Page. Simple float carburetors are found a variety of equipment including lawnmowers made by Sears by Tecumseh. The basic procedures apply to float carburetors of other manufacturers as well. If you have been following the recommended preventive maintenance procedures, this may never be needed. But, face it, you do not! The most important PM that is not likely done by 90 percent of mower owners is to drain the gas at the end of the season. With float type carburetors in particular, there is a buildup which eventually clogs the very fine passages inside the carburetor. What happens is that the gas in the carburetor bowl gradually evaporates leaving behind the gunk and varnish. New gas then flows from the fuel tank which then evaporates leaving behind more gunk and varnish, and so on and so on and so on. This eventually, well, gums up the works by interfering with float movement and the float valve. Carburetors with adjustments and/or a choke assembly are more complex and may differ in other ways. Refer to a small engine repair book or your engine manual for further information. Carburetor removal Drain the fuel, close the shutoff valve if any, or remove the gas tank. On the common Craftsman mowers, the tank either slips off or is fastened with a couple of screws. The gas line should pull right off. Inspect the fuel line for damage or cracking and replace it if these are severe. Remove the air filter, inspect, and set aside. The small plastic enclosed air filter sits off counterclockwise. If it is clogged and of the paper type, replacement will be needed. If it has a foam element, this can be reused if it doesn't fall apart. Remove the foam element, clean in soap or detergent and water, dry, and then coat it with a few drops of fresh engine oil. Work the foam with your fingers to distribute the oil. For other types, see your engine manual. Use a large Phillips screwdriver to loosen the two screws fastening the intake manifold to the cylinder block. If the gasket separates easily and cleanly, then it can be reused though a dab of non-hardening sealer is advisable once you have tested the mower to be sure that your newly restored carburetor is functioning properly. If it tears or is damaged in any way, then it should be replaced. If the bolts are really tight, an open end wrench may be of help but common sockets may not fit around the bottom bolt. Thin walled sockets may work. Disconnect the throttle linkage and governor spring noting which holes they go to in. IMPORTANT: If you get this screwed up you could have a runaway situation on your hands when you go to restart it. This can destroy the engine in a few seconds! Disconnect the rubber tube from the primer bulb, if any. It should pull off. If it tears near the end, there is probably enough slack so that a new tube is not required. Disconnect the speed control and stop switch wire, if any. Note how they are installed. The carburetor can now be moved to the convenience of your workbench. WARNING: there is still likely a significant amount of gas in the carburetor. Do not attempt to clean the carburetor with compressed air. If you do, the gas will be forced into your lungs. Carburetors with adjustments and/or a choke assembly are more complex and may differ in other ways. Refer to a small engine repair book or your engine manual for further information. 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