

---

# Addendum to Lean Best Idle Adjustments

---



## Notes and adjustments for IDF and DCOE Carburetors

All adjustment procedures are the same as the progressive carbs. It is important to understand the dynamic differences of the two carb styles Progressive and Synchronous carbs Or better described as individual runner carbs.

The progressive idles through barrel and one mixture screw hole, then transitions to a secondary barrel with an additional Idle / low speed jet. The Individual Runner carbs IDF and DCOE have individual Idle jets and mixture screws for each barrel. They also have an additional air bleed screw and lock nut. This is not used for Idle adjustment or Idle quality. The settings for this screw should be closed.

The Main adjustments Speed and Mixture Screw for the individual runner carbs have different values than the Progressive. They tend to be  $\frac{1}{2}$  of those used on the progressive

### Standard IDF & DCOE Settings

Speed screw  $\frac{1}{4}$  to  $\frac{1}{2}$  turn in after contact with lever.

Mixture Screw 1 turn out from seated

Follow the same basic procedures as used with the progressive carbs with the exception that there is no choke system and no need to clear the choke cam.

It is important to be very sure there is no throttle shaft bind or over tightened levers. This is the number one reason for most adjustment and tuning problems.

The rules of thumb still hold true the base line settings are only the starting point. The example would be

If your mixture screw is out more than one turn like 1 1/2 turns then your idle jet is too lean go up one half size on the Idle jet not main jet.

If you mixture screw is not out one full turn something like only 1/2 turn out from seat then your Idle jet is too rich. This is all based on the **important fact** that your speed screws are **not open** more than  $\frac{1}{2}$  turn if they are then that is also an indication that you have a lean Idle circuit. You are cheating by opening the

---

throttle plates and exposing additional progression holes in the transition.

These carbs are also commonly used in pairs, this makes the synchronization important please be sure when ever balancing twin carbs to bring the high carb down to the low carburetor.