

Local Option/Junior206 Engine United States Class Regulations

The 206 engine platform was designed and engineered exclusively for racing. Each Engine is hand-built in Milwaukee, Wisconsin using dedicated tooling and dies to provide a level of consistency unmatched in the industry today.

The 206 is intended to simplify racing, from hitting the track to the tech process needed to ensure a level playing field at the end of the day. In combination with Briggs & Stratton Racing's slide restriction system a complete racing ladder can be developed by simply changing a carburetor slide and/or by a slide and ignition change. With the base engine the basis for today's 'box stock' classifications, the 206

engine gives racer's and tracks the ability to have one engine, from start to finish. All Briggs & Stratton (B&S) racing engines are manufactured solely for sanctioned racing only. B&S does not recommend the products referenced herein to be used for

an application outside of sanctioned racing as serious injury or death could result. This rule package has been prepared by Briggs & Stratton Racing and is intended to establish the basis for the technical control of the classes in which the 206 and 206 contact your sanctioning body.

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This rule package covers all engine related technical specifications. For all other regulations beyond the engine please refer or contact your sanctioning body.

1. Briggs & Stratton Racing Class Structure

The following class structure chart is intended as a reference only. Sanctioning bodies and organizations can alter the class structures to suit their driver licensing protocols.

Briggs & Stratton Racing Class Structure

Briggs & Stratton

206 Senior

RLV pipe (#5506 or
5507)

Stock Slide (#555590)

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2. These Regulations Are the Only Regulations

- a. Only the B&S Racing Department in Milwaukee can make changes to the technical specifications herein.
- b. B&S dealers and their agents are not authorized to alter, verbally or otherwise, any technical specifications or competition rule herein.
- c. Should any B&S literature, catalogues, manuals, videos, etc. be different than these regulations, these regulations take precedence.
- d. Changes, corrections, addendums, etc. will be submitted to sanctioning bodies and posted at www.karting.com for republication and will become effective on a date specified.

3. Briggs & Stratton 206 Product Availability

The 206 engine products and service parts are available only through the authorized Briggs & Stratton Racing dealers.

A list of authorized dealers can be found at www.karting.com

4. General Rules

- a. The terms stock, original equipment, OEM, unaltered, etc., refer to Original Equipment supplied by Briggs & Stratton.
- b. Only the original equipment Briggs & Stratton 206 #124332-8201 or Junior 206 #124332-8202 engines are allowed in the classes recommended herein.
- c. All parts must be unaltered Briggs & Stratton 206 parts specifically made for this engine by Briggs & Stratton. No aftermarket parts to be used unless specified in these regulations.
- d. All parts are subject to comparison with a known stock part.
- e. For ALL other regulations, general safety, etc., contact your sanctioning body. Example: Chain guards.

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- f. The tech official, at their sole discretion, may at any time replace a competitor's sealed engine, carburetor, or head assembly with another sealed engine or known stock part. Failure to comply is grounds for disqualification.
- g. Briggs & Stratton 206 classes must have a serialized block. Exception: For early built engines without a block serial number the engine identification sticker must be in place and legible. If the sticker is illegible or missing the engine must be tagged with a suitable sticker or seal approved by the technical inspector.
- h. Standard organizational protest procedures can allow for short block inspection (seal removal) if a *new*, replacement short block, p/n 555715 is offered in replacement. Competitor short block to be forfeited to the series or club as terms of this procedure.

5. Things That Are NOT Permitted

- a. Tampering of the factory installed engine seals (2).
- b. Addition or subtraction of material in any form or matter.
- a. Exception – Valve maintenance (valve job). Valve seats must remain with the factory specification of 30 and 45 degree angles only. Valve seats of additional angles and/or angles not comparable to the factory stock of 30 and 45 degrees are not permitted. Grinding of valve stem or

Excessive material removal prohibited.

b. Exception – Optimization of the slide opening in Briggs & Stratton Cadet, Novice, Junior 1, Junior 2 and ASN National Junior classes is 1permitted per section 1 guidelines.

c. "Blueprinting" unless stated herein.

d. Modification to or the machining of any parts in order to bring them to stated minimum/maximum specification, (or for any reason).

e. Machining or alteration of any kind to the engine or replacement parts unless specifically stated herein.

f. Deburring, machining, honing, grinding, polishing, sanding, media blasting, etc.

g. Sandblasting or glass-beading any interior engine surfaces.

h. No device may be used that will impede, or appear to impede, airflow to the engine cooling system.

6. Engine Sealing

There are two custom, Homeland Security Tier III rated seals installed at the factory. Tampering of the seals is not permitted. Should the seals be tampered with, the engine is no longer eligible for competition. Should an engine require dismantling for any reason that requires breaking of the seals, contact Briggs & Stratton at: **Briggs & Stratton Racing – Email: Briggsracing@basco.com**

Seals can have either a black anodized or bare aluminum finish on both main body ends as shown.

PLEASE NOTE THAT, STARTING IN 2015, A PROPRIETARY CABLE CONTAINING A BLACK STRAND WILL BE IMPLIMENTED.

7. Technical Inspection Tools

Briggs & Stratton have made available a number of tools for the convenience of technical checking of components when necessary. They are indicated throughout the rule thusly: **Tech Tool #**. See Section 38 for tool description. The tools are available from:

Sox Racing • 2223 Platt Springs Rd. • West Columbia, SC 29169 • (803) 791-7050

8. Engine Ignition Switch

The B&S ignition switch and wires must remain in stock location. It is not permitted to alter the OEM wiring.

9. Engine Air Filter

The only air filter permitted is the Briggs & Stratton Green Air Filter Part #555729. No modification to the filter element is permitted.

A protective shield may be attached for wet-weather competition. It is not permitted for the protective shield to create any ram-air effect.

10. Engine Fuel

Premium Gasoline no greater than 94 octane sold at normal roadside fuel stations open to the public. The addition of fuel additives in any manner is not permitted. Fuel dispensing location may be specified in Event Supplementary Regulations.

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11. Engine Oil

High-quality synthetic oil within a 10W-20 range recommended. No oil

Additives are permitted.

Factory Recommendation- Briggs & Stratton 4T Synthetic Racing Oil is engineered exclusively for the rigors of high revving, air-cooled racing engines (available through both Briggs Racing and Amsoil dealers). The use of 'karting' or 'automotive' oils is not recommended as many are hydroscopic in nature, offer limited protection over time, and/or were engineered for pressure, not splash lube systems. The use of these oils can induce engine failure and/or accelerate wear.

12. Oil Breather

Oil breather must vent to a catch container.

13. Oil Catch Container

An oil overflow catch system is mandatory. Overflow tube must run from the crankcase breather to a catch container. The catch-container must be vented to atmosphere.

14. Carburetor Overflow

Carburetor overflow must be vented to the catch container.

15. Fuel Pump *(wording updated on 3/2/15)*

Only fuel pump, B&S part number 808656, is legal for competition. This fuel pump can be identified by the Briggs & Stratton diamond logo on the pump face.

All other pumps are prohibited.

It is prohibited to pulse from the intake manifold.

Relocation of the fuel pump is legal as long as it is spaced to less than 3/4 inch off of the control plate, B&S #555699, in a similar location that is both safe and secure. Measurement is from the base of the control plate to the bottom of the pump flange. Vertical mounting of the fuel pump is NOT allowed. The fuel pump must be pulsed from a pulse fitting mounted on the oil fill fitting located on the engine side cover. Aftermarket one-piece filler/pulse fittings such as shown on the right are permitted. The use of silicone sealant on the brass vent is permitted. A fuel pump return line to the fuel tank is prohibited.

A fuel filter is **HIGHLY RECOMMENDED** to insure that dirt and contamination within your fuel system does not impact your carburetors performance. This is not a tech item.

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16. Cooling Shrouds, Covers and Blower Housings

All pieces of the engine cooling shroud/blower housing and control panel must be stock B&S and properly installed.

Engine Shroud may be painted any color. Any bolt, with the exception of the head bolt, that is used to secure sheet metal shrouds and covers may be replaced with larger diameter bolts.

No taping or covering of the rewind shroud is permitted.

17. Use of Helicoils

It is permitted to use Helicoil thread inserts for shrouds, valve cover, oil drain, oil

fill holes, blower housing, and exhaust pipe attachment studs on the head and lower brackets.

18. Carburetor & Intake Manifold

The B&S stock carburetor part #555658 is the only carburetor permitted. 'Walbro', 'Briggs' diamond logo and/or #590890 etched in the body are additional

visual indicators. No alterations allowed unless stated below. All parts will be compared to a stock known B&S part for eligibility. This includes the nozzle, emulsion tube, jets, float, float needle and all other carb parts. It will be allowed however to adjust the float height by means of bending the small tab on the float arm.

Slide must remain B&S stock unaltered. Slide cutaway to be measured on flat surface. .075 no go **Tech Tool A10**.

B&S stock unaltered aluminum needle is required part number 555602 marked #BGB. Needle to be inspected using **Tech Tool A4**. Needle, when placed in tool A4, should not protrude through the other side. If needle protrudes through the block it is out of specification.

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NOTE: Slide openings should be measured only with the Briggs & Stratton slide tool listed on the tool reference chart.

Class Max. Slide Height

.350 Cadet .310 Opening (Long BLACK)

.450 Novice .342 Opening (PURPLE)

Junior 1 **LEGACY** .440 Opening (RED)

Junior 1 Club .490 Opening (GREEN)

Junior 2 **LEGACY** .520 Opening (BLUE)

ASN Nat. Junior .570 Opening (YELLOW)

Technical Item Description Tech

Tool

a. Needle Jet

C-clip

Needle Jet C-clip must be properly installed but may be installed at any of the 5 factory settings on the needle jet.

b. Throttle cable

cap

Throttle cable cap on the top of the carburetor must be used and properly installed in tight position.

c. Choke: OEM unaltered, but lever may be fastened open with a spring, rubber band, wire, etc.

d. Idle pilot jet Idle pilot jet – #32, hole size is .0130" no go.

e. Main jet Main jet – #95, hole size is .0380" 0.036 go, 0.039 no go

f. Main nozzle

and Emulsion

tube

Main nozzle – OEM stock unaltered – hole size = .101 min and .104 max inches. No drilling, reaming, slotting or oblonging of hole. Emulsion tube – OEM stock unaltered 4 small holes = .018 min inches to .021 max inches 4 big holes = .026 min inches to .029 max inches.

g. Venturi

Measurement Venturi Measurement: Vertical: .792 max inches. **A8**

Horizontal: .615 max inches at widest part **A8**

Horizontal: .602 max inches at narrowest part. **A20**

h. Air pick off

hole Air pick off hole - .057 go .061 no go **A9**

i. Throttle bore Throttle bore – Must be as cast and bore max diameter = .874 inches. **A7**

j. Venturi idle

fuel hole Venturi idle fuel hole = .036 inches max

A12

k. Air filter Air filter: Only GREEN air filter, part # 555729 is allowed. Filter adapters are not allowed, filter must attach directly to carburetor air horn

l. Carburetor

overflow Carburetor overflow: Must be vented to a catch container.

m. O-Ring O-Ring part number B&S part # 555601 is required and must be unaltered.

n. Intake

manifold

Intake manifold – max length = 1.740 inches min to 1.760 inches max

Intake manifold – bore diameter = .885 inches min to .905 inches max **A11**

o. Choke Bore 1.149 **A7**

p. Carb Slide

Cutaway .075 no go **A10**

q. Widest part of

Combustion

Chamber

2.640 **A30**

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19. Cylinder Head

a. The ONLY head casting for the B&S 206 herein is the 'RT-1', cast into the head just off the head gasket surface (towards the rear of the engine, PTO side). The overall head minimum thickness is 2.430".

b. Cylinder head must be "as cast". Factory machining marks left on the head gasket surface are a tech item.

c. Hard Carbon may be scraped from head before measuring.

d. Depth of shallow area of combustion chamber must be .030 inch minimum. This measurement to be taken with a depth gage on both the combustion side and spark plug side of cylinder head.

e. Depth at floor of combustion chamber is .340 inch minimum.

f. Inspect retainers for alterations that would increase valve spring pressure - .055 to .075 maximum flange thickness. Both intake and exhaust must have OE stock B&S valve keepers.

g. Unaltered B&S part #555552 (exhaust) and #555551 (intake) can be checked

for appearance, weight, and dimensions.

No machining, polishing, easing, or titanium valves allowed.

Valve surface must be unaltered factory ground and have one 30 and one 45 degree sealing surface only.

There will be no other angles ground on any part of the valve. **Tech**

Tool A22.

h. Valve Guides: Replacement of valve guides with B&S part #555645 only is allowed. Maximum depth from the head gasket surface to the intake valve guide is 1.255".

20. Head Gasket

- a. Unaltered B&S part #555723 is the only head gasket allowed.
- b. Minimum gasket thickness between head bolt holes .049 inches. Measurements are to be made with a micrometer in four places between the head bolts, from the inside of the gasket.

21. Ports

- a. No de-burring, machining, honing, grinding, polishing, sanding, media blasting, etc.
- b. The transition from intake bowl to port must have factory defined machining burr at this junction.

No addition or subtraction of material in any form or matter.

No alterations of any kind may be made to the intake or exhaust ports.

- c. Intake Port: Maximum diameter measurement = .918 inches max. **Tech Tool A6.**

- d. Exhaust Port AS CAST. Exhaust Outlet -.980 – **Tech Tool A6.**

- e. Valve Seats. Intake and exhaust: Must remain factory specification with one 30 and one 45 degree angle only. Valve seats of additional angles and/or angles not comparable to the factory stock are not permitted.

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- f. Intake valve seat diameter inside = maximum .972 inches. **Tech Tool A2.**

- g. Intake port pocket bowl (area just below valve seat) = .952 no go

Tech Tool A2

- h. Exhaust valve seat diameter inside = maximum .850 inches. **Tech Tool A1.**

22. Valves

- a. Intake valve

Minimum Weight of Valve 29.26 grams

Diameter of valve stem .246 to .247 inches

Diameter of valve head 1.055 to 1.065 inches

Tech Tool A17

Diameter of valve seat .972 inches ID maximum

Valve length Minimum 3.3655 inches

Height from angle of valve face to top of the valve .057 inches minimum

Tech Tool A26

- b. Exhaust valve

Minimum Weight of Valve 28.62 grams

Diameter of valve stem .246 to .247 inches

Diameter of valve head .935 to .945 inches

Tech Tool A18

Diameter of valve seat .850 inches ID maximum

Valve length Minimum 3.3655 inches

Height from angle of valve face to top of the valve .060 inches minimum

Tech Tool A27

23. Valve Springs

- a. Valve Springs are single coil stock, unaltered B&S part # 26826. Must be identical in appearance to factory part and have 4.25 to 4.75 coils in stack.
- b. Spring Wire Diameter: .103 to .107 inches
- c. Valve spring length: .930 max inches **Tech Tool A15**
- d. Inside diameter: .615 to .635 inches

24. Rocker Arms, Rocker Ball and Rocker Arm Studs

- a. Rocker arms must be unaltered stock B&S part #691230 (US) or #797443 (metric) and will not be altered in any way.
- b. Rocker studs must be stock, unaltered stock B&S part #694544 (US) or #797441 (metric) and in stock location
- c. Rocker Ball must B&S stock. Diameter .590 inch min. to .610 inch maximum.

Tech Tool A16.

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- d. Rocker arm mounting positions may not be altered in any manner. No helicoiling of mounting holes. No bending of studs.
- e. Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only - no alterations. Maximum thickness of gasket is .060 inches.
- f. Rocker arm (updated on 3/2/15) – overall length 2.825 inch minimum. Can be checked with a pair of dial calipers.

25. Push Rods

- a. Push rods must be unaltered stock B&S part #555531.
- b. Push rod length 5.638 minimum inches to 5.658 maximum inches. **Tech Tool A5.**
- c. Push rod diameter .185 minimum inches to .190 maximum inches.

26. Engine Block

- a. Engine block must be unaltered “as cast” B&S factory machined condition. There must be no addition or subtractions of metal or any substance to the inside or outside of the cylinder block.
- b. Both (2) B&S engine seals must be present with both the fastener and seal in “as shipped” from the factory location and condition. Any defined tampering with the fasteners or damage to the wire/seal itself (example: delaminated hologram) are grounds for disqualification.
Take proper care of your seals to ensure their integrity. It is recommended that you wrap your seals (using a plastic bag, etc.) to prevent exposure to harsh solvents such as carb cleaner, etc...
- c. Deck gasket surface finish is not a tech item. Piston pop up can be .005 inches maximum. Piston pop-up to be checked with flat bar in center of piston parallel to piston pin and then again checked 90 degrees to piston pin.

Tech Tool A25.

Angle milling or peak decking is not allowed.

- d. Carbon build-up can be removed before pop-up is measured as long as material is not removed from the piston. Exception – Competitors can deburr

the manufacturing part number/marks IF needed as long as:

- Removal does not extend beyond the defined script area.
- De-burring does not extend below the original piston surface area.
- The original part numbers and script are still clearly visible.

e. Cylinder bore will not be bored oversize

f. Cylinder bore will not be re-sleeved.

g. Cylinder bore position is not be moved or angled in any manner.

h. Cylinder bore dimension: - Briggs & Stratton stock bore is 2.690". Allowance for wear is permitted up to 2.693" maximum for entire length, top to bottom.

i. Maximum stroke is 2.204". Push piston down to take up rod play. Check stroke on BDC to TDC. **Tech Tool A21.**

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27. Valve Lift

a. Maximum valve lift is checked from the top of the valve spring retainer. Valves must be adjusted to zero clearance.

b. Valve Lift: Camshaft check is taken at the valve spring retainers. With the lash

set at zero, the movement of the valve spring retainers may not exceed the following: Intake and exhaust: .255 inches maximum.

28. Camshaft Profile Limits (measured at the push rod)

Push gently down on dial indicator stem to ensure that there is no lash when push rods are going down.

NOTE: Due to the extended life of the engine, a single point on each lobe can be off by a maximum of 2 degrees without issue, the exception being on the .006" check, both intake and exhaust.

29. Flywheel

a. No modifications are allowed to the flywheel.

b. The minimum weight of the flywheel, fins and attachment bolts is 4 pounds 1 ounce.

c. Stock B&S part #555683 only. No machining, glass beading, sand blasting, painting or coating of flywheel is allowed.

d. A flywheel fan, B&S part #692592, with broken fins must be replaced.

e. Stock, unaltered B&S flywheel key with the B&S logo is required. Width of the key allowed is .1825"-.1875". No offset keyways allowed.

Intake lift Exhaust lift

0.006 59 to 49 BTDC 0.006 101 to 91 BBDC

0.020 16 TO 12 BTDC 0.020 59 TO 55 BBDC

0.050 .5 TO 4.5 ATDC 0.050 43 TO 39 BBDC

0.100 17 TO 21 ATDC 0.100 26 TO 22 BBDC

0.150 33.5 TO 37.5 0.150 9 TO 5 BBDC

0.175 43 TO 47 ATDC 0.175 1 TO 5 ABDC

0.200 54 TO 58 ATDC 0.200 11.5 TO 15.5

0.225 68 TO 72 ATDC 0.225 25 TO 29 ABDC

MAX LIFT 0.257 MAX LIFT 0.259

MIN LIFT 0.252 MIN LIFT 0.252

Intake lift Exhaust lift

0.225 38 to 34 BBDC 0.225 76 TO 72 BTDC

0.200 24.5 TO 20.5 0.200 62.5 TO 58.5

0.175 14 TO 10 BBDC 0.175 52 TO 48 BTDC

0.150 4.5 TO .5 BBDC 0.150 42 TO 38 BTDC

0.100 12 TO 16 ABDC 0.100 25.5 TO 21.5
0.050 29 TO 33 ABDC 0.050 8.5 TO 4.5 BTDC
0.020 45.5 TO 49.5 0.020 8 TO 12 ATDC
0.006 81 TO 91 ABDC

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30. Ignition System

a. **Unaltered B&S stock ignition** part #555718 is mandatory. Only "GREEN" ignition module allowed. Maximum RPM: 6,150.

Exception – Cadet Junior 206 class requires the use of unaltered B&S stock ignition part #555725 (BLACK in color). Maximum RPM: 4,150.

b. **Coil or its position**, other than air gap may not be altered in any way. Coil mounting bolts must be stock and cannot be altered in any way to advance or retard timing. Attachment bolts and/or bolt holes may not be altered.

c. **Spark plug**: Only the B&S unaltered factory spark plug part number #555737 -Champion RC12YC is permitted. Spark plug must have the "Champion" and Briggs & Stratton logo as well as the RC12YC identification on the insulator. Sealing washer must be in place as from factory.

d. **Magneto air gap** is non-tech (recommended clearance of .016")

e. **Ignition timing**: Maximum of 30 degrees BTDC

f. **Spark plug connector**: Only the OEM B&S part #555714 is permitted.

31. Crankcase

Novice class must run the supplied Max-Torque clutch, Part #555727. No alteration to the clutch is allowed, except springs and clutch key are non-tech.

32. Clutch

a. Novice class must run the supplied Max-Torque clutch, Part #555727. No alteration to the clutch is allowed, except springs and clutch key are non-tech.

b. Junior 1, Junior 2, Senior, and Masters Classes can run any rim centrifugal clutch with a maximum of 9 springs and 6 shoes. No alteration to clutch allowed, except springs. Clutch coolers are not allowed.

c. Refer to your sanctioning body general rules for mandatory chain guard guidelines.

33. Starter

Recoil starter, B&S part # 695287, must be retained, as produced and intact. Starter maybe rotated.

34. Exhaust Header

a. Header must be RLV Model 5507 or 5506 for all classes.

b. Header length:

a. 5507 will measure 18.75" +/- .25" along the short side using a 0.250" wide tape measure.

b. 5506 will measure 17.50" +/- .25" along the short side using a 0.250" wide tape measure.

c. Gasket and/or silicone are allowed to seal header to head. (One gasket maximum)

d. Studs or bolts are permitted to fasten header to head. **Bolts or nuts must be safety wired.**

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e. Helicoiling of the exhaust is allowed.

f. Supplied header support brace is mandatory. The addition of a mechanical support bracket (no welding involved) is allowed provided that there are no alterations to the shape or dimensions of the exhaust configuration.

35. Exhaust Silencer

Silencer must be RLV B91XL (part number 4104) with round baffle holes only. Safety wiring of the silencer to header is mandatory. All three baffles must remain unaltered and hole size can be verified using a no-go pin gage of .1285.

36. Exhaust Protection

The exhaust header must be completely wrapped with a non-asbestos insulation material starting **approximately 3 inches** from the exhaust flange.

37. Torque Specification Guideline

DESCRIPTION WRENCH / SOCKET SIZE TORQUE

Air Guard 7mm 40-50 lb-in. (4.5-5.6 Nm)
Blower Housing 10mm & 3/8" 60-110 lb-in. (7-12.5 Nm)
Carburetor (to manifold) 10mm 80-110 lb-in. (9-12.4 Nm)
Cylinder Head Bolts 10mm 200-220 lb-in. (20-27 Nm)
Exhaust Brace Screws 10mm 95-125 lb-in. (11-14 Nm)
Exhaust Stud 10mm 95-125 lb-in. (11-14 Nm)
Flywheel Nut 15/16" 55-75 ft-lbs. (74.5-101 Nm)
Flywheel Fan 10mm 180-240 lb-in. (20-27 Nm)
Intake (to cylinder) 5mm Allen 70-90 lb-in. (8-10.2 Nm)
Oil Drain Plug 3/8" 100-125 lb-in. (11-14 Nm)
PVL Module 7mm 20-35 lb-in. (2.3-4 Nm)
Rocker Arm Stud 7/16" 90-120 lb-in. (10-14 Nm)
Rocker Arm Plate 10mm 70-90 lb-in. (7.9-10.1 Nm)
Rocker Arm Set Screw 1/8" Allen 50-70 lb-in. (5.6-7.9 Nm)
Spark Plug 5/8" Deep 95-145 lb-in. (11-16.4 Nm)
Starter Gear #2 Phillips 35-53 lb-in. (4-6 Nm)
Top Control Plate 10mm 70-90 lb-in. (8-10 Nm)
Valve Cover 10mm Lower & 3/8" 30-60 lb-in. (3.5-7 Nm)

38. Technical Inspection Tools

Refer to separate document illustrating the Technical Inspection Tools

39. IMPORTANT online support resources

Please refer to www.Briggsracing.com for a host of resources. Due to the sealed nature of this engine we highly recommend reading and viewing important documents and videos to insure a great racing experience.

Located online:

a. 206 Engine tips and guide supplement – A **must** to print out and read BEFORE installing your engine!

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b. Carburetor tuning guide – Understand your carburetor to get the most out of your 206.

c. Videos:

a. Proper clutch installation – Properly installing your clutch will prevent the possibility of crankshaft damage.

b. Setting the float height – A simple video highlighting a necessary technique to insure a properly tuned carburetor.

c. Setting, measuring, and optimizing your junior slide restrictor.