

When the switch is in the start or run position, the vacuum valve assembly is energized. This opens the valve in the vacuum valve assembly and allows the carburetor float bowl to vent through the air cleaner. The carburetor float bowl vents through the vacuum block assembly and vacuum valve assembly, Fig. 63.

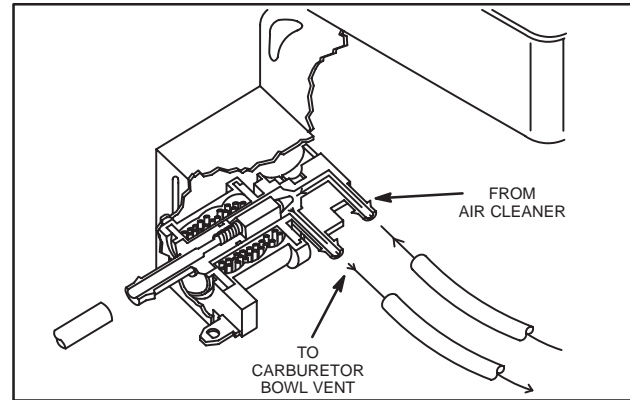


Fig. 63 – Anti-Afterfire Operation Running

Check Anti-Afterfire Operation (Engine Running)

With engine in equipment and running, disconnect either electrical terminal on vacuum valve assembly. Engine should stop running with equipment ignition switch in the run position. Engine should not start until terminal is reconnected, Fig. 64.

NOTE: Choke must be in wide open position.

Inspect Anti-Afterfire System (Loss of Vacuum)

Check all lines for cracks, loose connections, air leaks and proper routing. None of the lines should have sharp bends or kinks. Check gaskets and “O”-ring in vacuum block for leaks. Replace damaged or leaking gaskets or “O”-ring.

Inspect Anti-Afterfire System (Electrical)

Check for loose or corroded ground wire connections, loose or corroded connections at vacuum valve and equipment ignition switch. Solenoid is operating properly if a click is heard when equipment ignition switch is turned “ON” and “OFF.” Replace vacuum valve, if it does not click.

Replacing Hoses

Service replacement hoses are available and can be cut to required length, Fig. 65.

A letter “D” drill (6.2 mm) is used to align gasket “O”-ring and vacuum block body during assembly, Fig. 66.

INLINE FUEL FILTER SERVICE

Replace inline fuel filter yearly or every 100 hours, whichever occurs first. Replace filter if dirt or water are present. See illustrated parts list for correct fuel filter.

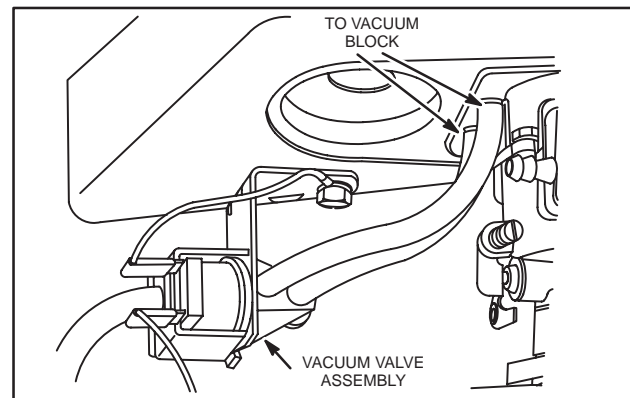


Fig. 64 – Anti-Afterfire Operation Stopped

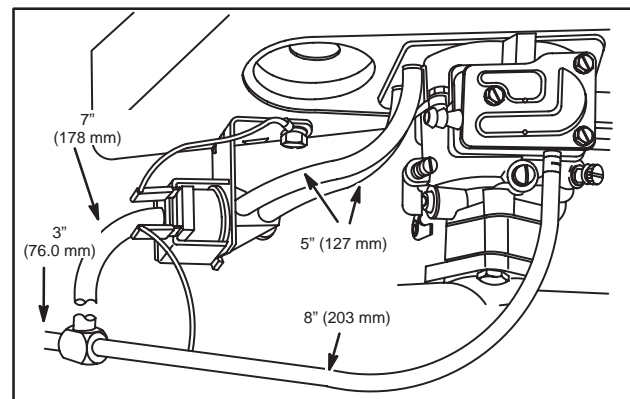


Fig. 65 – Hose Lengths

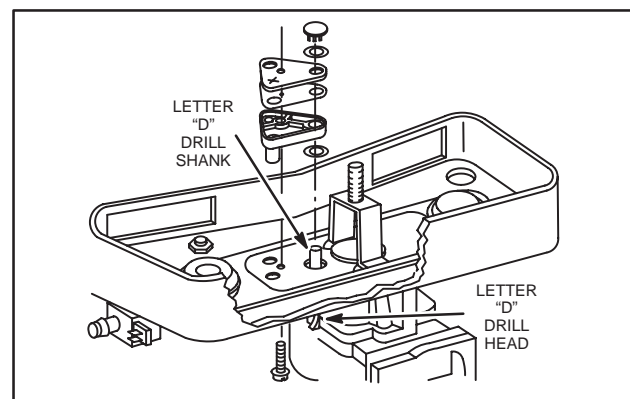


Fig. 66 – Assemble Vacuum Block