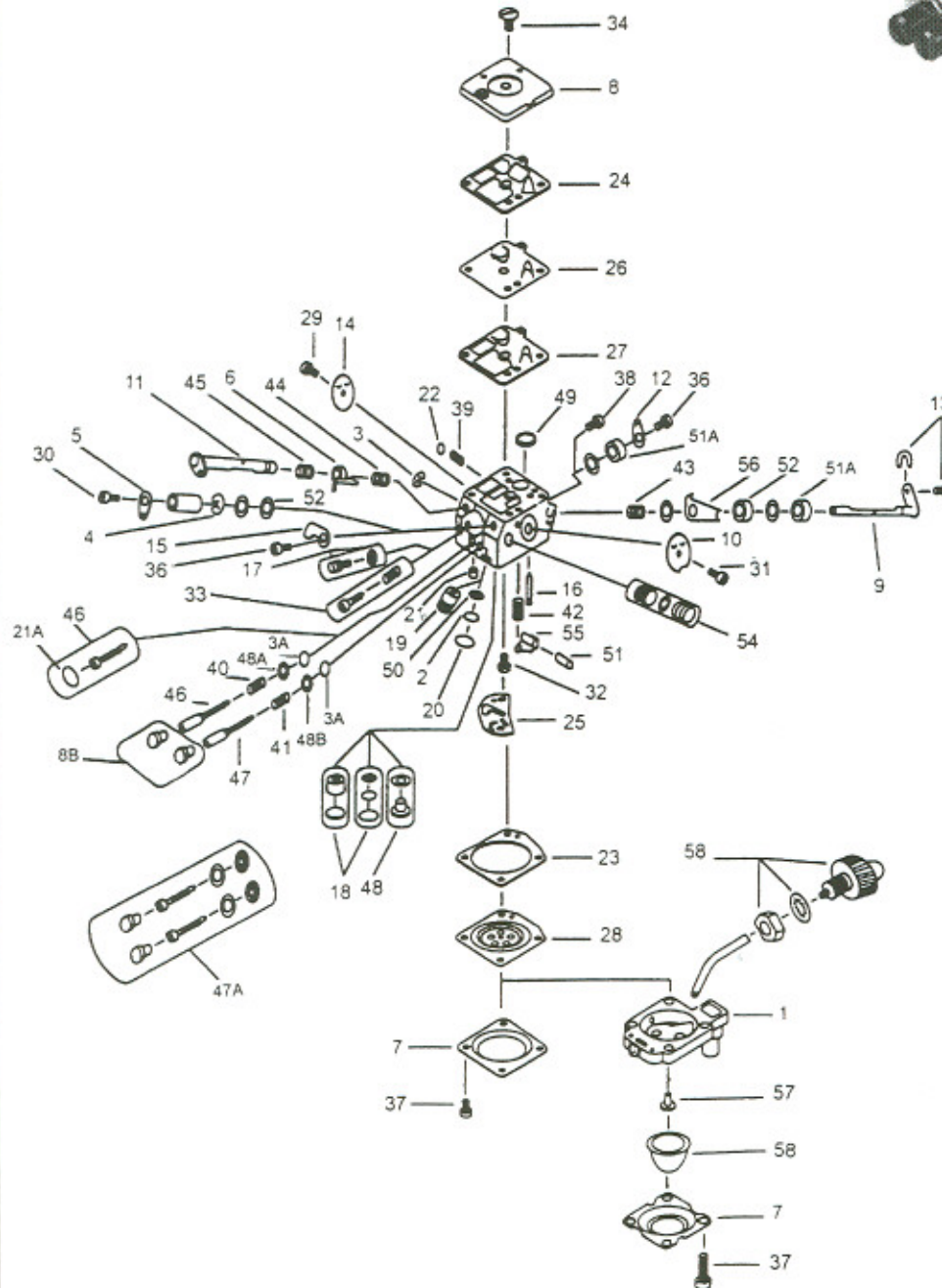
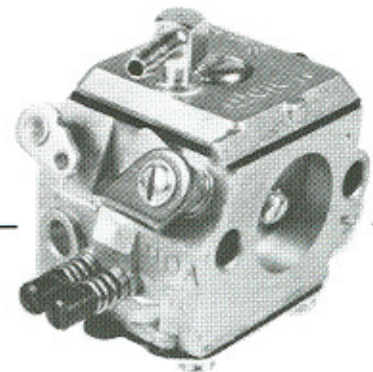




# CHAIN SAW CARBURETOR SERVICE MANUAL

## HDA series



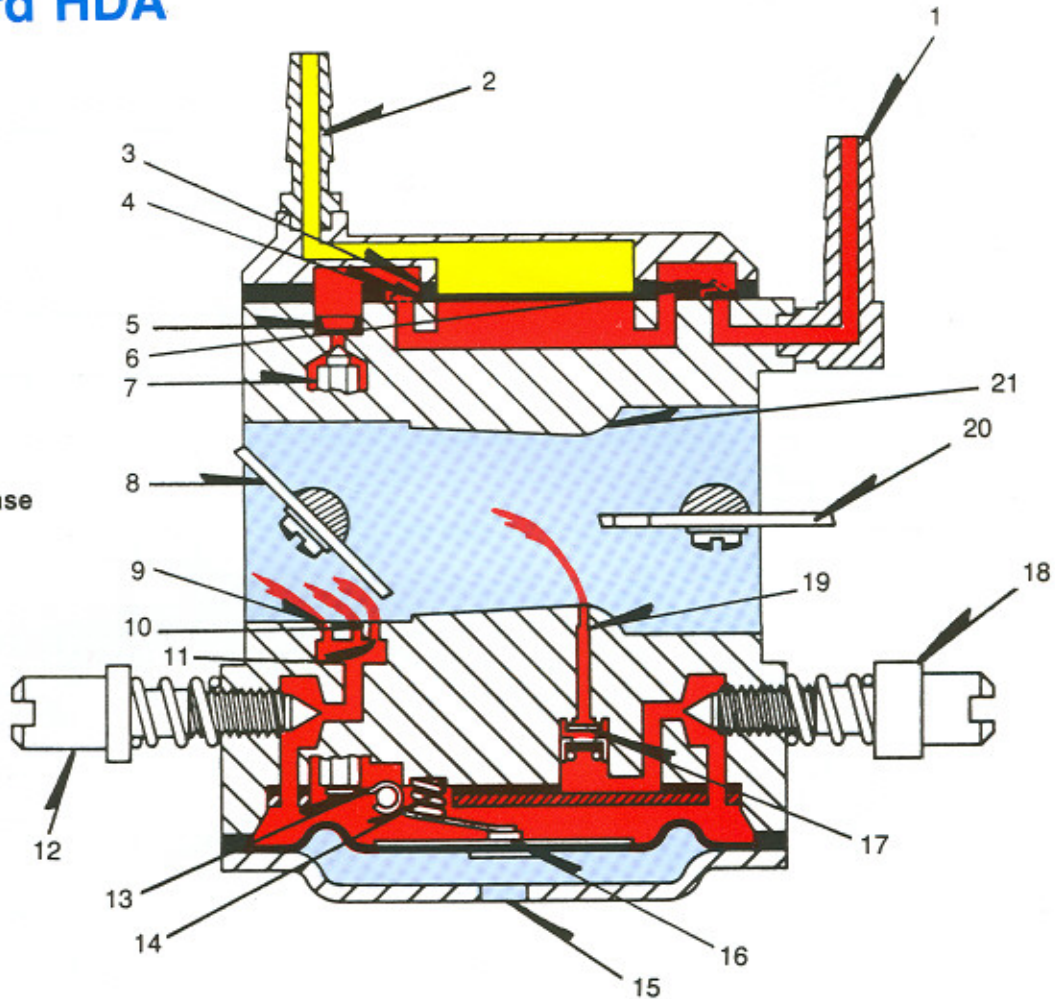
Ref. No.	Part Name
1	Body Ass'y - Air Purge
2 *	Ring - Screen Retainer
3	Ring - Shaft Retainer
3A ++	Ring - Idle Needle
4	Clip - Throttle Shaft
5	Lever - Throttle (outer)
6	Lever - Fast Idle Lock
7	Cover - Metering Diaphragm
8	Cover - Fuel Pump
8B ++	Limiter Cap Kit
9	Shaft Assembly - Throttle
10	Valve - Throttle
11	Shaft Assy - Choke
12	Lever - Choke
13	Swivel Kit
14	Valve - Choke
15	Stop - Throttle
16 *	Valve - Inlet Needle
17	Governor Kit
18	Seat Assembly - Check Valve
19	Nozzle Assembly - Check Valve
20 *	Plug - Welch
21	Plug - Cup
21A	Plug - Idle Needle
22	Ball - Choke Friction
23 **	Gasket - Metering Diaphragm
24 **	Gasket - Fuel Pump
25 **	Gasket-Circuit Plate
26 **	Diaphragm - Fuel Pump
27 **	Diaphragm - Fuel Pump
28 **	Diaphragm Ass'y - Metering
29	Screw - Choke Valve
30	Screw - Lever Retainer
31	Screw - Throttle Valve
32	Screw - Metering Lever Pin
33	Screw - Idle Adjust Kit
34	Screw - Pump Cover
36	Screw - Shaft Retainer
37	Screw - Metering Cover [4]
38	Screw - Choke Shaft Retainer
39	Spring - Choke Friction
40	Spring - Needle (idle)
41	Spring - Needle (power)
42	Spring - Metering Lever
43	Spring - Throttle Return
44	Spring - Choke Return
45	Spring - Fast Idle Return
46 ++	Needle - Idle
47 ++	Needle - Power
47A	Needle & Cap Kit
48	Jet - Main Kit
48A ++	Washer - Idle Needle
48B ++	Washer - Power Needle
49 *	Screen - Fuel Inlet
50 *	Screen - Check Valve
51	Pin - Metering Lever
51A	Spacer - Throttle Shaft
52	Seal - Dust
54	Piston - Accelerator Kit
55 *	Lever - Metering
56	Lever - Choke Fast Idle
57	Valve - Check
58	Primer - Bulb

\* Contents in Repair Kit  
 \*\* Contents in Gasket/Diaphragm Kit  
 ++ Contents in Needle Kit

# Standard HDA

## COLOR CODE

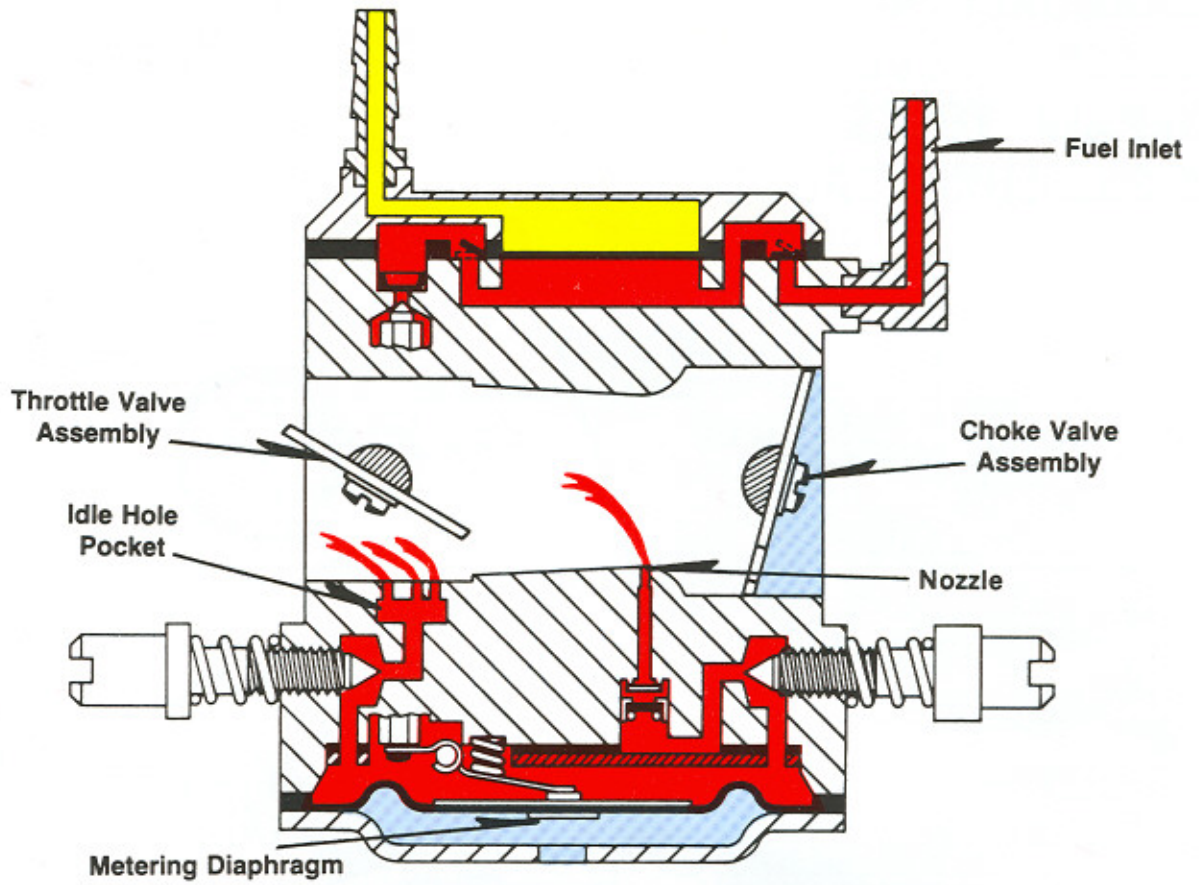
- -Fuel
- -Crankcase Pulse
- -Air



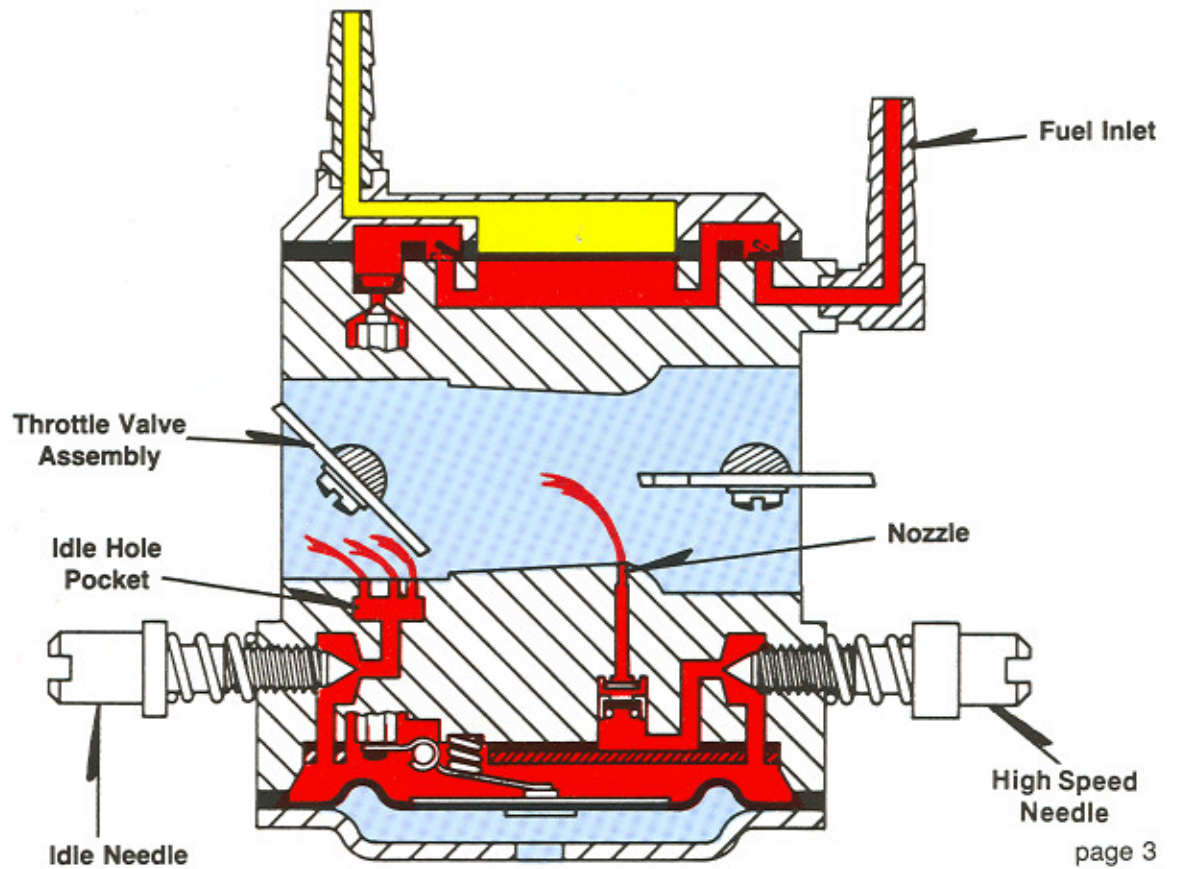
## OPERATING FUNCTIONS

1. Fuel Inlet: Fuel drawn from tank enters here.
2. Impulse Fitting: Engines crankcase impulse enters here.
3. Fuel Pump Diaphragm: Activates in response to crankcase pulse to transfer fuel to pump check valve.
4. Inlet Check Valve: Opens during vacuum pulse. Closes during pressure pulse.
5. Filter Screen: Filters fuel before it enters metering chamber.
6. Inlet Check Valve: Closes during vacuum pulse. Opens during pressure pulse.
7. Inlet Needle: Lifts off seat to allow the correct amount of fuel to enter the metering chamber.
8. Throttle Valve Assembly: Allows correct ratio of air/fuel to mix as engine goes from idle to wide open throttle.
9. Primary Idle Hole: Main source of fuel at the idle position.
10. Second Idle Hole: Feeds additional fuel when uncovered by the throttle valve.
11. Third Idle Hole: Feeds additional fuel when uncovered by the throttle valve.
12. Idle Needle: Adjusts correct amount of fuel to enter idle holes.
13. Metering Lever: Activated by the metering diaphragm to lift inlet needle off seat.
14. Metering Spring: When compressed it allows lever to lift inlet needle. When released allows lever to lower needle onto seat.
15. Atmospheric Vent: Allows atmospheric pressure onto dry side of metering diaphragm.
16. Metering Diaphragm: Drawn onto metering lever to lift inlet needle off seat.
17. Nozzle Check Valve: Engine vacuum draws valve away from retainer to allow fuel to enter engine at W.O.T. Seals at idle.
18. High Speed Needle: Adjusts amount of fuel to enter nozzle.
19. Nozzle: Main source of fuel to engine at wide open throttle.
20. Choke Valve Assembly: Closes air entering carburetor at start position.
21. Venturi: Velocity of air entering carburetor increases at this point to draw fuel from nozzle.

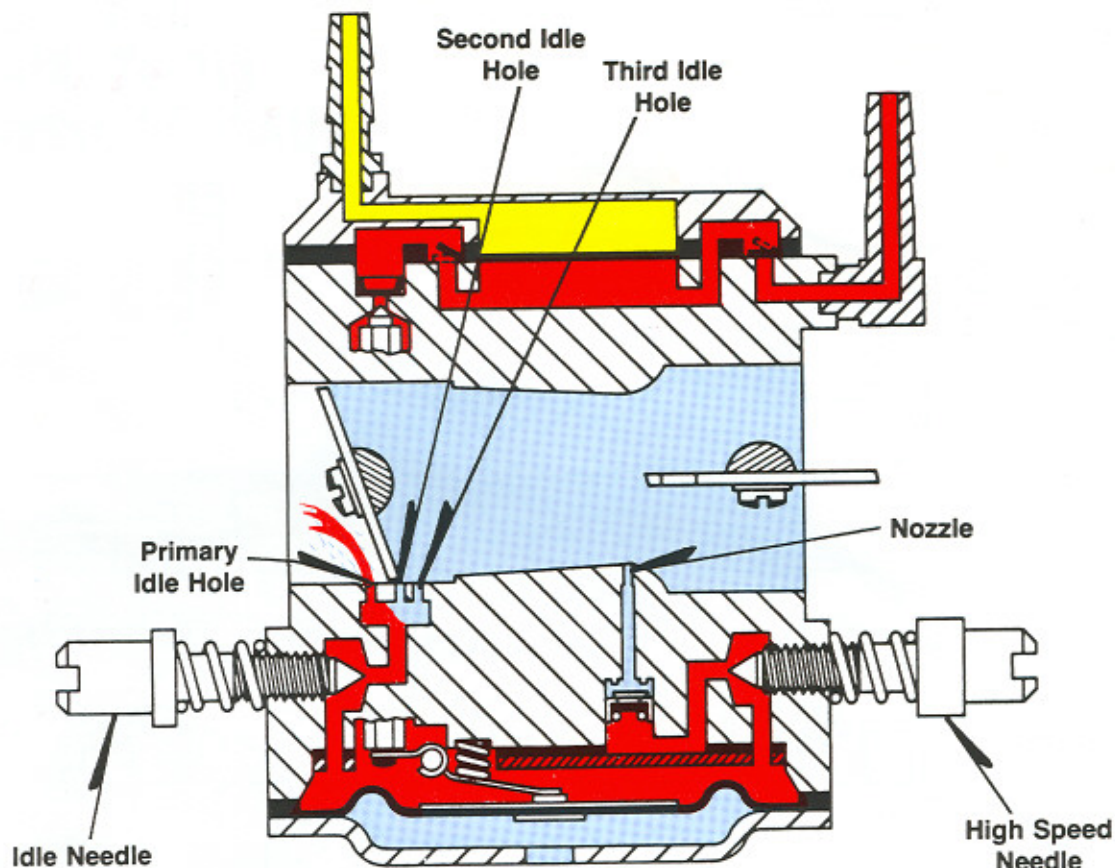
## HDA at Start Position



## HDA at Part Throttle Position



## HDA at Idle Position



### IDLE ADJUSTMENT OF HDA

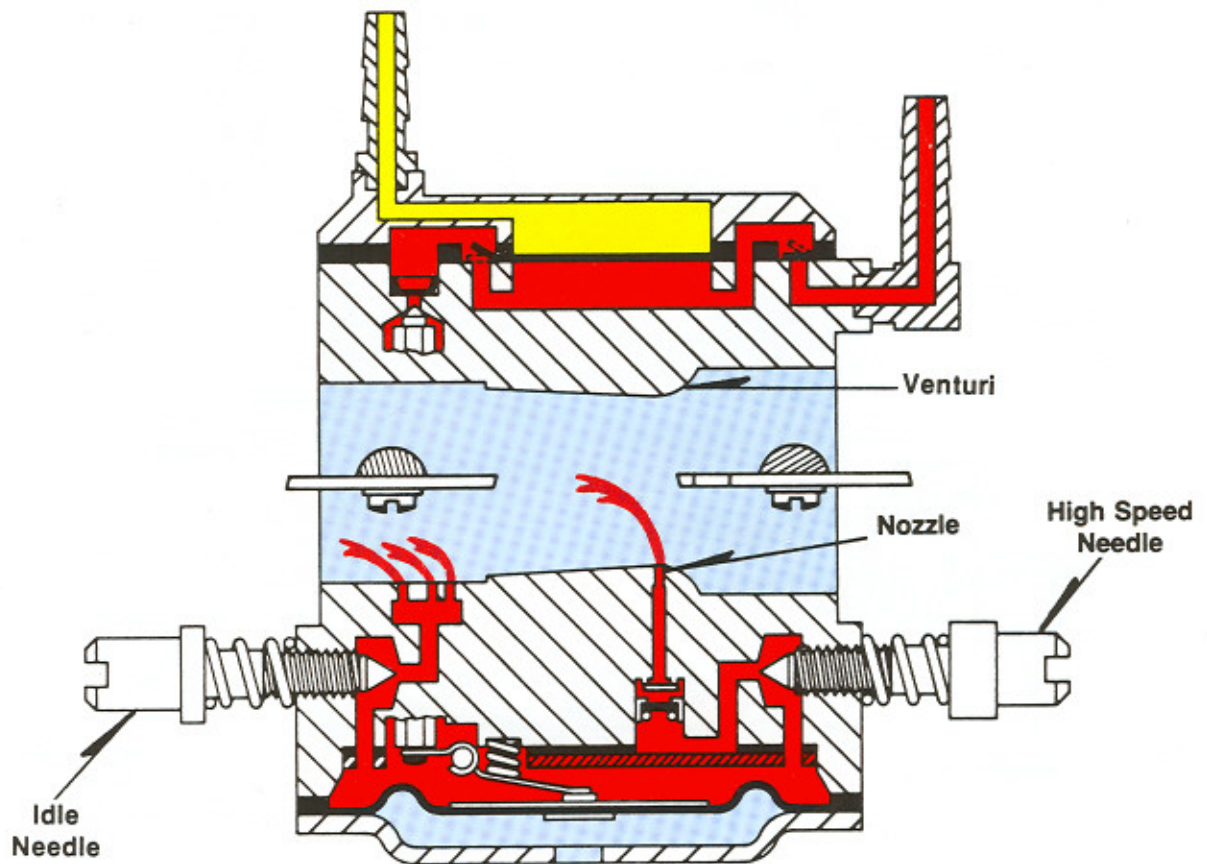
**NOTE I:** With the engine at the idle position the carburetor feeds fuel thru the primary idle hole. The second and third idle holes act as air bleed holes to mix with the fuel to create the correct air/fuel ratio.

**NOTE II:** Both high speed and idle adjustment needles are pre-set by the engine manufacturer and should only be readjusted by an authorized Walbro service person.

WITH BOTH NEEDLES SET AT 1/4 TURNS OPEN PROCEED AS FOLLOWS:

1. Start engine and adjust idle speed screw (not idle needle) so that engine idles at a moderate speed slightly slower than clutch engagement.
2. Turn the idle needle clockwise (lean) until engine idles smoothly.
3. Readjust speed screw to correct engine speed.
4. Continue turning idle needle clockwise until a decrease in idle RPM is evident. STOP.
5. Turn idle needle counterclockwise (rich) until optimum smooth engine idle is obtained.
6. For your reference, always record the settings prior to releasing the engine to your customer.

## HDA at High Speed Position



### HIGH SPEED NEEDLE ADJUSTMENT

With the engine at the high speed position the manifold vacuum draws the majority of the fuel from the carburetor nozzle.

WITH BOTH NEEDLES SET AT 1¼ TURNS OPEN PROCEED AS FOLLOWS:

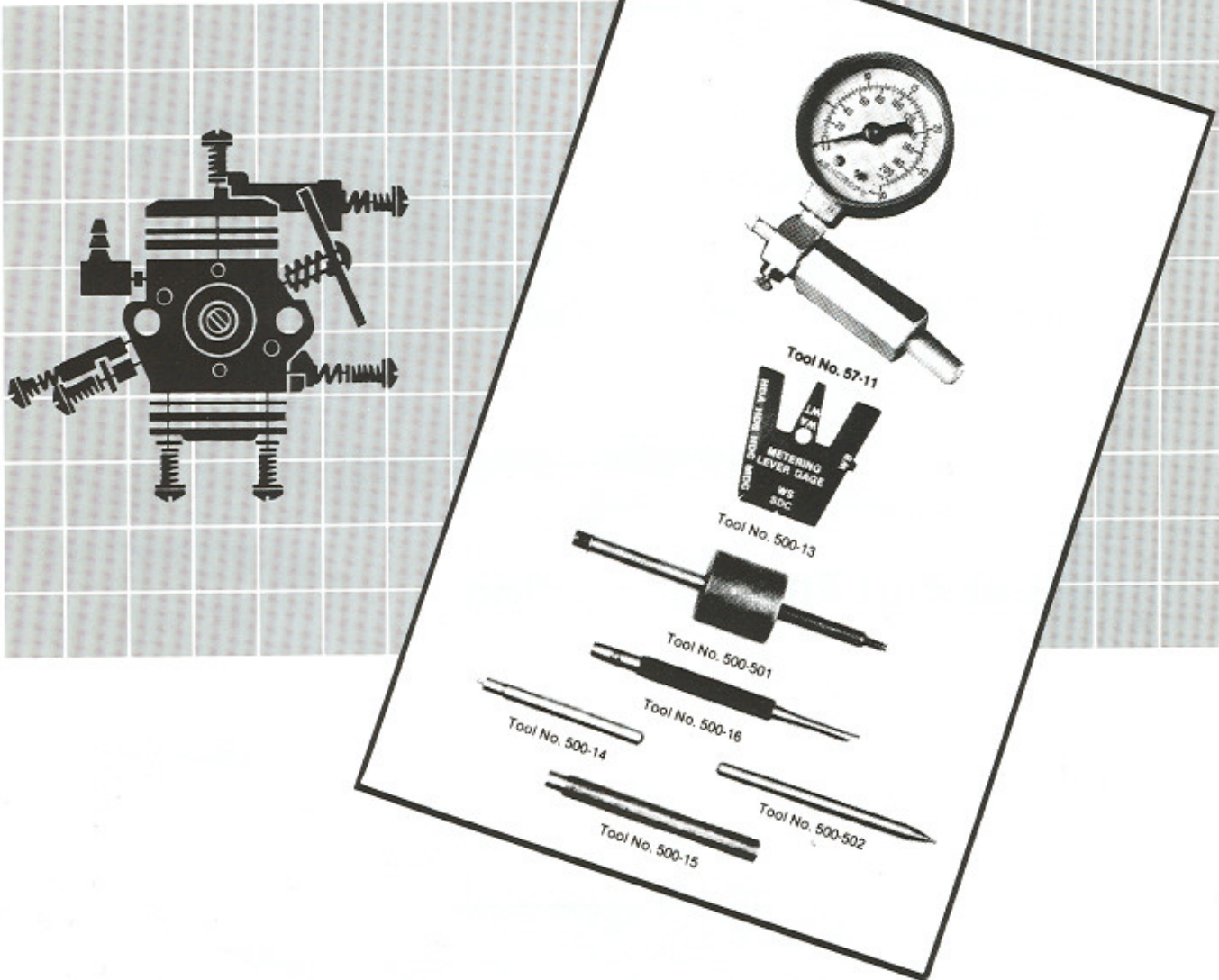
1. With the high speed needle set at 1¼ turns open the engine should be running at a slightly richer than normal high speed. Some engines will give a 4-cycling sound.
2. With the engine running at high speed turn the high speed needle clockwise (lean) until the engine runs smooth or into a 2-cycle sound.
3. Optimum adjustment is obtained when a very slight 4-cycling sound is heard.
4. For your reference always record the setting of the needles prior to releasing the engine to your customer.

# DIAPHRAGM CARBURETOR CHECK VALVE REPAIR TOOLS & PRESSURE GAUGE

## INCREASE PRODUCTIVITY

Pressure gauge aids in diagnosing problem areas, while the specially designed tools simplify repair procedures.

**Part No. 400-595**



Recommended by Walbro engineers, this kit of specially designed carburetor tools is a must for every service man engaged in the repair of Walbro diaphragm carburetors.

It contains everything needed for proper repair and will pay for itself many times over.

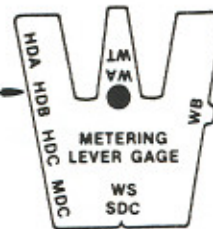
The tools are designed to cut labor costs and to reduce the risk of costly damage to parts during repair.

The pressure gauge is a necessary tool for the professional repair person.

# HDA Series

## CARBURETOR MODELS

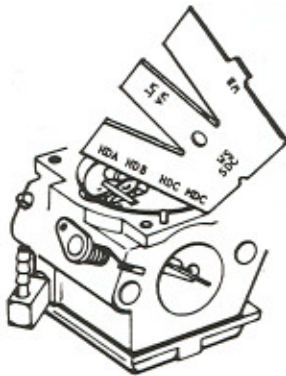
Carburetor models listed on side of gage indicate the side used for that carburetor metering system.



500-13

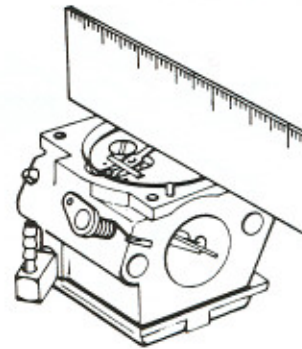
## ADJUSTING THE METERING LEVER

1. With metering diaphragm cover (4 screws), metering diaphragm and gasket removed:
2. Metering lever adjustment instructions are pictured below using our metering lever gage.
3. Make sure the metering lever spring is seated properly in the chamber floor and under the dimple in the metering lever.
4. Special care should be taken to make sure that the fork of the lever is attached properly to the inlet needle valve.
5. Re-assembly: Install gasket to casting, add diaphragm assembly then the cover. NOTE: Some diaphragms also attach to the metering lever. (Opposite the inlet needle valve.)



### HDA - HDB - HDC - MDC

Place gage across carburetor body casting as illustrated. Metering lever should just touch the gage without opening the inlet needle valve. Slight pressure will bend the lever up or down.



### HDA - HDB - HDC - MDC

Place a straightedge across carburetor body casting as illustrated. Metering lever should just touch the straightedge, without opening the inlet needle valve. Slight pressure will bend the metering lever up or down.

## SERVICE PROCEDURE FOR FLOODED CARBURETORS

### CAUSE:

1. Metering lever set too high
2. Metering diaphragm misassembled
3. Inlet needle will not seal
4. Idle needle set too rich

Readjust lever to correct height with gage. Place metering gasket on body before placing metering diaphragm. Remove inlet needle and wipe tip clean or replace. Also wash and blow inlet seat clean. Reset idle needle to specified setting.

## SERVICE PROCEDURE FOR LEAN CARBURETOR

1. Metering lever set too low
2. Hole in metering diaphragm
3. Leaky manifold gasket or block
4. Loose cover screws
5. Pump diaphragm check valves worn
6. Dirty or plugged inlet screen
7. Obstructed or damaged fuel or pulse line
8. Fuel tank cap not venting
9. Idle needle set too lean

Readjust lever to correct height with gage. Replace metering diaphragm and check gasket. Replace manifold gasket and block. Tighten securely. Replace pump diaphragm. Remove screen and clean or replace. Remove obstruction or replace line if necessary. Also, check in-line fuel filter. Remove cap and replace vent. Reset idle needle to specified setting.