

# NEWS BULLETIN

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Title: Carburetor Studs

Bulletin No. 04-04

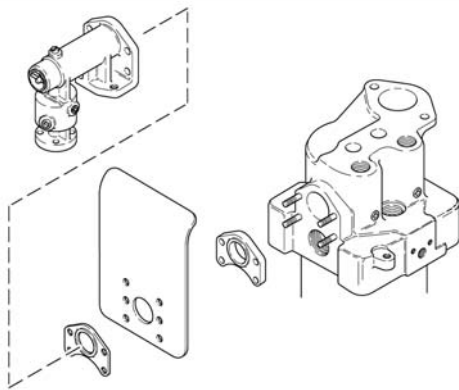
Date: August 27, 2004

The purpose of this CFR News Bulletin is to inform customers on the proper use of the carburetor studs on their CFR cylinders. There has been speculation of the use of only the two top studs versus the use of all four studs for the installation of carburetor bowls.

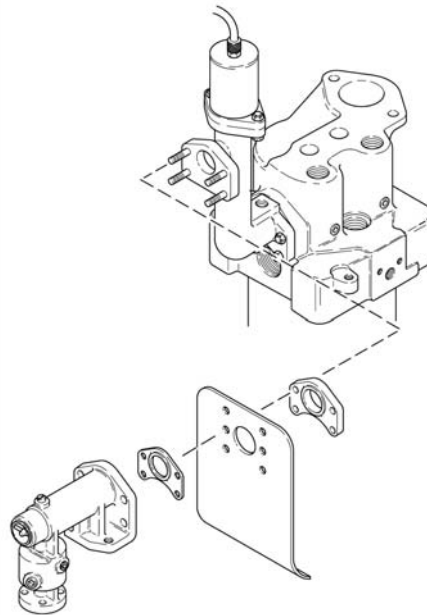
Waukesha Engine recommends that you use all four studs to mount your carburetor onto the cylinder for two main reasons:

- To evenly distribute the weight of the carburetor, curved inlet air pipe, mixture manifold, and intake air pipe when mounted on the front of the cylinder. The weight of the curved inlet pipe and the 6 inch plenum pipe is also accounted for with the four stud configuration. This provides a rigid mount to the cylinder.
- To ensure that the copper gaskets seal evenly across the flange surface. Poor sealing properties on this surface will increase chances of air leaks that can have an effect on air/fuel ratios. Changes in air/fuel ratio can cause poor rating results.

Waukesha Engine recommends when mounting your carburetor assembly to the cylinder to use new gaskets each time. The crush ring in the center of the gasket is extruded outward when the carburetor flange is mounted and tightened causing it to seal on the cylinder side and the carburetor flange. This keeps the possibility of air leaks to a minimum. Below is an illustration of the Research (RON) and Motor (MON) mounting configurations. If you have any questions or would like additional information, please contact Waukesha Engine's CFR Department at (262) 549-2915 or your local authorized CFR distributor.



RESEARCH METHOD



MOTOR METHOD

