



SHIP to SHORE

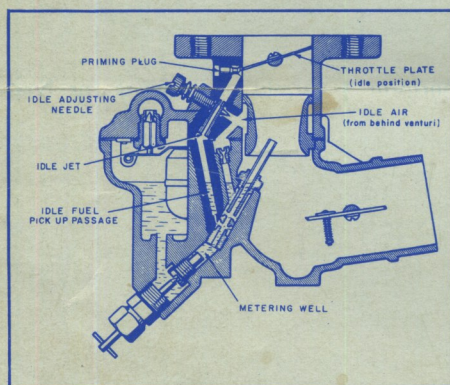
Do you have a sailing experience or adventure you would like to share? UNIVERSAL would be interested in hearing from you and passing the information along to other "skippers" through this column. — Edit.

ATOMIC FOUR Carburetor Care and Servicing

Some problems have been experienced with carburetor operation and performance especially in salt water areas.

Corrosion takes place, especially during storage periods, and since the carburetor is quite small, some of the openings in the jets and channels tend to become plugged. This is especially true of the idle fuel channel. Accumulations of foreign particles in the fuel, plus corrosion, tend to gather and plug the small opening at the bottom end of the channel. This opening is generally missed by mechanics when the carburetor is cleaned.

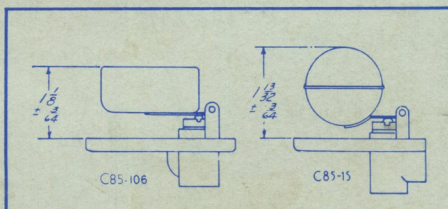
The engine will not operate properly at engine speeds below 800 RPM unless the idle channel is open. To clean this idle channel proceed as follows:



1. Remove upper carburetor body.
2. Remove main jet adjustment.
3. Remove main jet.
4. Remove main discharge jet.
5. Clean out idle fuel pick up passage using a $\frac{1}{32}$ " drill or small stiff wire. Wash carefully after cleaning to remove all foreign particles.
6. Re-Assemble and mount on engine.

While you have the carburetor apart, it may be a good idea to check the condition of the fuel shut-off valve needle. If this needle shows any signs of a groove forming, it should be replaced to prevent fuel leakage through the carburetor.

The correct float setting is also very important. The correct setting for proper fuel level is shown on the sketch below.



If carburetor adjustments have been altered, start with a standard setting which is

1. Throttle stop screw $1\frac{1}{2}$ turns to right from fully closed position of throttle plate.
2. Idle needle valve one turn open (to left) from seat. Adjust gradually to right or left until engine runs steady at idling speed.
3. Main jet adjustment $2\frac{1}{2}$ turns open (to left) from seat. Turn adjustment in (to right) until engine speed is noticeably reduced. Gradually turn to left (out) until engine runs smoothly and as fast as this throttle position will permit. Too rich a mixture will cause fouled spark plugs and carbon deposits.



"My Columbia 26 sailboat is equipped with one of your Universal Atomic Four engines and I want to take this opportunity to tell you of my complete satisfaction with its performance on my recent arduous from San Diego to San Pedro harbor, when the engine was operating almost continuously for 20 hours and against heavy current, it never faltered. I told my friends your engine ran and ran and ran.

"I have had the boat since the summer of '63 and in the intervening four years had absolutely no trouble. . . I wanted you to know that you've got one certified enthusiast in Southern California who will be happy to recommend Universal anytime."

James E. Hildebrand,
Los Angeles, Calif.

"I recently had engine trouble with the Universal Atomic Four engine after nine hours of operation in a new Pearson sailboat. Your Wyandotte dealer responded immediately, and his mechanic did an outstanding job of servicing the engine; in addition, your Wyandotte dealer called me the next day to assure me that the engine was in good order and that I could call on them if I needed further assistance.

"I believe this excellent type of service is particularly noteworthy today, and I wish to compliment you for the fine dealer you have."

Thurley E. Allen,
Rochester, Mich.

"I had the occasion to contact Mr. Serota of Windward Yacht, Boatyard and Marina Del Rey regarding the Universal Atomic Four engine on my boat.

"He was most helpful and courteous in handling the problem.

"I am sure Mr. Serota represents the quality of person and renders the standard of service in keeping with Universal's policy and expectations."

Sol S. Firman,
Northridge, Calif.

Sailboat Directory

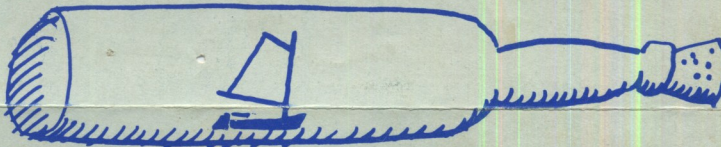
The 1968 edition of Sailboat Directory has been published by the Institute for Advancement of Sailing, 90 Pembroke Street, Boston, Mass. 02118. The newest version like previous editions is a comprehensive source book on stock sail craft available in the United States and Canada. The compilation covers hundreds of cruising auxiliaries day sailers, racing classes and weekenders.

The publication is available at \$2 from dealers handling marine books and periodicals and from the publisher.

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