

Need Help with My Old YS 120 SF

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09-18-2008, 05:19 PM

#1

[Daniel-EL](#)

TRADING PLUS
MEMBER

Thread Starter

My Feedback: (9)



Join Date: Mar 2005
Location: Maumee, OH
Posts: 359
Likes: 0
Received 0 Likes on 0 Posts



Need Help with My Old YS 120 SF

My old original YS 120 puts out lots of power, but now the idle is acting up. The idle is too rich, but these original YS 120's had no idle mixture screw and advised to screw in the diaphragm regulator stroke screw when the idle was too rich. When I screw in the diaphragm stroke screw a little it will not start. Is this adjustment extraordinarily touchy or is there something wrong? Maybe I should send it in to an engine man, but I'll try this forum first. 😊 FYI, the check valve is operating properly, the filter is working fine, and the diaphragm is new.

I don't necessarily believe everything I say
...Marshall McLuhan...

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09-18-2008, 07:08 PM

#2

[dmccormick01](#)

Senior Member



Join Date: Feb 2005
Location: Soddy Daisy, TN
Posts: 217
Likes: 0
Received 0 Likes on 0 Posts



RE: Need Help with My Old YS 120 SF

Tried a new glow plug yet?

David

[Quote](#)
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09-18-2008, 08:36 PM

#3

petec



My Feedback: (58)



Join Date: Jan 2002
Location: Beaver Falls, PA
Posts: 2,078
Likes: 0
Received 1 Like on [1 Post](#)



RE: Need Help with My Old YS 120 SF

I a couple of those old SFs. The regulator isn't real touchy but you also don't want to turn it more than an 1/8 of a turn at a time.

If you have changed nothing and now the idle is acting up change the plug first and make sure it is an OS type F or a YS plug. It could also be bad fuel or the regulator spring is getting weak. If it was the regulator spring you would also be getting rich in the midrange.

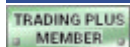
Team YS, Pattern Junkie
Revver Brother #82, Gear Head

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09-18-2008, 10:10 PM

#4

Daniel-EL



Thread Starter

My Feedback: (9)



Join Date: Mar 2005
Location: Maumee, OH
Posts: 359
Likes: 0
Received 0 Likes on 0 Posts



RE: Need Help with My Old YS 120 SF

Now that you mention it, it is rich in the mid-range too. BTW, I'm using new fuel and have a new OS-F plug installed and functioning properly.

Do you know where I can get a new regulator spring?

Thanks for the help.

I don't necessarily believe everything I say
...Marshall McLuhan...

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09-19-2008, 12:08 AM

#5

42etus

Senior Member
My Feedback: (2)



Join Date: Jul 2005

RE: Need Help with My Old YS 120 SF

Quote:

ORIGINAL: Daniel-EL

Now that you mention it, it is rich in the mid-range too. BTW, I'm using new fuel and have a new OS-F plug installed and

Location: La Pine, OR
 Posts: 672
 Likes: 0
 Received 0 Likes on 0
 Posts

functioning properly.

Do you know where I can get a new regulator spring?

Thanks for the help.

YS Parts and Service

Address : 1370 Porter Drive
 Minden, Nevada 89423
 Phone : (775) 267-9252
 Fax : (775) 267-9690
 Email : ysp perf @ charter.net

You don't need a parachute to skydive.
 You only need a parachute to skydive again



Quote

Multi Quote

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 **10-02-2008, 09:22 AM**

#6

[Cyberwolf](#)

Senior Member
 My Feedback: (4)



Join Date: Jan 2004
 Location: Blackfoot , ID
 Posts: 2,251
 Likes: 0
 Received 0 Likes on 0
 Posts

 **RE: Need Help with My Old YS 120 SF**

Flooding or running to rich at a idle was quite common in the old SF series,if a new spring doesn't fix it, the common fix was to drill out the air bleed hole in the carb blade. I pick this little trick up from Dave Shadel many years ago. Theres several threads on how this is done in here , but its not hard to do just remove it and enlarge the hole a little at a time untill you get the desired results. I have modified all of mine and several others where I am at and a 1/16 drill did the trick. But I have been told that at times a much larger hole is needed. Another possibility I ran into was the diaphragm housing where the plunger seats was worn over time from the plunger and fuel going thru it and had enlarged the hole so it was not shutting it off like it was supposed to at a idle. Thats a easy thing to spot also, the hole where the brass plunger goes thru will be worn oblong and not be round, for a sloppy fit.

The mid range is controled by the reg screw. All of my YS engines has the regulator screw flush or maybe 1/8-1/2 turn in below flush, if you close it down to far then the top end will suffer.
 FYI I get my parts at Central Hobbies.com as well as YS Parts and Service.