

## Michael Lange

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So here it is!

For everyone that ever wanted to know what Vittorazi spends 10 hours doing to each carburetor they installed on a Moster 185.

First of all, it IS a WB3A. Not a WB32 or WB37. The WB37 has a linkage that is 180 degrees opposite of the WB32/A series and therefore wouldn't work on the Moster.

Now for the goodies:

1. They CNC off the model name of the carburetor from the side. See photo.
2. They cut a notch in the butterfly valve just over the fuel jets. See photo.
3. They CNC a recessed shoulder where the butterfly valve shaft enters the carburetor on the linkage side, and then install a rubber O-ring and place a washer over the top held in by the linkage spring.
4. They drill an extra fuel hole into the carburetor at an angle. See the two photos below.

That's it folks. That's what takes 10 hours to complete. I took a new WB3A and the modified one and compared them side-by-side.

Now for my opinion (which is what it is, and therefore is up for debate). So I probably got about 125+ hours on this carb. I started noticing problems around the 80 hour mark. At first it showed up as a rough idle and rough running low end. (Experts recommended that I richen the low end.) When I would throttle up, the roughness would go away. It then became increasingly harder to start. I would have to prime the carb good, then hold the throttle open to get it to start. After that, the motor started randomly dying in flight (a few motor outs). Then it would randomly die on the ground when doing a run-up. It finally got to the point where I couldn't keep it running very long.

I bought a stock WB3A, switched the notched butterfly out and installed it on my motor. The motor is back to starting in one pull and seems to run fine at all RPMs. It does seem to wonder at idle ever so slightly, but I can live with that.

My prognosis of the situation is that the CNC'd shaft seal wore out and air was getting into my carb. If you look close at the shaft, it's not smooth anymore. Do I think this addition is worth it. Probably not in my opinion. The carb is going to wear out and I don't think that additional seal helped it last any longer. Plus, it's not sealed on the other end. In the end the rubber o-ring was damaged, which is probably no worse than the shaft wearing out.

I guess the bottom line is, if you get around the 75 hour mark or more and start to have issues you can't resolve easily, get a new carb and be done with it. I paid \$130 for a new Walbro factory carb.

I'll let everyone know how it responds when foot dragging and just flying around when I get a chance to fly this week (hopefully!).  
Hope this helps someone. Thanks for reading this far!





**Shaft Seal  
Goes Here**



Extra Hole Here



Shaft Seal

Notch Cut

WB3A  
(modified)



**WB3A  
(modified)**