

Service Information	6-1	Carburetor Removal/Installation	6-3
Troubleshooting	6-1	Carburetor Separation/Combination	6-4
Air Cleaner Case Removal/Installation	6-2	Carburetor Disassembly/Assembly	6-6

Service Information

⚠ WARNING

Gasoline is extremely flammable and explosive under certain conditions.

- Work in a well ventilated area. Smoking or allowing flames or sparks in the work area or where gasoline is stored can cause a fire or explosion.

CAUTION:

Bending or twisting the control cables will impair smooth operation and could cause the cables to stick or bind, resulting in loss of vehicle control.

- Be sure to remove the diaphragm before cleaning air and fuel passages with compressed air. The diaphragms might be damaged.
- To prevent damage, be sure to remove the diaphragms before cleaning air/fuel passages with compressed air.

- Refer to section 2 for fuel tank removal and installation.
- When disassembling fuel system parts, note the locations of the O-rings. Replace them with new ones on reassembly.
- Before disassembling the carburetor, place the suitable container under the carburetor drain bolt, then loosen the bolt and drain the carburetor.
- After removing the carburetor, wrap the intake port of the engine with a shop towel or cover it with piece of tape to prevent any foreign material from dropping into the engine.

NOTE

If the vehicle is to be stored for more than one month, drain the float bowls. Fuel left in the float bowls may cause clogged jets resulting in hard starting or poor driveability.

Troubleshooting

Engine Won't Start

- No spark at plug (Section 16)
- Compression too low
- No fuel to carburetor
 - Fuel strainer clogged
 - Fuel tube clogged
 - Float level misadjusted
 - Fuel tank breather tube clogged
- Faulty fuel auto-valve
 - Damaged vacuum tube
- Too much fuel getting to the engine
 - Air cleaner clogged
 - Flooded carburetor
- Intake air leak
- Fuel contaminated/deteriorated
- Faulty slow system or choke cable

Afterfiring or Misfiring during Acceleration

- Faulty ignition system
- Fuel mixture too lean

Engine Stall, Hard to Start, Rough Idling

- Fuel line restricted
- Ignition malfunction
- Fuel mixture too lean/rich
- Fuel contaminated/deteriorated
- Intake air leak
- Idle speed misadjusted
- Pilot screw misadjusted
- Fuel auto-valve diaphragm malfunction
- Slow system/choke valve clogged
- Float level misadjusted
- Fuel tank breather tube clogged
- Carburetor synchronization malfunction

Rich Mixture

- Choke valve in ON position
- Faulty float valve
 - Flooded carburetor
- Air jets clogged
- Air cleaner element contaminated

Lean mixture

- Fuel jets clogged
- Faulty float valve
 - Float level too low
- Fuel line restricted
- Carburetor air vent tube clogged
- Intake air leak
- Fuel auto-valve malfunction
- Vacuum piston malfunction
- Throttle valve malfunction

Afterburn When Engine Braking is Used

- Air cut-off valve malfunction
- Lean mixture in slow circuit