

WARNING

• Gasoline is extremely flammable and is 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.

NOTE

- The vacuum chamber and float chamber can be serviced with the carburetor assembled.
- The pilot screws are factory pre-set and should not be removed unless the carburetors are overhauled.
- Blow all the disassembled parts with compressed air.

CAUTION:

• Do not remove the needle jet holder.

Requisite Service

- Carburetor removal (page ~~8-3~~ ⁶⁻³ 3-8)
- Carburetor synchronization (page ~~2-12~~ ³⁻⁸ 3-9)
- Carburetor separation (page ~~8-4~~ ⁶⁻⁴ 6-4)
- Pilot screw adjustment (page ~~2-13~~ ³⁻⁹ 3-9)

Procedure	Q'ty	Remarks	
(1) Disassembly Order Carburetor drain screw/0-ring	1/1	Assembly is in the reverse order of disassembly. Before removing, loosen the screw and make sure that the gasoline is completely drained.	
(2) Float chamber screw	3		
(3) Float chamber/0-ring	1/1		
(4) Float pin	1		
(5) Float	1		
(6) Float valve set	1		
(7) Main jet	1		
(8) Jet holder	1		
(9) Slow jet	1		
(10) Pilot screw set	1		
(11) Air cut valve cover/bolt	1/2		Replace the diaphragm, spring and 0-ring as a set.
(12) Air cut valve set	1		
(13) Synchronization adjust screw set	1		
(14) Throttle stop screw set	1		
(15) Throttle cable holder/screw	1/2		
(16) Fuel tube clamp/screw	1/1		
(a) Vacuum Chamber disassembly	1/4	Turn counterclockwise while pushing it. At assembly: Align the diaphragm tab with the chamber cover hole. Be careful not to lose the washer.	
(b) Cover/screw	1		
(c) Spring	1		
(d) Holder set	1		
(e) Vacuum piston diaphragm jet-needle set	1		