

Check to see if the engine rpm rises when the pilot screw positions are altered. If it rises, repeat the last two steps alternately until the engine is idling satisfactorily, and engine speed cannot be increased by further adjustment of the pilot screws.

- Open and close the throttle a few times to make sure that the idling speed does not change. Readjust if necessary.

**NOTE:** With the engine idling, turn the handlebar to either side. If handlebar movement changes idling speed, the throttle cables may be improperly adjusted or incorrectly routed, or they may be damaged.

**WARNING** Operation with improperly adjusted, incorrectly routed, or damaged cables could result in an unsafe riding condition.

### Carburetor Synchronization:

Adjustment of carburetor synchronization, necessary for smooth engine operation, can be obtained through the use of either of the following two procedures, depending on whether or not vacuum gauges are available.

**NOTE:** During both of the procedures, the fuel tank will be removed. In most cases, the adjustment can be performed in a short enough time to permit the running of the engine with the fuel remaining in the float bowls. If this is not the case, it will be necessary to temporarily replace the standard fuel lines with lines long enough to reach the fuel tank while it is located on your workbench.

**WARNING** Use extreme extreme caution when working with gasoline, open fuel lines, etc. to avoid a fire or explosion.

### Without Vacuum Gauges:

- Start the engine, and warm it up for 5 minutes.
- Perform idle adjustment (Pg. 14).
- Listen to exhaust noise, and place your hands at the rear of the mufflers to feel exhaust pressure.

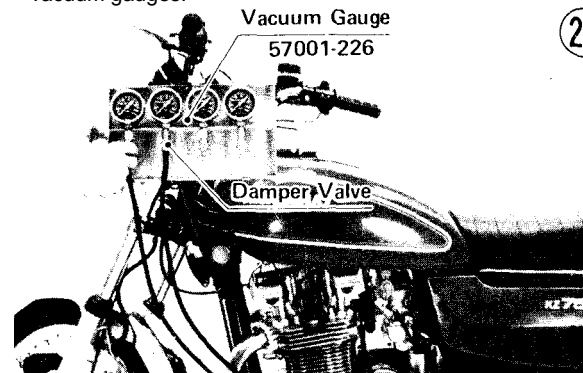
### ADJUSTMENT 15

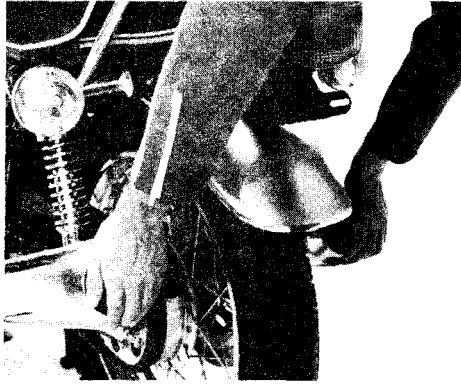
the balance adjusting screw position with the balance adjuster (special tool) to minimize the difference in noise or exhaust pressure (Fig. 23).

- Adjust the idling speed to 950 ~ 1,050 rpm with the idling screw, if necessary.
- Re-check the exhaust noise and pressure, and if there is a difference between the cylinders, repeat the last 2 steps.
- When the adjusting screw is properly positioned, tighten the locknut, stop the engine, and install the fuel tank (Pg. 32).

### With Vacuum Gauges:

- Start the engine, and warm it up for 5 minutes.
- Perform idle adjustment (Pg. 14).
- Remove the hose from the vacuum gauge attachments on the intake manifold, and attach the vacuum gauges.





•If there is a difference in noise or exhaust pressure between the cylinders, stop the engine and remove the fuel tank (Pg. 32). With the engine running, alter

- With the engine running at idling speed, close the vacuum gauge damper valves until gauge needle flutter is less than 3 cm Hg. Normal vacuum gauge reading is 17 ~ 23 cm Hg, and the difference between the two cylinders should be less than 2 cm Hg.
- If there is a difference of more than 2 cm Hg between the two gauges, stop the engine, remove the fuel tank (Pg. 32).
- With the engine running, alter the balance adjusting screw position with the balance adjuster (special tool) to obtain a difference in readings which is less than 2 cm Hg.

