

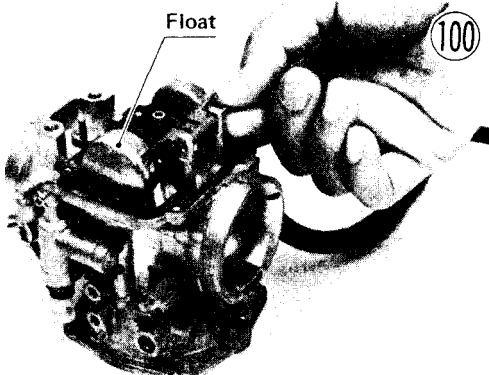
36 DISASSEMBLY

Caution During carburetor disassembly, be careful not to damage the diaphragm. Never use a sharp edge to remove the diaphragm.

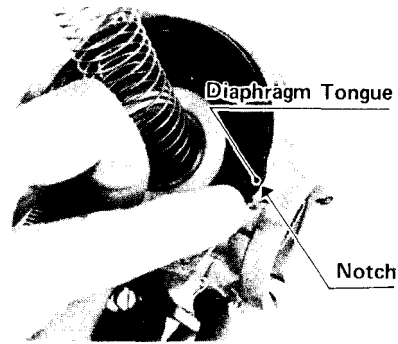
- Take out the spring seat 5 and jet needle 7.
- Remove the float bowl screws (4), and take off the float bowl 18 and gasket 17.
- Remove the pilot jet 63 from the float bowl.
- Push out the float pin 65 , remove the float 64 and pull out the float valve needle 62.
- Remove the float valve seat 61 and gasket 60.
- Pull out the needle jet 16
- Remove the main air jet from the left side hole marked "M" and the pilot air jet from the right side of the air intake.
- Remove the screws (3), and remove the starter plunger body 58, and gasket 59.
- Unscrew the starter plunger cap 42 and remove the plunger 44 and spring 43.

Assembly Notes:

1. Replace any O rings and gaskets if damaged or deteriorated.
2. The standard vacuum piston spring must be installed. The spring tension greatly affects the engine performance, so a damaged spring must be replaced. The standard free length of the spring is 118 mm.
3. The float must be installed in the direction shown in Fig. 100.



4. Assemble the upper chamber as follows:



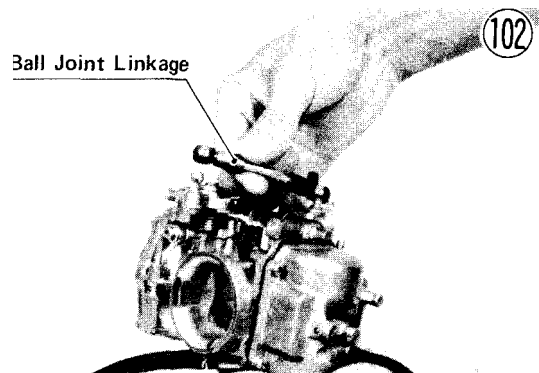
oWith a finger, lift the vacuum piston just enough so that there is no crease on the diaphragm, and taking care not pinch the diaphragm lip, replace the upper chamber cover. While holding the cover to keep it from being lifted by the spring, tighten the three screws. The upper chamber cover must be installed fitting its tongue with the tongue of the carburetor body.

5. To verify correct diaphragm installation, check the vacuum piston operation in the following manner. Stand the carburetor upright, and set the vacuum piston at its highest position with your finger. While holding another finger on the incoming air passage hole to block any air leak, release your finger from the vacuum piston. In correct operation, the vacuum piston drops very slowly (taking more than 10 seconds to reach the bottom). If not, the diaphragm or vacuum piston is probably damaged and should be replaced.

Caution if the diaphragm is pinched, not only does the diaphragm become damaged, but the vacuum piston will not slide down to the reset position (there is a 3,5 mm space normally left between the piston lower end and the carburetor venturi). This causes idling instability and reduces engine performance.

Linkage Mechanism Disassembly:

- Separate the carburetors (Pg. 34).
- Remove the cable bracket screws (2), and take off the cable bracket 55.
- Remove the ball joint linkage 46.



oMake sure that the jet needle clip is in the groove

specified in the maintenance section (Pg. 118), and then install the jet needle into the vacuum piston.

- oPut on the spring seat in the vacuum piston. There is no distinction between both faces of the seat.
- oinsert the spring into the vacuum piston.
- oFit the vacuum piston into the carburetor body, and check that the piston slides up and down without drag.
- oAlign the diaphragm tongue with the notch in the upper chamber cover mating surface, and fit the diaphragm sealing lip into its groove.