

# Maintenance

## AIR CLEANER

A properly maintained air cleaner ensures that only clean, filtered air is supplied through the carburetor into the engine. If the air is supplied directly without filtering, dirt and dust from the air will clog carburetor passages causing the engine to run poorly. The dust that enters the engine will also act like grinding compound, wearing down the cylinders, pistons, and rings. If the air cleaner element is damaged, the result will be the same as if no element were used.

An air cleaner element clogged with dirt chokes the air supply to the engine, resulting in an overly rich fuel/air mixture and inefficient combustion. This in turn causes overheating from carbon build-up, and reduced engine power.

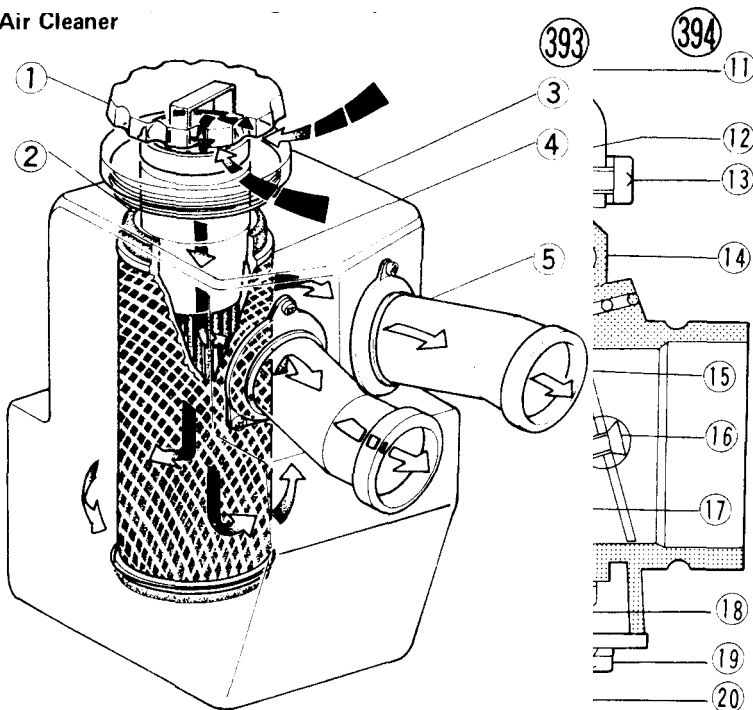
**the danger of highly flammable liquids, do not use gasoline or low flash-point solvents to clean the element.**

Since repeated cleaning opens the pores of the element, replace it with a new one in accordance with the periodic maintenance chart (Pg. 195). Also, if there is a break in the element material or any other damage to the element, replace the element with a new one.

## CARBURETORS

The carburetors perform the function of mixing the fuel and air in the proportions necessary for good engine performance at varying speeds and loads. In order for them to function satisfactorily, they must be properly adjusted and maintained. The throttle cable adjustment (Pg. 13 ) and the pilot screw, idling, and synchronizing adjustments (Pg. 14 ) are covered in the Adjustment Section. The discussion here concerns the fundamentals

Air Cleaner



- 4. Element Frame
- 5. Intake Duct
- 3. Air Cleaner Housing

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### Cleaning and replacement

The air cleaner element must be cleaned periodically (Pg. 195). In extremely dry, dusty areas, the element will need to be cleaned more often. After riding through rain or on muddy roads, the element should be cleaned immediately.

Remove the air cleaner element (Pg. 30). Clean it in a bath of a high flash-point solvent, and then dry it from the inside using compressed air. Since this is a dry-type element, do not use kerosene or any fluid which would leave the element oily.

**WARNING** Clean the element in a well-ventilated area, and take care that there is no spark or flame anywhere near the working area. Because of

- 1. Spring
- 2. Vacuum Piston
- 3. Clip
- 4. Jet Needle
- 5. Needle Jet
- 6. Float Valve Seat
- 7. Float Valve Needle
- 8. Float
- 9. Float Bowl
- 10. Main Jet
- 11. Carburetor Cap
- 12. Diaphragm
- 13. Screw
- 14. Carburetor Body
- 15. Butterfly Valve
- 16. Screw
- 17. Pilot Passage Pipe
- 18. Pilot Jet
- 19. Screw
- 20. Starter Jet