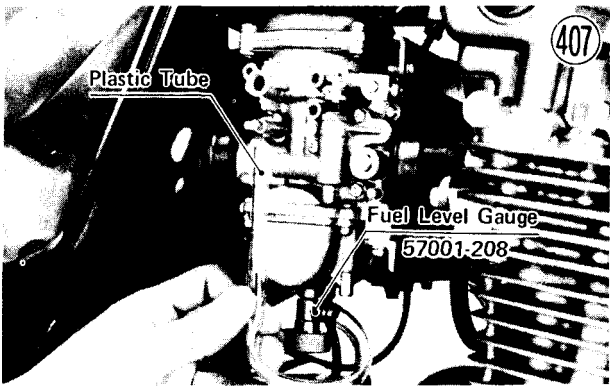
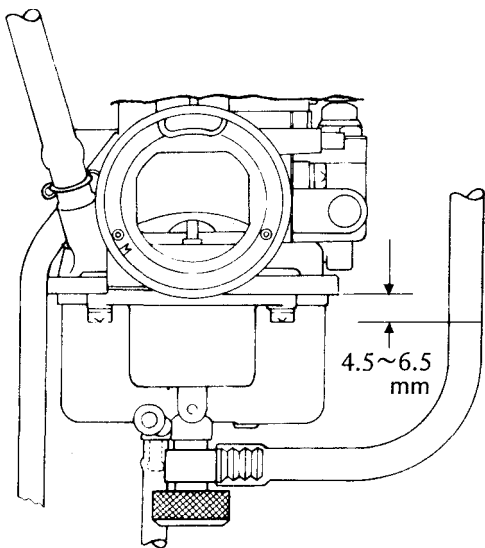


After adjustment, measure the fuel level again, and



Fuel Level Measurement



readjust if necessary.

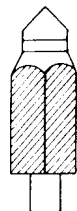
Cleaning and replacement (See caution Pg. 114)

If dirt gets between the needle and seat, the float valve will not close and fuel will overflow. Overflow can also result if the needle and seat become worn. If the needle sticks closed, no fuel will flow into the carburetor.

Remove the carburetor, and take off the float bowl and float. Wash the bowl and float parts in a high flash-point solvent. Use carburetor cleaner if necessary on the float bowl and metal parts. Blow out the fuel overflow pipe with compressed air.

Examine the float, and replace if damaged. If the needle is worn as shown in the diagram, replace the needle and seat as a set.

valve Needle



Good

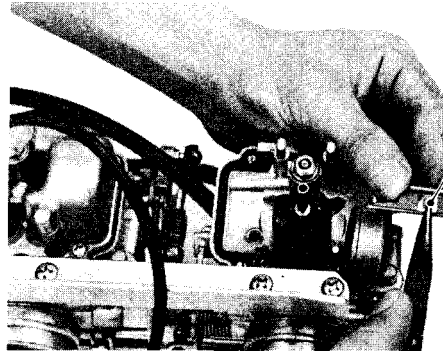


Bad

Table 12 Fuel Level

Standard
4.5~6.5 mm from the edge of the
carburetor
body to the fuel level

If the fuel level is incorrect, remove the carburetor (Pg. 33), and then remove the float bowl and float. Bend the tang on the float a very slight amount to change the fuel level. Bending it down closes the valve sooner and lowers the fuel level; bending it up raises the level.



CAMSHAFTS

Since this engine is the DOHC (Double over head Camshaft) type, there are two camshafts mounted in the top of the cylinder head. One is the inlet camshaft, and is manufactured with two cam lobes, one to open the inlet valve for each cylinder. The other is the exhaust camshaft, and has two cam lobes to open the exhaust valves. There is a sprocket at the center of the crankshaft and at the center of each camshaft. A chain placed over these sprockets enables the crankshaft to turn both camshafts so that the valves will be opened and closed at the proper times during each rotation of the engine.

Each sprocket has marks so that valve timing (the time that each valve is opened) can be reset correctly any time the camshafts are removed for inspection or repairs (See Pg. 40).

However, since the time, amount, and duration that each valve is opened (valve timing) changes with cam wear, journal wear, and camshaft runout (bend); the camshafts should be inspected periodically and whenever timing trouble is suspected. If the valves do not open at the right times or if they do not open the correct amount or duration, there will be a decrease in combustion efficiency, causing a loss of engine power and leading to serious engine trouble.