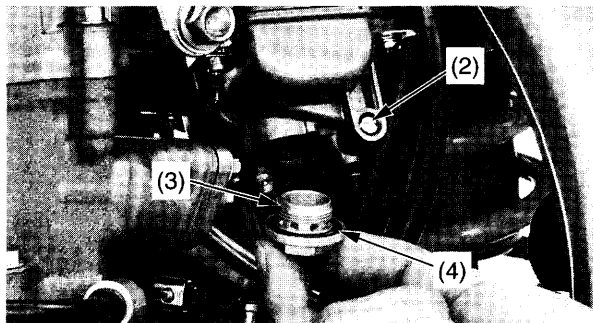


Carburetor Adjustments & Tuning Tips

6. Loosen the connecting and insulator band screws. Rotate the carburetor. Remove the float bowl plug (3). Check the float bowl plug O-ring (4) is in good condition. Replace it if necessary.



(2) drain screw
(3) float bowl plug
(4) float bowl plug O-ring

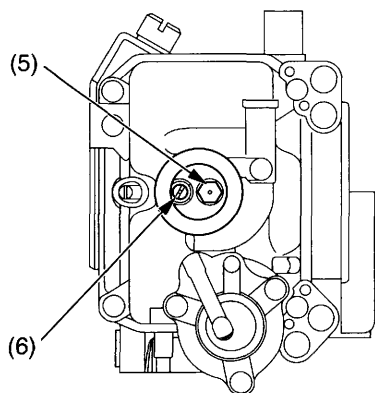
7. Change the main jet (5) and slow jet (6) as required.

Main jet:

1.5 N·m (0.2 kgf·m, 1.1 lbf·ft)

Slow jet:

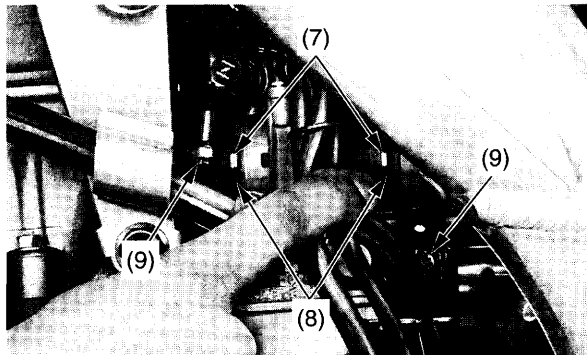
1.5 N·m (0.2 kgf·m, 1.1 lbf·ft)



(5) main jet
(6) slow jet

8. Reinstall the float bowl plug and tighten it to the specified torque:
4.9 N·m (0.5 kgf·m, 3.6 lbf·ft)

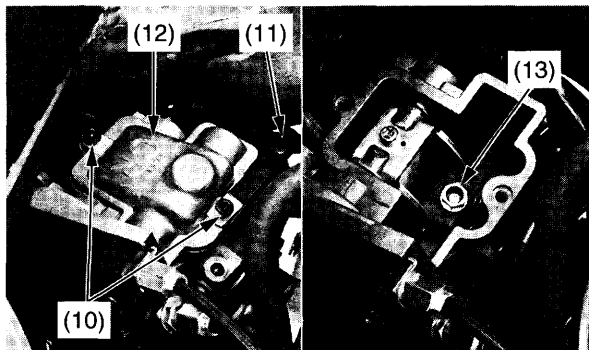
9. Rotate the carburetor and align the tabs (7) on the carburetor with the grooves (8) on the insulator and connecting tube. Tighten the connecting tube and insulator band screws (9).



(7) tabs
(8) grooves
(9) insulator band screws

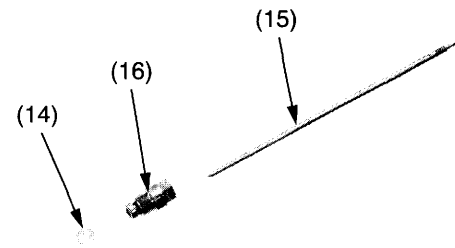
If you've determine that the jet needle or clip position of jet needle must be changed, you must remove the carburetor top.

10. Remove the fuel tank (page 30).
11. Remove the carburetor top cover bolts (10), clamp (11) and carburetor top cover (12).
12. Remove the jet needle/holder assembly (13).



(10) carburetor top cover bolts
(11) clamp
(12) carburetor top cover
(13) jet needle/holder assembly

13. Remove the clip (14) and jet needle (15) from the jet needle holder (16).



(14) clip
(15) jet needle
(16) jet needle holder

14. Change the clip position of jet needle or jet needle as required.
15. Reinstall the jet needle/holder assembly, and tighten it to the specified torque:
2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)
16. Install the carburetor top, clamp and bolts, then tighten the carburetor top cover bolts to the specified torque:
2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)
17. Install the fuel tank (page 31).
18. Start the engine.

If the engine idle speed is too high or too low or engine is not idling, adjust the engine idle speed (page 48).

19. Repeat steps 4 – 17 until the engine gives maximum power with the correct spark plug reading. It is always better to jet a little rich than a little lean. It is advisable to record the settings, course conditions, lap times, and climatic and barometric conditions for future reference.