

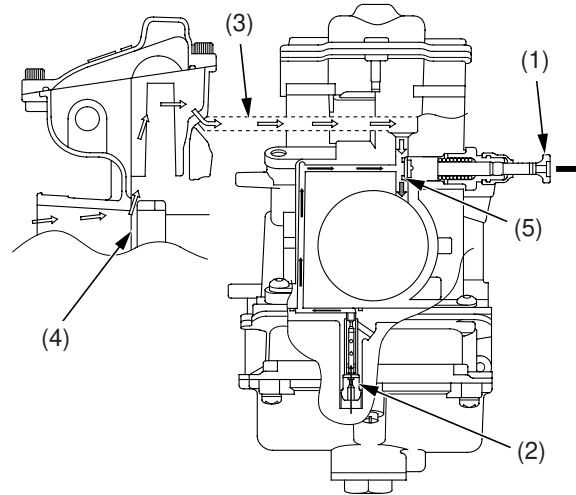
Carburetor Adjustment & Tuning Tips

The carburetor used on your CRF will seldom experience trouble with the standard settings under average load, and average climatic and barometric conditions. However, to fine-tune the engine's power output, the carburetor may require specific adjustments for competition use. However, in order to comply with emission regulations, we recommend that you make no carburetor changes unless you use your CRF for competition only.

Carburetor Components

Cold Start Circuit

A very rich mixture must be delivered to the cylinder when a cold engine is being started. When the choke knob (1) is pulled out, fuel is metered by the starter jet (2) and is mixed with air from the air passage (3) (located above the throttle valve (4)) to provide a rich mixture for starting. The mixture discharges through the orifice (5) into the cylinder.

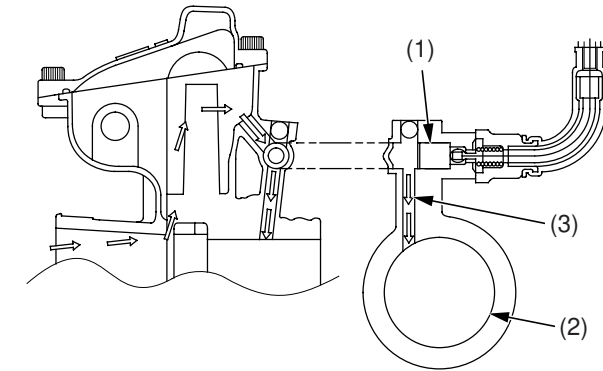


(1) choke knob
(2) starter jet
(3) air passage

(4) throttle valve
(5) orifice

Hot Start Circuit

A lean mixture must be delivered to the cylinder when a hot engine is being started. When the hot start lever is pulled back, the hot start valve (1) opens, allowing air to be supplied to the main bore (2) through the hot start air passage (3). This extra air enters the air-fuel mixture from the slow circuit resulting in a lean condition.



(1) hot start valve
(2) main bore
(3) hot start air passage