

FUEL SYSTEM

INSTALLATION

If the air tube joint was removed, install a new O-ring onto the air tube joint.

Install the air cut off valve cover with the joint set plate and tighten the screws securely.

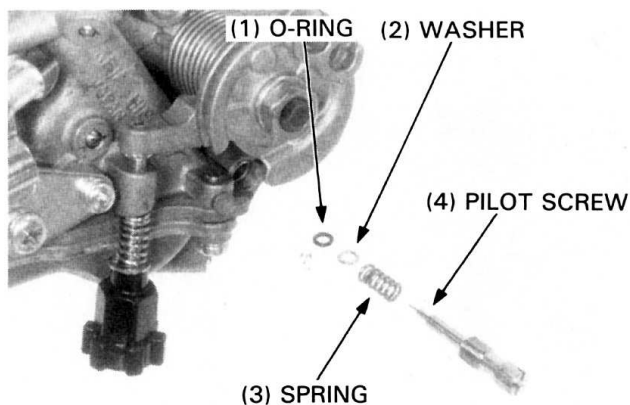
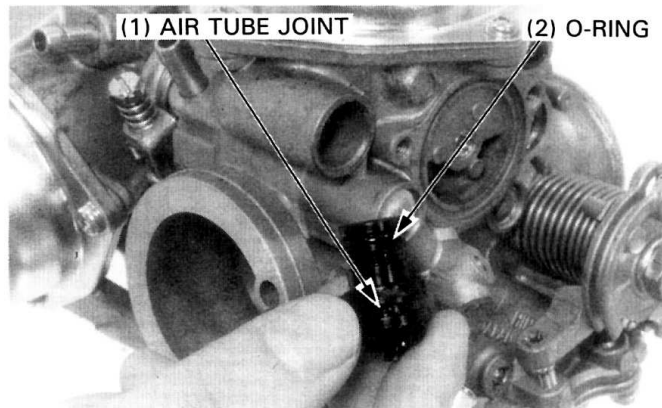
Be sure the diaphragm and spring are properly seated.

Install the pilot screws and return them to their original position as noted during removal.

Perform pilot screw adjustment if new pilot screws are installed (page 4-14).

NOTE

- Do not install new plugs on new pilot screw holes until after adjustment has been made.
- If you replace the pilot screw in one carburetor, you must replace the pilot screw in the other carburetor for proper pilot screw adjustment.



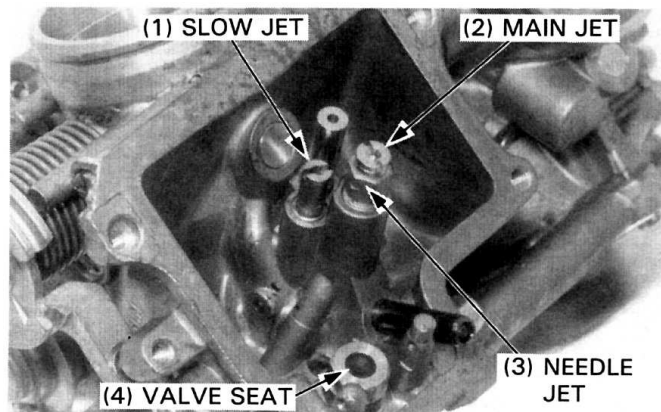
FLOAT CHAMBER, FLOAT AND JETS

Install the pilot screw and turn it in until it seats lightly. Turn the pilot screw out the number of turns recorded during removal.

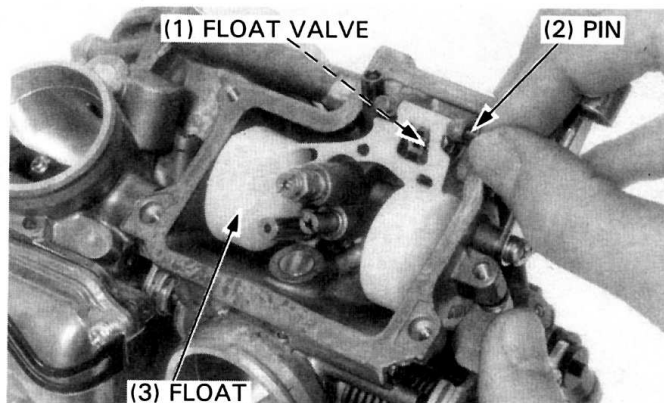
CAUTION

- *Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.*

Install the valve seat, slow jet, needle jet and main jet.



Install the float with float valve in the carburetor body, then install the float arm pin through the body and the float.

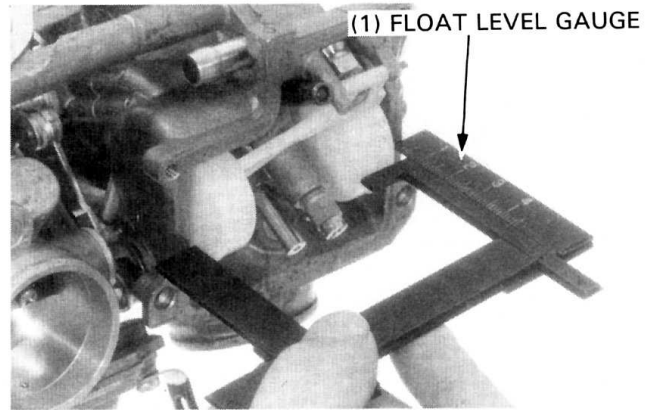


FLOAT LEVEL

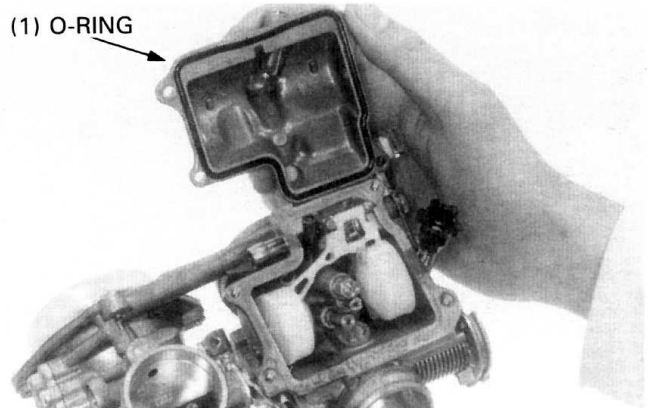
Measure the float level with the float tang just contacting the float valve.

FLOAT LEVEL: 9.2 mm (0.36 in)

Adjust the float level by carefully bending the tang.



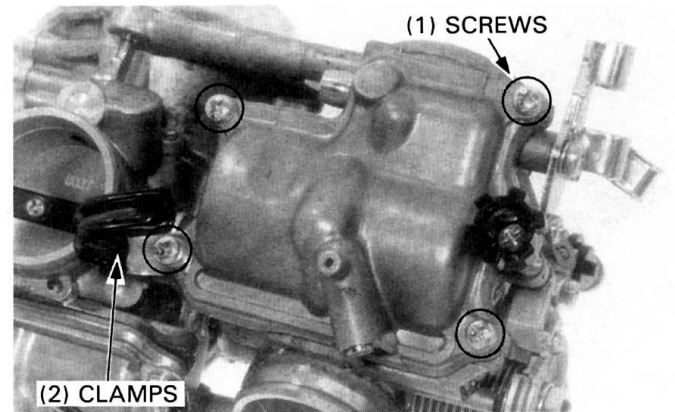
Install the new O-ring in the float chamber groove.



Install the float chamber and tighten the screws securely.

NOTE

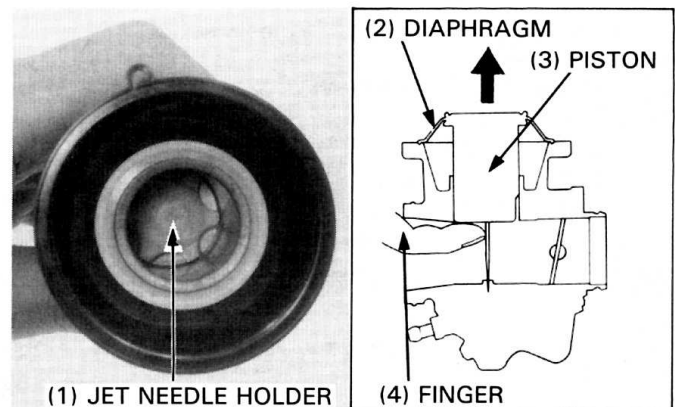
- Install the fuel tube clamps.



VACUUM CHAMBER

Install the washer, jet needle, spring and jet needle holder in the vacuum piston.
Push the jet needle holder in and turn it in 90 degrees clockwise.

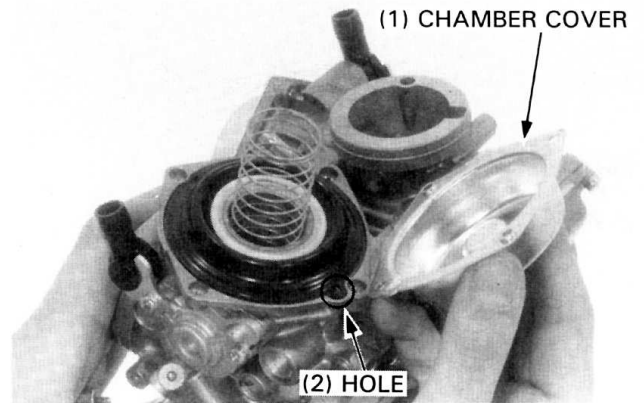
Hold the vacuum piston up to almost full open to avoid pinching the diaphragm with the chamber cover.



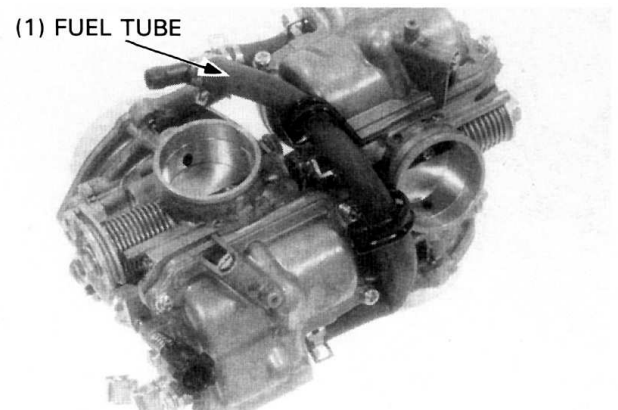
FUEL SYSTEM

Install the vacuum piston, aligning the tab of the diaphragm with the groove of the carburetor.

Install the chamber cover with the spring, aligning the cover with the hole in the carburetor, and secure with at least two screws before releasing the vacuum piston.



Install the fuel tubes as shown.



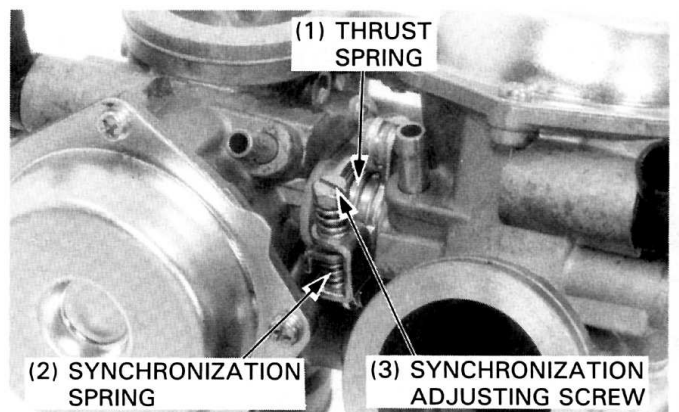
CARBURETOR SEPARATION/ASSEMBLY

SEPARATION

Loosen the synchronization adjusting screw.

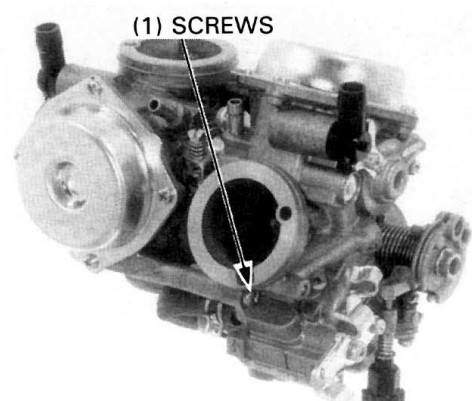
NOTE

- When separating the carburetors, be careful not to lose the thrust spring and synchronization adjusting spring.



Separate the carburetors by removing the two attaching screws.

Remove the synchronization spring.

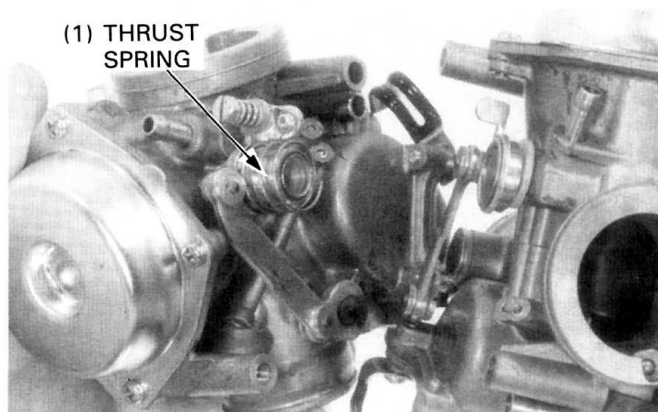


ASSEMBLY

Loosen the synchronization adjusting screw until there is no spring tension.

Install the thrust spring between the throttle links.

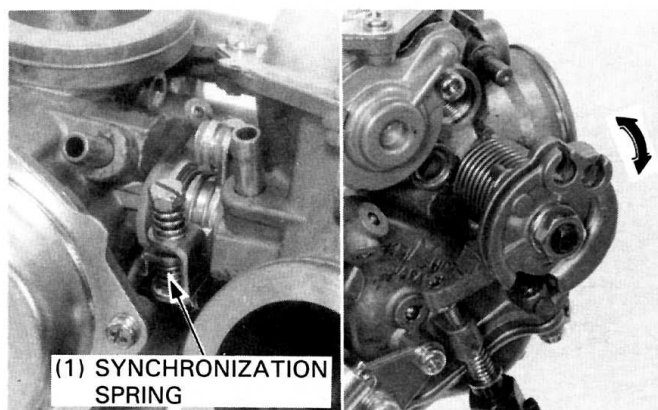
Secure the carburetors together with the two screws.



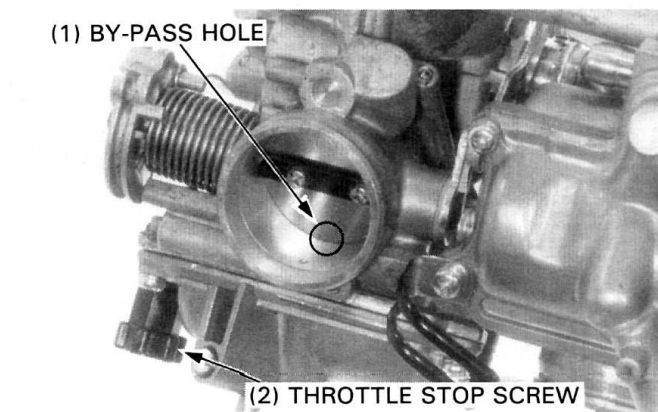
Install the synchronization spring and synchronization adjusting screw.

Inspect throttle operation as described below:

- Open the throttle slightly by rotating the throttle valve, then release the throttle. Make sure that there is no drag when opening and closing the throttle.

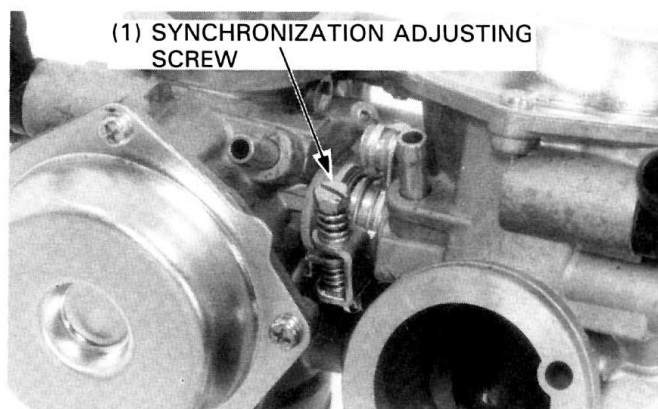


Turn the throttle stop screw to align the rear cylinder carburetor throttle valve with the edge of the by-pass hole.



Align the front cylinder carburetor throttle valve with the by-pass hole edge by turning the synchronization adjusting screw.

Make sure the throttle returns smoothly to the fully closed position.



FUEL SYSTEM

CARBURETOR INSTALLATION

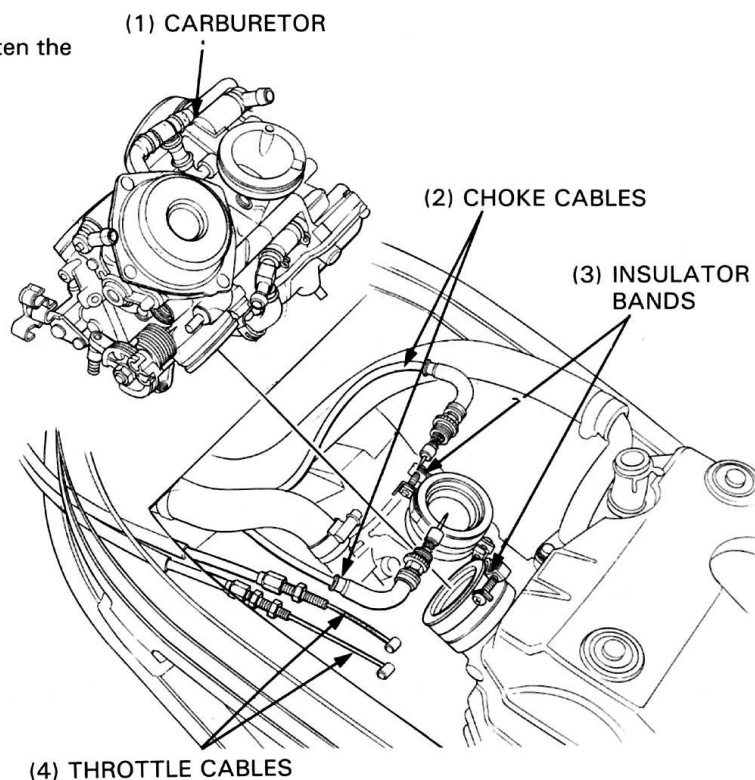
Install the carburetors onto the cylinder heads and tighten the insulator bands securely.

Install the following parts

- air cleaner case
- fuel tank
- throttle cables
- choke cables

Adjust as follows:

- pilot screw
- carburetor synchronization (page 3-8)
- throttle grip free play (page 3-4)
- carburetor idle speed (page 3-9)
- carburetor choke (page 3-5)



PILOT SCREW ADJUSTMENT

IDLE DROP PROCEDURE (U.S.A. ONLY)

NOTE

- The pilot screws are factory pre-set and no adjustment is necessary unless the pilot screws are replaced.
- Use a tachometer with graduations of 50 rpm or smaller that will accurately indicate a 50 rpm change.

1. Turn each pilot screw clockwise until it seats lightly and back it out to the specification given.
This is an initial setting prior to the final pilot screw adjustment.

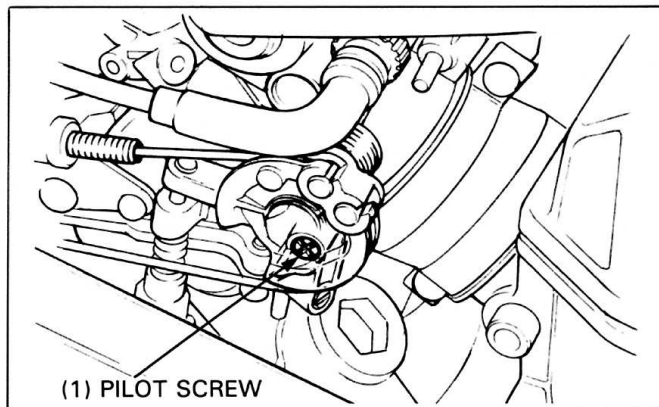
INITIAL OPENING:

	49 st, model	Carifornia model
'88	2-1/8 turns out	2-1/2 turns out
After '88	Front: 1-1/2 turns out Rear: 1	1-3/8 turns out

CAUTION

- *Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.*

2. Warm up the engine to operating temperature.
Stop and go riding for 10 minutes is sufficient.
3. Attach a tachometer according to the manufacturer's instructions.
4. Adjust the idle speed with the throttle stop screw.



5. Turn each pilot screw 1/2 turn out from the initial setting.
6. If the engine speed increases by 50 rpm or more, turn each pilot screw out by an additional 1/2 turn until engine speed drops by 50 rpm or less.
7. Adjust the idle speed with the throttle stop screw.
8. Turn the rear cylinder carburetor pilot screw in until the engine speed drops 50 rpm.
9. Turn the rear cylinder carburetor pilot screw 1 turn out from the position obtained in step 8.
10. Adjust the idle speed with the throttle stop screw.
11. Perform steps 8, 9 and 10 for the front cylinder carburetor pilot screw.
12. Drive new pilot screw plugs into the pilot screw bores with a 7 mm valve guide driver (P/N 07942-8230000). When fully seated the plug surfaces will be recessed 1 mm.

HIGH ALTITUDE ADJUSTMENT (U.S.A. only)

When the vehicle is to be operated continuously above 2,000 m (6,500 feet) the carburetors must be readjusted as follows to improve driveability and decrease exhaust emissions.

Remove each pilot screw plug (page 4-7).

Warm up the engine to operating temperature. Stop and go riding for 10 minutes is sufficient.

Turn each pilot screw clockwise 1/2 turn.

Adjust the idle speed to specification with the throttle stop screw.

IDLE SPEED: 1,200 ± 100 rpm

NOTE

- This adjustment must be made at high altitude to ensure proper high altitude operation.

Drive new pilot screw plugs into the pilot screw bores (page 4-7).

Attach a Vehicle Emission Control Information Update label on the left sub-frame upper pipe as shown. See SL#132 for information on obtaining the label.

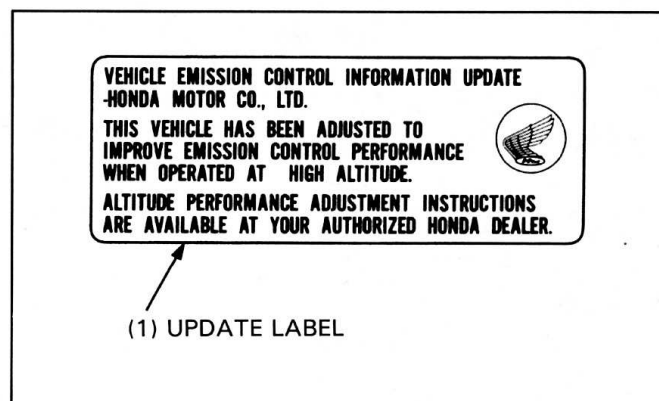
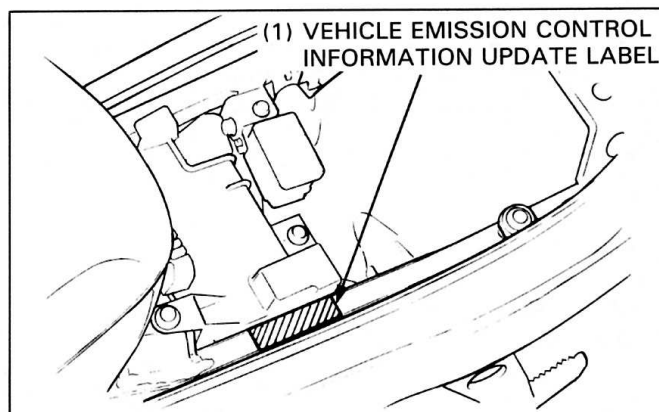
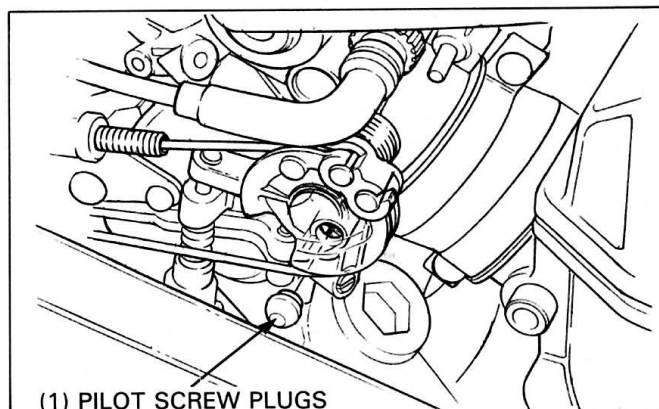
NOTE

- Do not attach the label to any part that can be easily removed from the vehicle.

▲ WARNING

- *Operation at an altitude lower than 1,500 m (5,000 feet) with the carburetors adjusted for high altitudes may cause the engine to idle roughly and stall.*

When the vehicle is to be operated continuously below 1,500 m (5,000 feet), turn each pilot screw counterclockwise 1/2 turn to its original position after removing each pilot screw plug and adjust the idle speed to specification (page 4-1). Drive new pilot screw plugs into the pilot screw bores (page 4-7). Be sure to do these adjustments at low altitude with the engine at normal operating temperature.



FUEL SYSTEM

PURGE CONTROL VALVE INSPECTION (California model only)

NOTE

- The purge control valve should be inspected if hot restart is difficult.

Check all fuel tank, Purge Control Valve (PCV), and charcoal canister hoses to be sure they are not kinked and are securely connected. Replace any hose that shows signs of damage or deterioration.

NOTE

- The PCV is located under the fuel tank.

Disconnect the PCV hoses from their connections and remove the PCV from its mount. Refer to the routing label on the air cleaner case cover for hose connections.

Connect a vacuum pump to the 8 mm (0.31 in.) I.D. hose No. 5 that goes to the 3-way joint. Apply the specified vacuum to the PCV.

SPECIFIED VACUUM: 250 mm (9.8 in) Hg

The specified vacuum should be maintained.
Replace the PCV if vacuum is not maintained.

TOOL:

Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
	(U.S.A. only)

Remove the vacuum pump and connect it to the vacuum hose No. 11 that goes to the left carburetor body.
Apply the specified vacuum to the PCV.

SPECIFIED VACUUM: 250 mm (9.8 in) Hg

The specified vacuum should be maintained.
Replace the PCV if vacuum is not maintained.

TOOL:

Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
	(U.S.A. only)

Connect a pressure pump to the 8 mm (0.31 in.) I.D. hose No. 4 that goes to the charcoal canister. While applying the specified vacuum to the PCV hose that goes to the 3-way joint pump air through the canister hose. Air should flow through the PCV and out of the hose that goes to the 3-way joint.
Replace the PCV if air does not flow out.

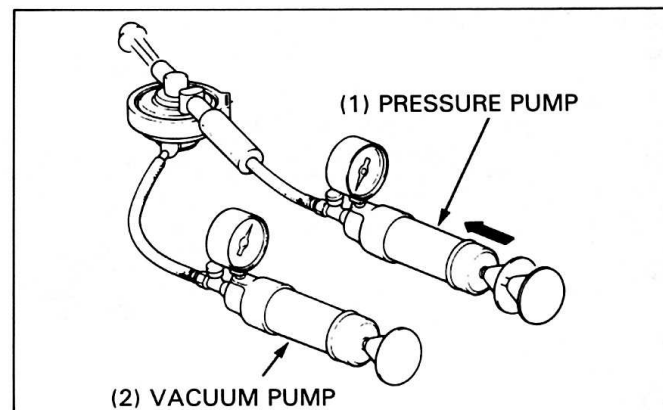
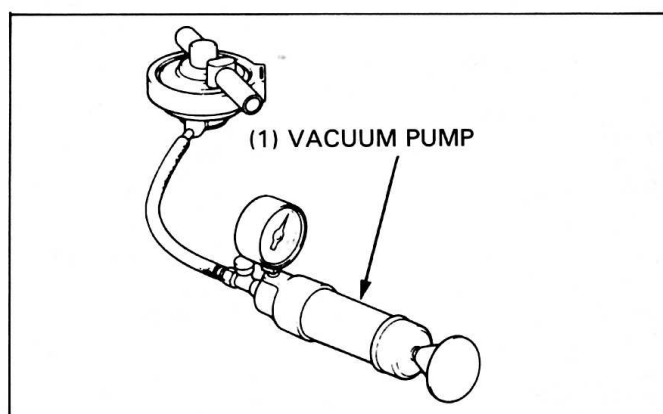
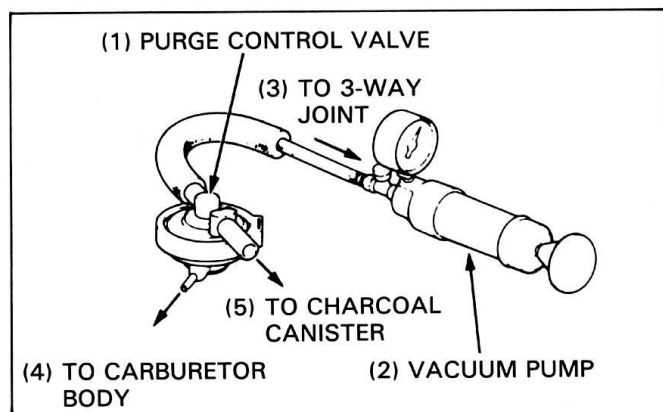
CAUTION

- To prevent damage to the purge control valve, do not use high pressure air sources. Use a hand operated air pump only.

TOOL:

Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
Pressure pump	ST-AH-255-MC7
	(U.S.A. only)

Remove the pumps, install the PCV on its mount, route and re-connect the hoses according to the routing label (page 4-18).



AIR VENT CONTROL VALVE INSPECTION (California model only)

Disconnect the Air Vent Control Valve (AVCV) hoses from their connections and remove the AVCV from its mount. Refer to the routing label on the air cleaner case cover for hose connections.

Connect a vacuum pump to the No. 10 hose that goes to the right carburetor body.

Apply the specified vacuum to the AVCV.

SPECIFIED VACUUM: 250 mm (9.8 in) Hg

TOOL:

Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
	(U.S.A. only)

The specified vacuum should be maintained.
Replace the AVCV if vacuum is not maintained.

CAUTION

- To prevent damage to the air vent control valve, do not use high pressure air sources. Use a hand operated air pump only.

Connect the vacuum pump to the air vent port of the AVCV. Apply vacuum to the AVCV. The vacuum should hold steady. Replace the AVCV if vacuum leaks.

TOOL:

Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
	(U.S.A. only)

Connect the vacuum pump to the No. 10 hose that goes to the right carburetor body.

Connect the pressure pump to the air vent port of the AVCV. While applying the vacuum to the AVCV No. 10 hose that goes to the right carburetor body, pump air through the air vent port.

Air should flow through the AVCV and out of the hose that goes to the carburetor air joint pipe.

TOOL:

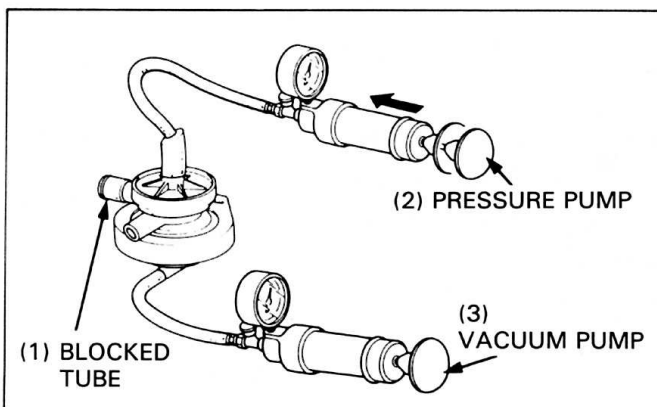
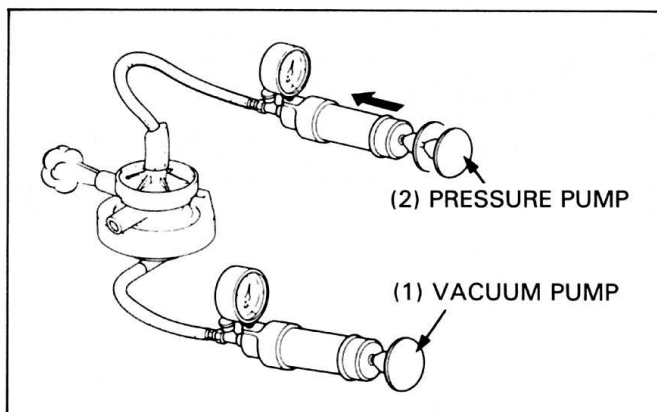
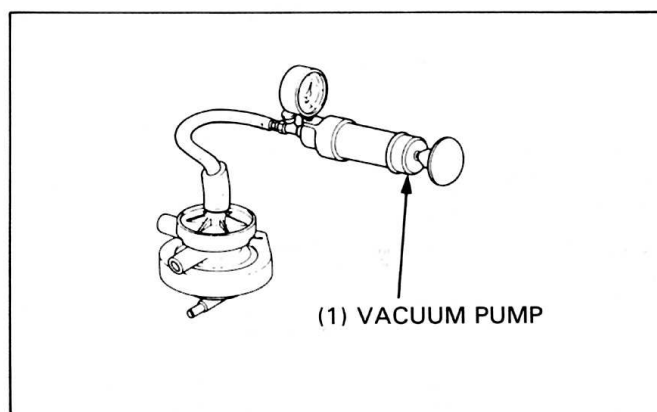
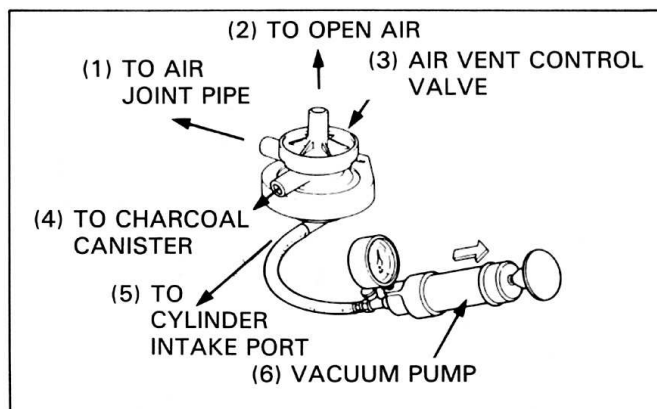
Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
Pressure pump	ST-AH-255-MC7
	(U.S.A. only)

Plug the hose that goes to the carburetor air joint pipe. While applying vacuum to the AVCV No. 10 hose that goes to the 3-way joint, apply air pressure. It should hold steady.

Replace the AVCV if pressure is not retained.
Remove the pumps, install the AVCV on its mount, route and reconnect the hoses according to the routing label.

TOOL:

Vacuum/Pressure pump	A937X-041-XXXXX or
Vacuum pump	ST-AH-260-MC7
Pressure pump	ST-AH-255-MC7
	(U.S.A. only)



FUEL SYSTEM

SECONDARY AIR SUPPLY SYSTEM (California model only)

SYSTEM INSPECTION

Start the engine and warm it up to normal operating temperature.
Disconnect the secondary air intake hose from the air cleaner case.

NOTE

- Do not disconnect the fuel tubes from the tank.

Check that the secondary air intake ports are clean and free of carbon deposits.

Check the secondary air intake hose for clogging, deterioration or damage and replace if necessary.
Check the reed valves in the air suction valve (ASV) if the intake hose or supply hose is damaged by exhaust gas.
Disconnect the vacuum tube (No. 10) from the ASV and install a plug in the vacuum tube to keep air from entering.
Connect the vacuum pump to the ASV.

TOOL:

Vacuum/Pressure pump

Vacuum pump

A937X-041-XXXXX or
ST-AH-260-MC7
(U.S.A. only)

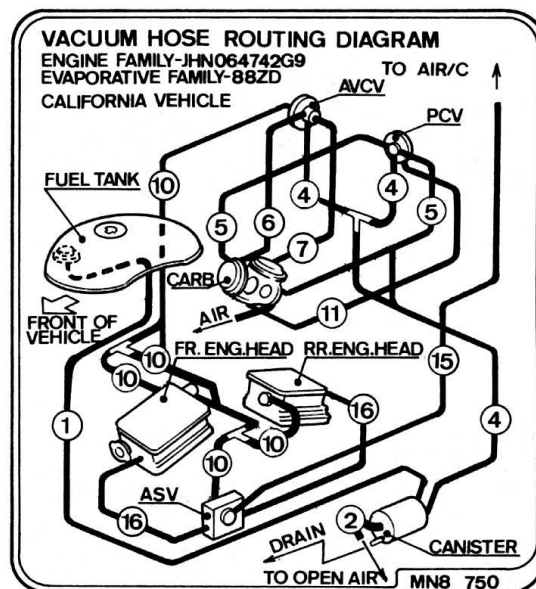
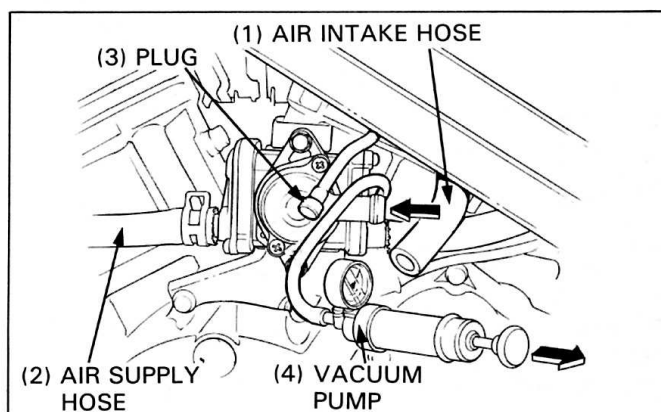
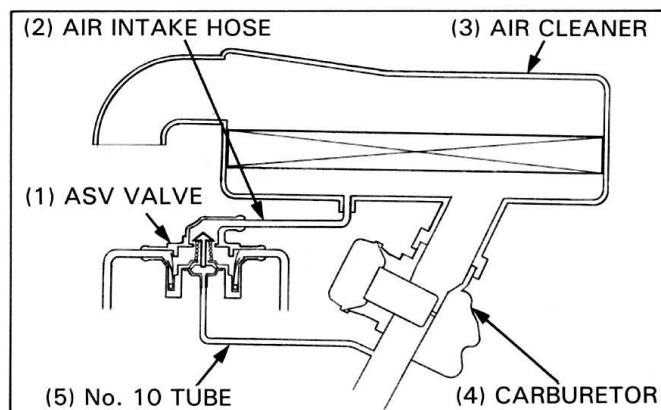
Start the engine and open the throttle slightly to be certain that air is sucked in through the intake hose.
If air is not drawn in, check the air supply hoses and vacuum tube for clogging.
With the engine running, gradually apply vacuum to the ASV.
Check that the air intake hose stops drawing air, and that the vacuum does not bleed off.

SPECIFIED VACUUM:

300-370 mm (11.8-14.6 in) Hg

If air is still drawn in, or if the specified vacuum is not maintained, install a new ASV.

If afterburn occurs on deceleration, even when the secondary air supply system is normal, check the air cut-off valve for correct vacuum operation.



REED VALVE INSPECTION

Disconnect the air supply hoses from the reed valve covers of the ASV.

Disconnect the vacuum tube and air intake hose from the ASV.

Remove the ASV mounting bolts and ASV.

Remove the two screws, the reed valve cover and the reed valve from the ASV.

Check the reed valve for damage or fatigue, and replace if necessary.

Install a new reed valve if the seat rubber is cracked or damaged, or if there is clearance between the reed valve and seat.

CAUTION

- *Do not disassemble the reed valve assembly or bend the reed stopper.*
- *If the stopper, reed or seat is faulty, replace the valve as an assembly.*

Assemble and install the ASV in the reverse order of disassembly/removal.

NOTE

- After installing, make sure the air and vacuum tubes are correctly connected (page 1-10 to 15.).

