

3.12 CARBURETOR

WARNING

Gasoline is extremely flammable and explosive under certain conditions.

Always stop the engine and refuel outdoors or in a well ventilated area.

⚠ Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.

⚠ If you get gasoline in your eyes or if you swallow gasoline, see your doctor immediately.

⚠ If you spill gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing.

⚠ Never start the engine or let it run in an enclosed area. Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.

⚠ Never drain the float bowl when the engine is hot. Severe burns may result.

CARBURETOR REMOVAL

1. Remove:

- Auto choke lead coupler

2. Remove:

- Fuel hose

3. Remove:

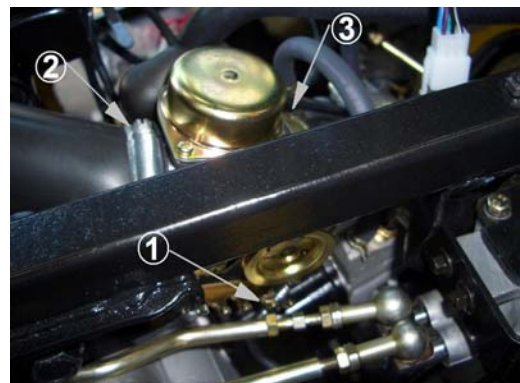
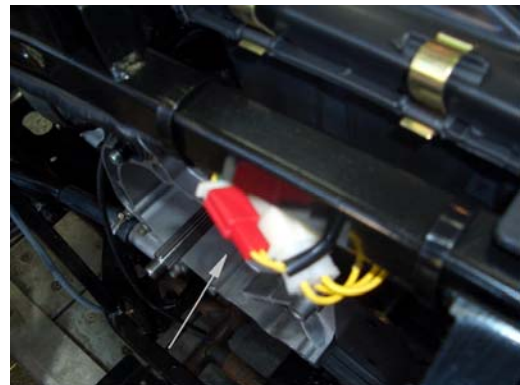
- Nut①
- Throttle cable

4. Losen:

- Bolt②
- Bolt③

5. Remove:

- Carburetor assy



CARBURETOR DISASSEMBLY/ INSPECTION

6. Auto choke inspection

(Ambient temperature lower than 45°C)

●Connect auto choke unit leads to the 12V battery for 5 minutes.

●Connect pipe to the starter①, and blow it with the mouth etc.

Possible→Replace auto choke unit.

Impossible→Good condition.

● Remove auto choke unit leads to the 12V battery for 30 minutes.

●Connect pipe to the starter①, and blow it with the mouth etc.



Possible→Good condition.

Impossible→Replace auto choke unit.

7. Remove:

- Blot①
- Auto choke unit②



8. Auto choke unit inspection:

- Piston①
- Jet needle②

Wear→Replace.

9. Install:

- Auto choke unit



VACUUM CHAMBER

10. Remove:

- Cover①



11. Remove:

- Diaphragm spring①
- Piston valve②



12. Inspection:

- Jet needle

Wear → Replace.

- Piston valve

Wear → Replace.

Check the jet needle for stepped wear.

Check the vacuum piston for wear or damage.

Check the diaphragm for holes, deterioration or damage.

Check the vacuum piston for smooth operation up

and down in the carburetor body.

FLOAT AND JETS

13. Remove:

- Float chamber ①

WARNING

Never drain the float bowl when the engine and the exhaust system are hot. Severe burns may result.

- Float ②

- Needle valve ③



14. Inspection:

- Needle valve

Wear → Replace.

Check the float valve and valve seat for scoring scratches, clogging or damage.

check the tip of the float valve, where it contacts the

valve seat, for stepped wear or contamination.

check the operation of the float valve.



15. Remove:

- Pilot jet

Check the pilot jet for wear or damage. Clean the

pilot jet with cleaning solvent and blow this open with compressed air.



16.Remove:

●Main jet

Check the main jet for wear or damage. Clean the main jet with cleaning solvent and blow this open with compressed air.



17.Remove:

●Main nozzle

Check the main nozzle for wear or damage. Clean the main nozzle with cleaning solvent and blow this open with compressed air.



18.Remove:

●Pilot screw set

Turn the pilot screw in and carefully count the number of turn until it seats lightly. Make a note of this to use as a reference when reinstalling the pilot screw.



AIR CUT-OFF VALVE

19.Remove:

●Cover①

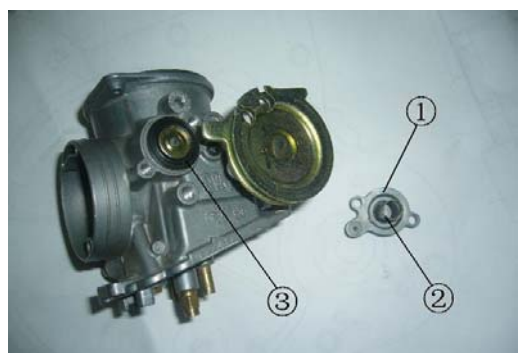
●Compressing spring②

●Diaphragm③

20.Inspection:

●Compressing spring

Distortion→Replace.



- Diaphragm

Wear→Replace.

21. Reverse the removal procedure for installation.

ACCELERATING PUMP

22.Remove:

- Cover①

Check the vacuum piston for wear or damage.



23.Inspection:

- Compressing spring①

Distortion→Replace.

- Diaphragm②

Wear→Replace.

24. Reverse the removal procedure for installation.

