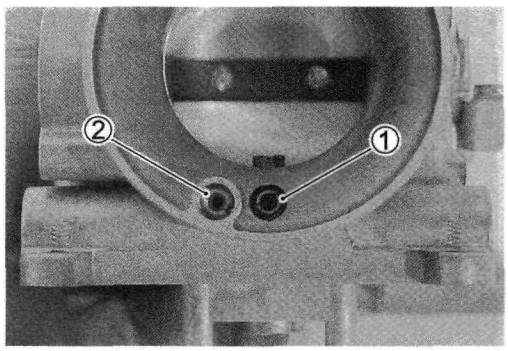
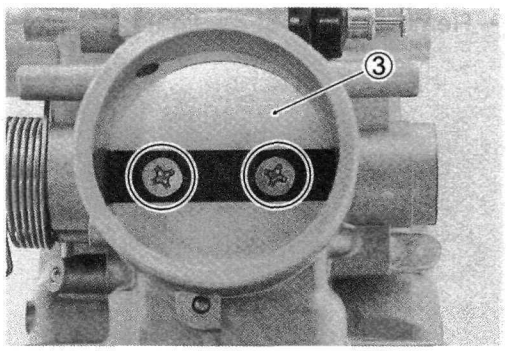
⚠ CAUTION

*** Do not remove the main air jet ①.**
*** It is press fitted at the factory and attempting to remove it will cause damage.**



- Remove the pilot air jet ②.

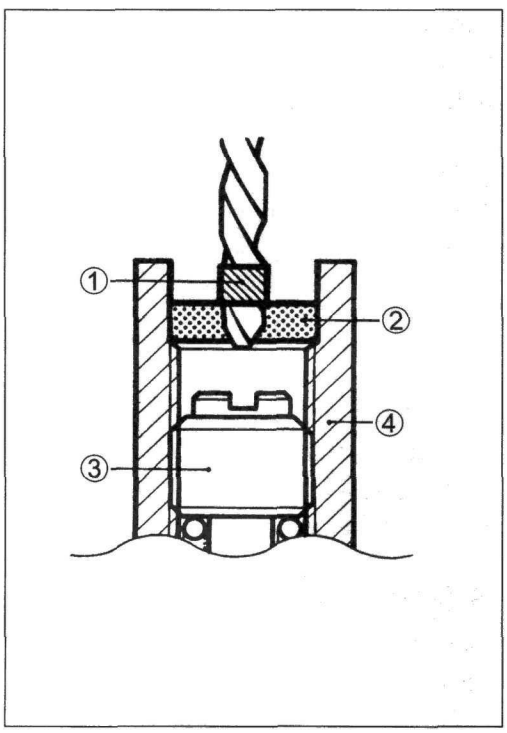
- Remove the throttle valve ③.



PILOT SCREW REMOVAL (For with plug type)

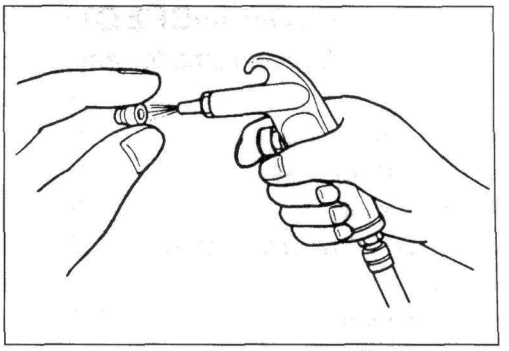
Because harsh cleaning solvents can damage the O-ring seals in the pilot system, the pilot system components should be removed before cleaning.

- Use a 1/8" size drill bit with a drill-stop to remove the pilot screw plug. Set the drill-stop 6 mm from the end of the bit to prevent drilling into the pilot screw. Carefully drill through the plug.
- Thread a self-tapping sheet metal screw into the plug. Pull on the screw head with pliers to remove the plug. Carefully clean any metal shavings from the area.
- Slowly turn the pilot screw clockwise and count the number of turns until the screw is lightly seated. Make a note of how many turns were made so the screw can be reset correctly after cleaning.
- Remove the pilot screw along with the spring, washer, and O-ring.
- After cleaning, reinstall the pilot screw to the original setting by turning the screw in until it lightly seats, and then backing it out the same number of turns counted during disassembly.
- Install a new plug by tapping it into place with a punch.



① Drill-stop
② Plug
③ Pilot screw
④ Carburetor body

CARBURETOR CLEANING



⚠ WARNING

Some carburetor cleaning chemicals, especially dip-type soaking solutions, are very corrosive and must be handled carefully. Always follow the chemical manufacturer's instructions on proper use, handling and storage.

- Clean all jets with a spray-type carburetor cleaner and dry them using compressed air.
- Clean all circuits of the carburetor thoroughly – not just the perceived problem area. Clean the circuits in the carburetor body with a spray-type cleaner and allow each circuit to soak, if necessary, to loosen dirt and varnish. Blow the body dry using compressed air.

⚠ CAUTION

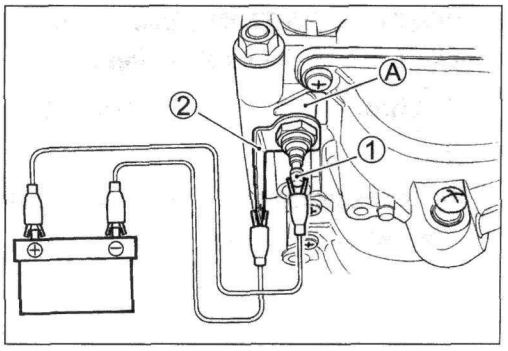
Do not use a wire to clean the jets or passageways. A wire can damage the jets and passageways. If the components cannot be cleaned with a spray cleaner it may be necessary to use a dip-type cleaning solution and allow them to soak. Always follow the chemical manufacturer's instructions for proper use and cleaning of the carburetor components.

- After cleaning, reassemble the carburetor with new seals and gaskets.

CARBURETOR HEATER INSPECTION

(Only for E-02)

- Remove the carburetor assembly. (☞4-14)
- Disconnect the carburetor heater terminal lead wires.
- Connect the positive ⊕ terminal of a 12V battery to the terminal ① of the carburetor heater and the battery negative ⊖ terminal to the terminal ②.
- Check that the heater section Ⓐ is heated in 5 minutes after the battery has been connected. If the carburetor heater is not heated up, replace the carburetor heater with a new one.



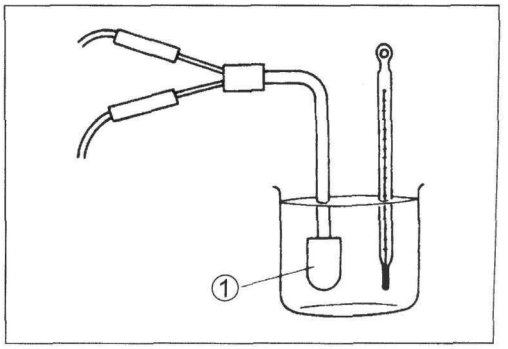
⚠ WARNING

Do not touch the carburetor heater directly to prevent burn.

THERMO-SWITCH INSPECTION

(Only for E-02)

- Cool the thermo-switch ① with ice water and check for continuity.



TOOL **09900-25008: Multi-circuit tester**

DATA

Thermo-switch continuity	Below 8 – 14°C	Yes
	Above 15 – 21°C	No

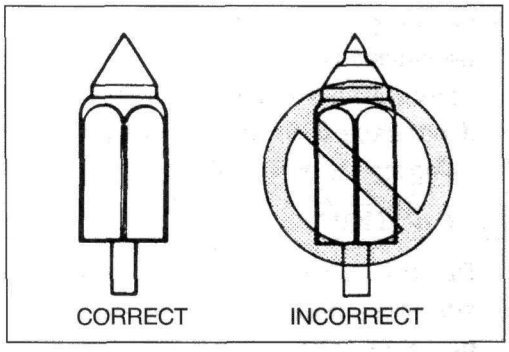
CARBURETOR INSPECTION

Check the following items for any damage or clogging.

* Pilot jet
* Main jet
* Main air jet
* Pilot air jet
* Needle jet air bleeding hole
* Float
* Needle valve
* Jet needle
* Valve seat
* Piston valve
* Starter (enricher) jet
* Gasket and O-ring
* Throttle shaft oil seal
* Diaphragm
* Pilot outlet and by-pass ports

NEEDLE VALVE INSPECTION

If foreign matter is caught between the valve seat and the needle valve, the gasoline will continue flowing and overflow. If the valve seat and needle valve are worn beyond the permissible limits, similar trouble will occur. Conversely, if the needle valve sticks, the gasoline will not flow into the float chamber. Clean the float chamber and float parts with gasoline. If the needle valve is worn, as shown in the illustration, replace it along with a new valve seat. Clean the fuel passage of the mixing chamber using compressed air.

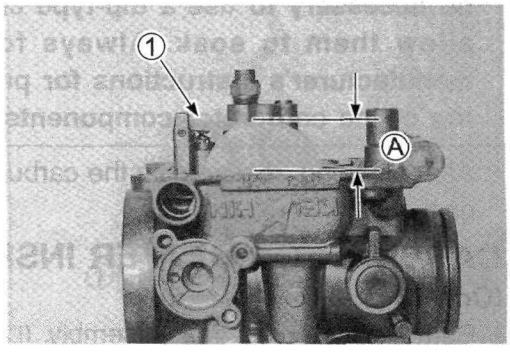


FLOAT HEIGHT ADJUSTMENT

To check the float height, turn the carburetor upside down.
Measure the float height Ⓐ while the float arm is just contacting the needle valve using vernier calipers.
Bend the tongue ① as necessary to bring the float height Ⓐ to the specified level.

TOOL 09900-20102: Vernier calipers

DATA Float height Ⓐ: 17.0 ± 1.0 mm (0.67 ± 0.04 in)



THROTTLE POSITION SENSOR INSPECTION

Measure the resistance between the terminals as shown.

DATA Throttle position sensor resistance: Approx. 5 kΩ

NOTE:
When performing this test, it is not necessary to remove the throttle position sensor.