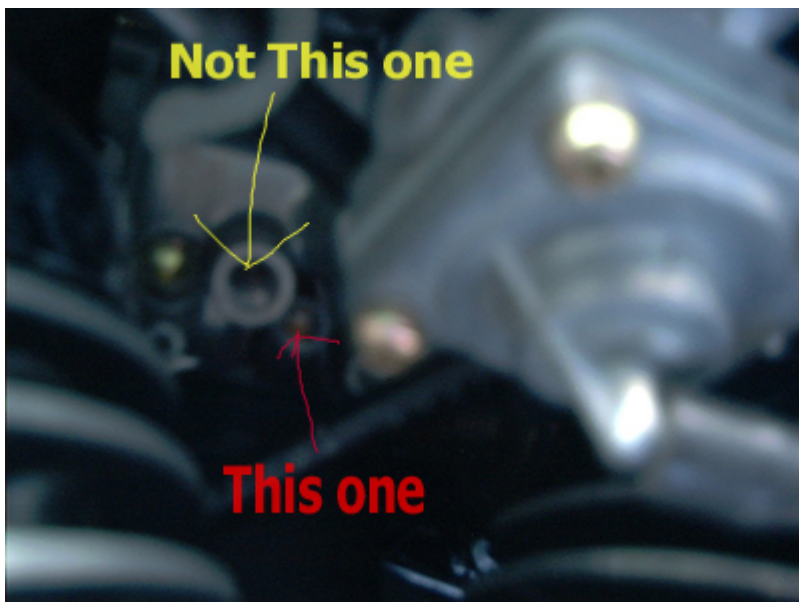
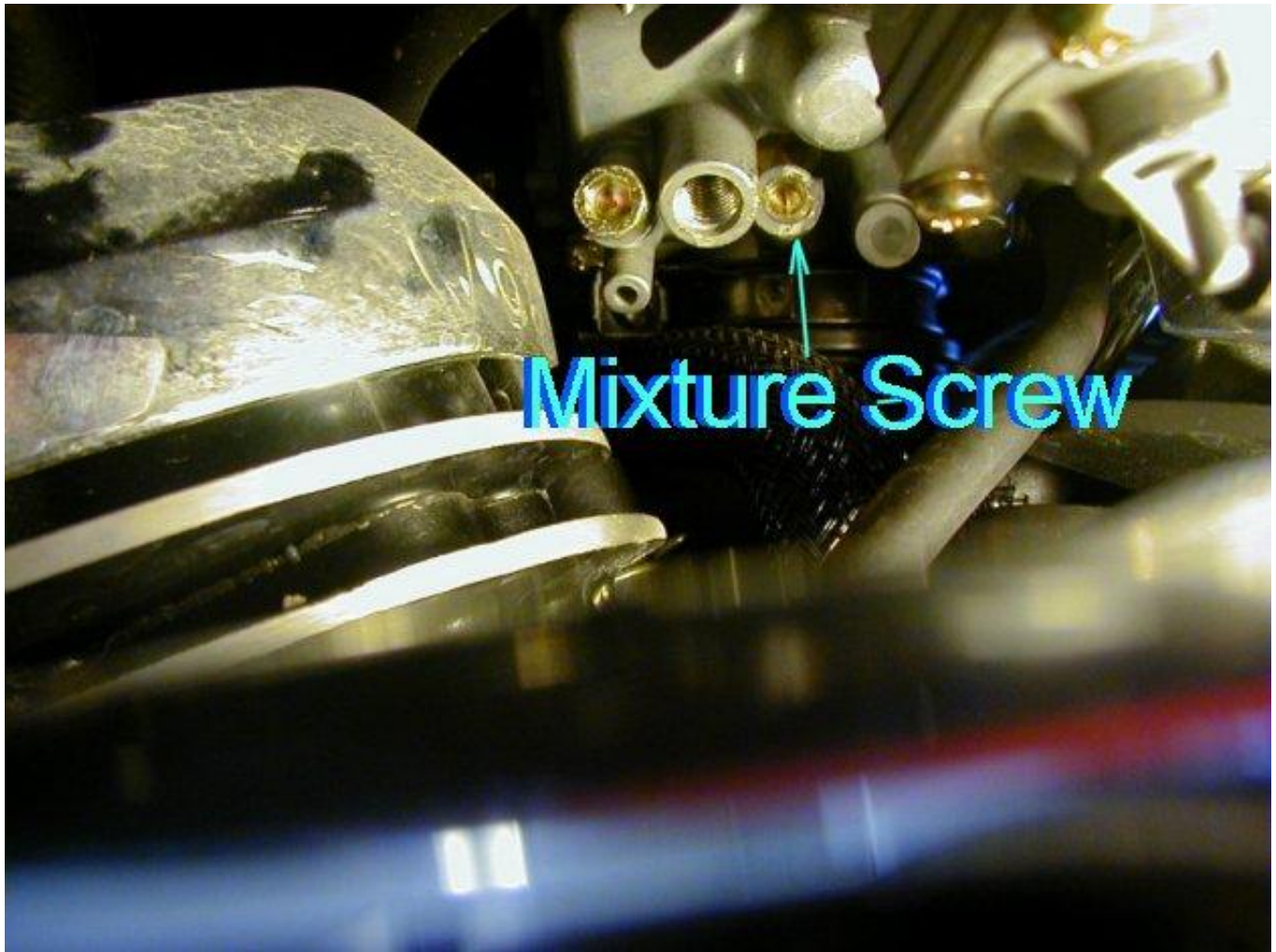


## *Carburetor Adjustment Screw*



Doug-

Here are some former posts I found on the subject by doing a search. Sorry I don't have the names of the people who contributed this information. I saved it on my computer and did not add the names. One thing to add though regarding your question- When you drill out the plug and go to turn the screw to make it run leaner or richer (by the way, our bikes are set very lean, and I think yours would be the first one to be running rich), you start by tightening the screw to see how far yours was out. It should be about 2.5 turns out. So if you're going to go richer you would go out 2.75 turns and try it out. Someone posted an outstanding photo, but I don't remember who it was. However I saved it and I put on my page for you. Thanks to whoever took the photo. So just look up from the left side of your bike with a flashlight and you will see it.

GT

Mixture screw adjustment

I managed to drill my plug out without removing the tank. I loosened up the rear bolt on the tank and raised it a bit. I purchased an extra long bit set the other day and it had the perfect bit so I could drill the plug. I have a pick of the location of the plug. As I have been informed, this screw just affects the pilot circuit of the carb. This circuit controls the first 1/8 to 3/16 of throttle roll-on. The mid portion of throttle is controlled by the needle setup/design and the last 1/2 to 1/3 of throttle (mid to high rev) is controlled by the main jet. The pilot screw does affect things at low throttle and it certainly affects idle. These all cascade, so changing this setting will affect the overall mixture, only slightly. Drastic changes to the pipes I think would make new jets a must. I would imagine that changing the main jet really shows up when you roll on hard. (I hope to find out one day).

Fish

i just rejettted this weekend, so i'll tell ya, i know this carb like the back of my hand now!

if you're looking between the gas tank and the pair valve, look at an upward angle.. the mix screw is up there on the bottom of the carb. BUT you can't adjust it unless you've rejettted before. there's a plug that's over the screw so you can't mess with it from factory settings. you have to drill out the brass plug to see it. as far as getting the carb off, if you know how to get the tank off, all you do is connect the airbox hose from the top of the carb, and the hose clamp that holds the carb to the bike. VERY simple. once you flip the carb over you'll see the plug and mixture screw i'm talking about...

if your bike has been jetted, and the mixture screw hasn't been reblocked, you should be able to see it from the side of the bike like i was saying. it's not "way up" inside. gary has some pics of this i believe....shows it real well.

If you stand on the left side of the bike and look up under the tank at the carb, the plug will be facing you. You have to remove the carb and drill out the plug to be able to adjust the mixture

Yes it is on the bottom. You can get to it from the shift lever side. You need to pull the tank, air breather and shift lever side spark plug wire to pull the carb out. It isn't too bad to do. I did it without totally removing anything except the airbreather. You need a lawn chair to rest the tank on while working on the carb. It has to be pulled up and turned over to work on it. Be careful to have a few rags with you and make sure your tank is pretty empty. You don't need gas all over the place as it will leak everywhere.

My bike is running a little rich. Is there a carburetor adjustment screw somewhere that I can make a minor adjustment without re-jetting? I just need to lean it out a bit. If you have done this please walk me through it. Thanks.

Doug

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doug

You will have to drill (1/8" bit) out the plug on the bottom of the carb so you can gain access to the mixture screw. Clockwise=Lean Counterclockwise= Rich

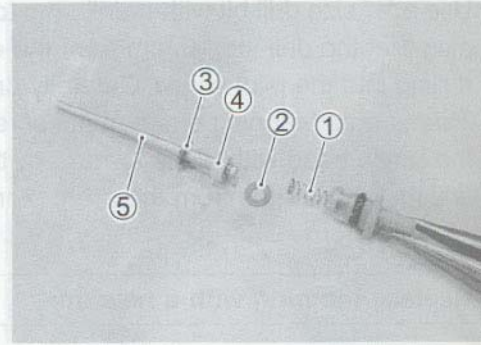
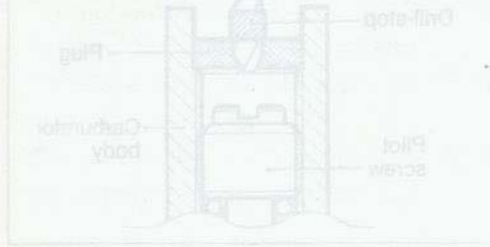
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Thanks Rich,  
Is this adjustment in full turn increments?

Doug

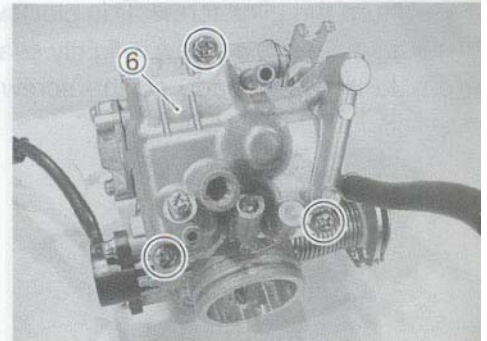
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- Remove the spring ①, washers ②, ③, retainer ④ and jet needle ⑤.



- Remove the float chamber ⑥.

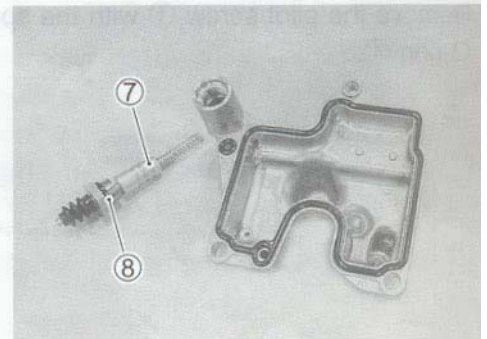
**TOOL** 09900-09004: Impact driver set



- Remove the accelerator pump plunger ⑦.
- Remove the O-ring ⑧.

**CAUTION**

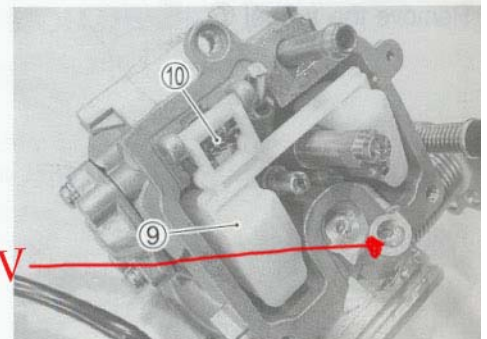
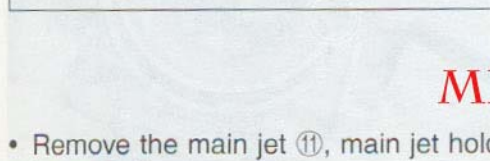
Use a new O-ring to prevent fuel leakage.



- Remove the float ⑨ and needle valve ⑩ by removing the float pin.

**CAUTION**

Do not use a wire to clean the valve seat.



**MIXTURE SCREW**

- Remove the main jet ⑪, main jet holder ⑫, valve seat ⑬ and pilot jet ⑭.

