(C 90, CT 90)

1. When the transmission is shifted to low gear while the engine is idling, the engine should not stall or jolt.

2. As the throttle is opened, the motorcycle should start to move gradually.

11. Carburetor cleaning and adjustment

A dirty carburetor or carburetor out of adjustment will cause poor engine performance. As an example, a carburetor set to a lean fuel air mixture will cause the engine to overheat while a rich mixture will cause engine to run sluggish. An over flowing of fuel from the carburetor is a possible fire hazzard, therefore, periodic cleaning and adjustment should be performed.

1. Cleaning
   a. Disassemble the carburetor and wash the parts in gasoline.
   b. Blow out the nozzles with compressed air and after cleaning and reassembly, make the adjustment.

2. Idle adjustment

   The idle adjustment is performed with both the throttle stop screw and the air screw by the following procedure. (Fig. 5. 20)

   a. Set the throttle stop screw to the specified idling speed. (Fig. 5. 21)
   b. Next, adjust the air screw by turning slowly in both direction to obtain the highest engine speed.

   Turning the screw in will produce a rich fuel mixture.

   Turning the screw out will produce a lean fuel mixture.

   c. Reduce the engine speed which has gone up in (b) to the specified RPM by regulating the throttle stop screw.
   d. At this throttle stop screw setting, recheck the carburetor adjustment by manipulating the air screw.
   e. After the idling adjustment has been completed, check the carburetor by snapping the throttle and also check the throttle response. The air screw should be set to $1/8$ turn of the specified setting. (Refer to page 73)

NOTE: All adjustment should be made after the engine has attained operating temperature.

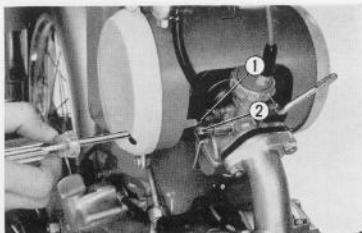Fig. 5. 20 Adjusting the carburetor
① Throttle stop screw
② Air screw

MODEL	IDLING SPEED (R.P.M.)
S 90	1,250~1,350
CL 90, CL 90 L	"
CD 90	"
C 90	1,400~1,600
CT 90	"

Fig. 5. 21 Idling speed setting table