



Fig. 6-19

- d. If the swing of the gauge needle is large tighten the gauge restrictor valve to reduce the needle movement within 2 cmHG.

When the indicated pressure is lower than 15 cmHg, check the following possible defects.

- Inlet or exhaust valve sticking open
 - Absence of slack in the throttle cable
 - Loose spark plug
 - Loose clamp on the carburetor connecting tube
- e. Turn the air screw slightly at a time within 1/8 turn in both directions from the original setting, pausing for about 5 seconds to locate a point of highest engine speed by the tachometer. Perform this adjustment to all carburetors.

If it takes over a full turn more or 1/2 turn less than the original setting to change the engine speed check the following possible cause.

Air screw adjustment requires over 2 turns	Air screw adjustment requires less than 1/2 turn
Clogged air passage	Clogged slow jet
Worn air screw valve	Clogged slow jet passage
Float level too high	Float level too low
Loosened slow jet	Excessively worn air screw valve seat

- f. Open the throttle valve slowly about 1/4 turn by the throttle grip for 30 seconds. Observe the vacuum gauge and note the location where the drop of pressure is not even to the other carburetors. Slow down the engine and adjust the throttle cable adjuster on the carburetor concerned. If drop of vacuum pressure is quicker than others turn the adjuster clockwise, namely increase the free play of the throttle cable.

If the drop of pressure is slower than the others, turn the adjuster counter clockwise.

The difference of the vacuum pressure the four carburetors should be less than 2 cmHG. Tighten the lock nuts and fit the rubber caps, when the adjustment has been completed.

- (3) Final adjustment without vacuum gauge

- a. Set the idling speed to 850~950 RPM with the throttle stop screws. Turn the throttle stop screws clockwise to increase the idling speed. Adjust each carburetor in the same amount.