

PILOT SCREW ADJUSTMENT

- The pilot screw are factory pre-set. Adjustment is not necessary unless the carburetor are overhauled or new pilot screw are installed.
- Use a tachometer with graduations of 50 min^{-1} (rpm) or smaller that will accurately indicate a 50 min^{-1} (rpm) change.

IDLE DROP PROCEDURE (XR125LK/LEK)

1. Turn the pilot screw clockwise until it is lightly seated then back it out the specification given.
This is an initial setting prior to the final pilot screw adjustment.
- Damage to the pilot screw seat will occur if the pilot screw is tightened to the seat.

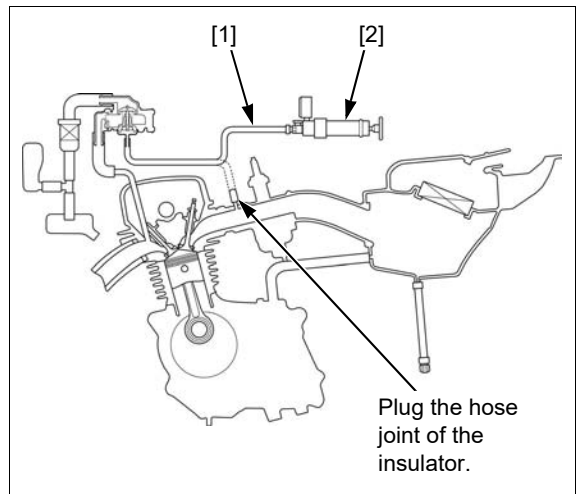
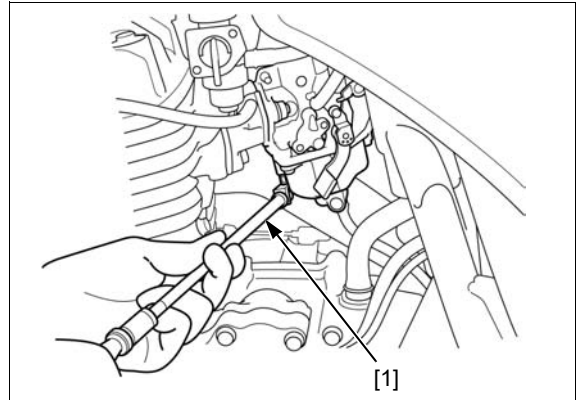
INITIAL OPENING: 1-3/4 turns out

TOOL:

[1] Pilot screw wrench 07908-4730002

2. Warm up the engine to operating temperature. Stop and go riding for 10 minutes sufficient.
3. Stop the engine and connect a tachometer according to the tachometer manufacturer's instructions.
4. Disconnect the PAIR control valve vacuum hose [1], then connect the vacuum pump [2] and plug the vacuum port.

Apply the specified vacuum to the PAIR control valve vacuum hose more than 330 mm Hg.



5. Start the engine and adjust the idle speed with the throttle stop screw [1].

IDLE SPEED: $1,500 \pm 100 \text{ min}^{-1}$ (rpm)

6. Turn the pilot screw inward or outward slowly to obtain the highest engine speed.
7. Lightly open the throttle 2 – 3 times, then adjust the idle speed with the throttle stop screw.
8. Turn the pilot screw inward to the final opening.

FINAL OPENING: 1 turns in from the position obtained in step 7

9. Readjust the idle speed with the throttle stop screw.

