

valve components which may be causing the trouble and make the repair. Further, if there is fuel leak with the lever in the stop position, the valve packing is defective and should be replaced.

Caution: Whenever fuel has been spilled on the engine, it should be completely wiped off before starting the engine, or else, there may be possibility of a fire.

- (3) Remove the fuel valve strainer cup and clean the strainer and cup with gasoline. If it is necessary to replace the strainer, the gasket should also be replaced. Tighten the strainer cup properly. When cleaning the strainer or when checking the valve for fuel flow, the fuel should not be permitted to spill on the floor but, rather, should be caught in some type of vessel so as not to create a fire hazard condition.

11. Adjust carburetor

- (1) Operate the choke valve through the full operating range and check its condition. If there is any unsatisfactory condition, the cause should be determined and corrected. Next, start the engine and with it operating at idle speed, close the choke valve fully; if the engine does not stall out, the choke rod for the respective carburetors should be adjusted so that the choke valves are fully closed. (Refer to page 78)

To adjust the choke valve precisely, disconnect the fuel tank and the carburetor connecting tube, peep into the inlet port and check the clearance between choke valve and venturi when the choke valve is fully closed. The clearance should be 0.02 in (0.5 mm).

- (2) Start the engine and allow to warm up for several minutes. Then check to see if the idling speed is 850-950 RPM with the tachometer relatively stable. If the speed is not within this range, make the adjustment with the throttle stop screws by turning all four screws equally within the range of 1/4 turn clockwise to increase speed. (Refer to page 78-80)
- (3) Next, connect the vacuum gauge to each of the four carburetors and measure the vacuum pressure during idle speed. The pressure indications should be uniformly within the range of 20-22 cm HG and the gauge needle should not swing excessively. If adjustment is necessary, it is performed with the pilot air screw and the throttle stop screw.

(Fig. 19-10)

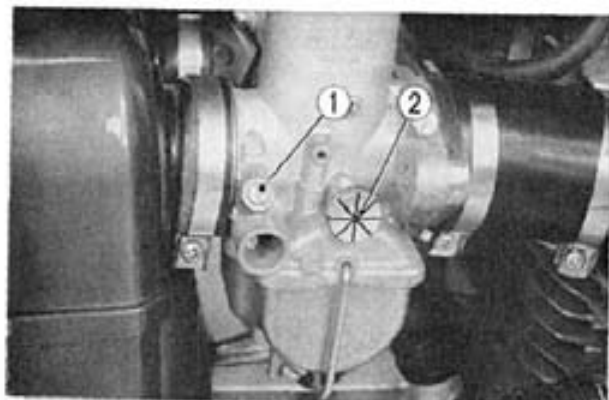


Fig. 19-10 ① Air screw
② Throttle stop screw

If in case where the vacuum gauge is not available, listen to the exhaust noise while slowly twisting the throttle grip to open throttle valve (approximately 1/4 turn). If the noise is random or popping, adjust the air screws to synchronize exhaust pressure of each of the cylinder by placing a hand at the exhaust outlet. (Refer to page 80-81)

- (4) Operate the throttle grip slowly and then rapidly for both accelerating to assure that the engine response is smooth. Also, perform the same check with the handle turned fully to both the right and left. If the condition is not normal, the problem is probably in the routing of the throttle cable or in its adjustment and should be corrected after the cause has been determined.

The standard throttle grip play is 10° to 15°. Adjust the throttle grip play at the throttle wire.

12. Oil tank and oil filter servicing

- (1) The engine oil and the oil filter are replaced at the specified intervals. Check the oil