

**Note:**

Before synchronizing the carburetor with the vacuum gauge, make sure that all the rods are extending at least one thread above the lock nut. (Fig. 20-16)

If there is insufficient thread extension, the following preadjustment must be made before adjusting the synchronization.

- ① Turn the throttle stop screw until there is a slight clearance between the stopper and the screw.
  - ② Adjust the adjuster screw so that there is a **0.070-0.189 in. (1.8-4.8 mm)** clearance between the adjuster screw and the top. (Fig. 20-15)
  - ③ Turn the throttle stop screw in the counter clockwise direction back to the original position.
5. When all the carburetors are indicating uniform vacuum pressure, adjust the throttle stop screw to obtain the specified idle speed.
6. Snap the throttle several times to verify the idle stability before tightening the lock nut.
- Torque lock nut to: **0.86-1.44 ft-lbs (12-20kg-cm)**

**Carburetor air screw adjustment**

Adjust the respective air screw so that the engine rpm is smoothest with maximum vacuum pressure. The standard adjustment which gives best performance is  $3/4$  to  $1\frac{1}{4}$  turns open from the full close position.

**Note:**

After the adjustment is completed, make sure that the rubber boots is not pinched or rolled under.

**Overcross stop adjustment**

Loosen the lock nut and turn the eccentric link pin to provide a clearance of **0.08-0.12 in. (2-3 mm)** between the throttle lever and link pin. (Fig. 20-17, 20-18)

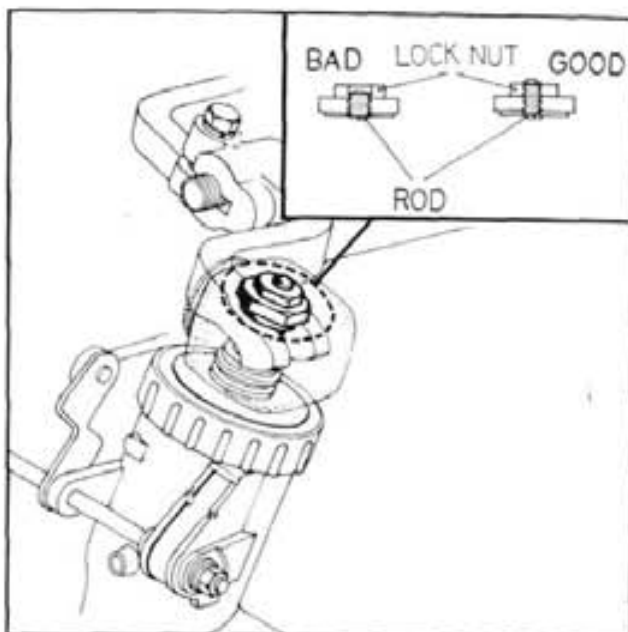


Fig. 20-16 Lock nut

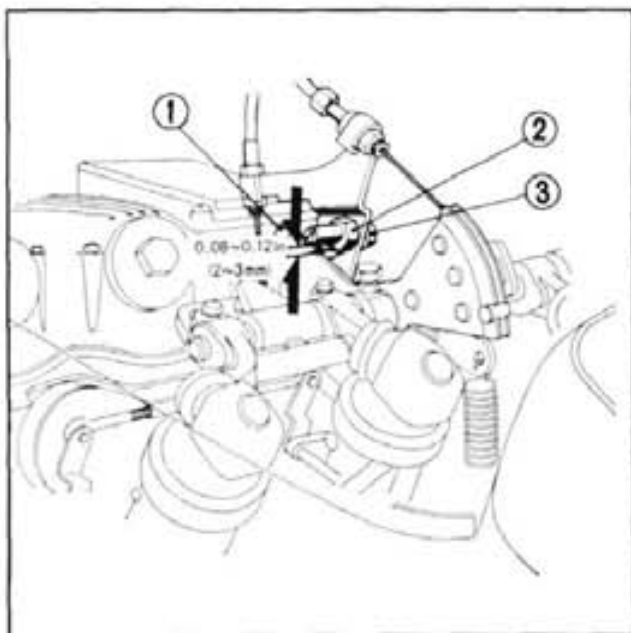


Fig. 20-17 Overcross stop adjustment

- ① Throttle lever      ③ Lock nut  
② Eccentric link pin

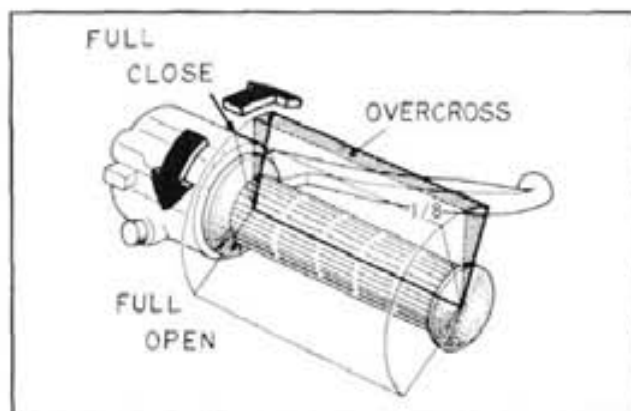


Fig. 20-18 Overcross part