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Rebuilt Carburetor General Installation Instructions

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Refer to the service manual for your specific installation details

Please review the steps below prior to installing carbs after Moto-Services carb rebuild.

1. Inspect the intake manifold boots to insure they are in good condition as air leaks will affect performance, drivability and could cause engine damage! Boots should be soft & pliable with no cracks, spits, etc. Even if the intake boots are in good shape replacing the sealing O-ring or gasket between the intake boot & cylinder head is worthwhile (not all models have a gasket here, refer to OEM parts diagram or service manual)
2. Lube throttle & choke cables, clean throttle grip at handlebar, lube lightly with grease. Verify cable routing, if not sure refer to your service manual. Attach throttle cables to carbs, most models require cable attachment prior to carb installation or at a minimum it is easier to do so prior to carb install. Lube throttle cables
3. Make sure air cleaner unit is moved as far back as possible to ease the carb installation, there will be one or more bolts to loosen up allowing the entire housing to slide back. Make sure clamps are loosen & moved as far back as possible or removed if they can be easily reinstalled after carbs are attached. Prepare intake boots by warming with a hair dryer if they are stiff. Lube them with Silicone Spray or WD40.
4. Slide carbs in from whichever side is most appropriate, left or right. If in doubt refer to service manual. NOTE! Use of a large O-ring, tape, etc. to engage the front brake lever & lock the front brake prior to pushing the carbs on. This will ensure the motorcycle does not get pushed off stand and fall over while fussing the
5. Place the carbs into the intake boots at an upwards or downwards angle to start them into the boots. Re-warm boots if needed, re-lube boots as needed. Rock the carbs into the boots, make sure all clamps are still in place as they may have fallen off or rotated to unusable angle while pushing carbs into place. Look carefully on all sides of each carb to ensure boots did not fold over when carbs were re-engaged into them
6. After carbs are fully seated into the intake boots slide the air cleaner unit back into proper position making sure the air boots are fully engaged onto carbs, not folded over & clamps are accessible in the correct position.
7. Tighten all clamps. Adjust throttle cables & choke cables for proper free-play. Turn handlebars to full lock left & right testing to make sure cable free-play remains correct. Improper cable routing or adjustment can cause engine to rev dangerously when handlebars are turned! Attach overflow hoses if your model has them, not all do.
8. Prior to reinstalling fuel tank drain & flush out any old stale fuel. Inspect tank for internal rust as loose rust or debris can cause carbs to leak, rust or debris in the carbs is not covered under our warranty! Clean & inspect fuel petcock shut off valve, rebuild or replace as needed. Fit inline fuel filter if you have fuel tank rust concerns when attaching fuel line from carbs to fuel valve.

9. Prime the carbs with fuel after you have serviced the fuel tank & fuel petcock valve. If your model has a vacuum operated fuel petcock then select the 'PRI' (Prime) position on the fuel valve for several minutes. NOTE! Don't forget to adjust the fuel valve back to the ON position after the engine is running or the OFF position for manual fuel petcocks whenever the engine is shut off at the end of your ride. Failure to observe these procedures can result in fuel leaking from overflow pipes or into air cleaner or the engine!
10. IF you have not already done so and prior to starting the engine check the air cleaner and the engine oil level to be correct and not contaminated with fuel. The dirty carbs or failed fuel petcock could have allowed gas to contaminate the engine oil and/or air cleaner..
11. The carbs have been preset during service for synchronization, fuel mixture screws and approximate idle speed. After the engine warms up you may need to fine tune the idle speed.
12. Be absolutely sure there are no fuel leaks, no fuel or vacuum line pinching, cable adjustments, all fastener are properly tightened & torqued. Safety check your motorcycle prior to riding: all lights are functioning, horn works, tire pressure set, chain adjusted, suspension has damping properly AND that brake lever has solid feel with brakes operating prior to test riding the motorcycle! Don't forget to check/adjust your Tire Pressure prior to riding: 30-40PSI typical, consult your Service Manual or Tire Manufacturer for specific pressures recommended on your model of Motorcycle & Tire combination.

NOTES:

- *IF any idling or drivability issues arise check for air leaks at carbs/intake boots/etc. Spray WD40 around them listening for any engine RPM changes as this indicates air leaks.*
- *Battery condition can affect running, weak battery can cause running problems. DO NOT JUMP START OFF A RUNNING CAR OR TRUCK! This can ruin motorcycle voltage regulators and/or ignition modules!*
- *If your model has points type ignition please clean, check, adjust, replace points & condenser as needed prior to starting the engine and static time the points.*
- *Use fuel stabilizer with fresh gas anytime the motorcycle will sit unused to more than a few weeks.*
- *Please understand our warranty does not cover your carbs gunking up again if you allow the motorcycle to sit unused again after the rebuild service. Today's gasoline is terrible! Stabilize or drain fuel for storage periods of more the 30 days!*
- *Moto-Services offers replacement intake boots, air filters, fuel petcocks & petcock rebuild kits, points & condenser. Brakes & Suspension Rebuild Service are also available. Please let us know if there is anything else we can help with, Thank you for choosing Moto-Services!*

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