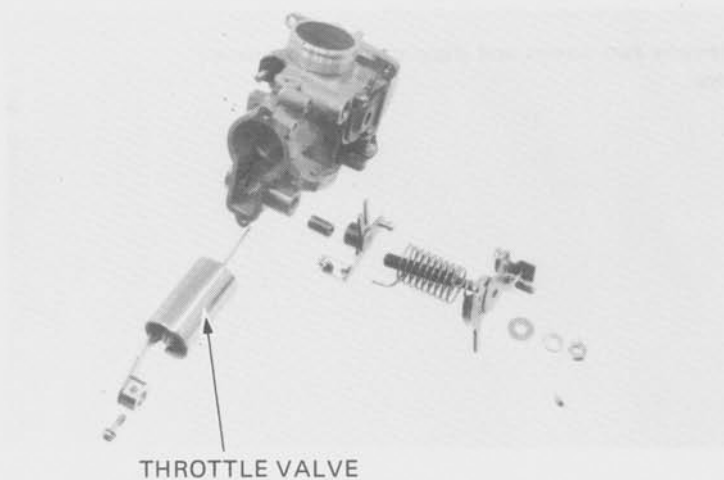




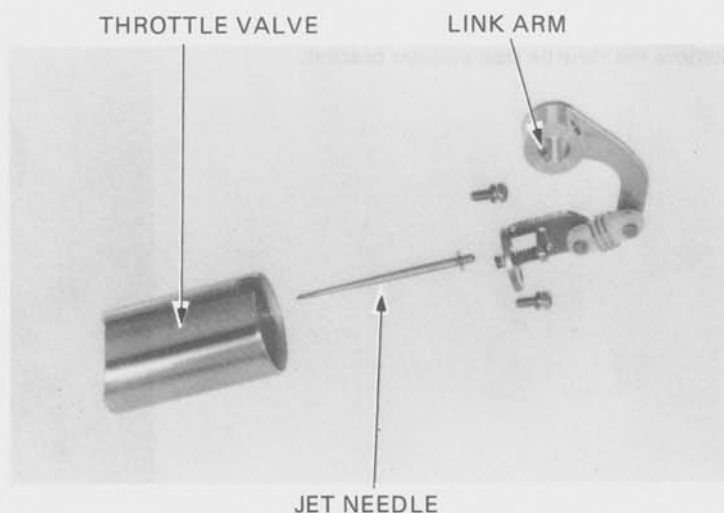
FUEL SYSTEM

Remove the screw and remove the throttle valve.
Remove the nut and remove the link arm shaft,
washers, spring and collars.



THROTTLE VALVE DISASSEMBLY

Remove the link arm.
Remove the jet needle.
Check the throttle valve for wear or damage.

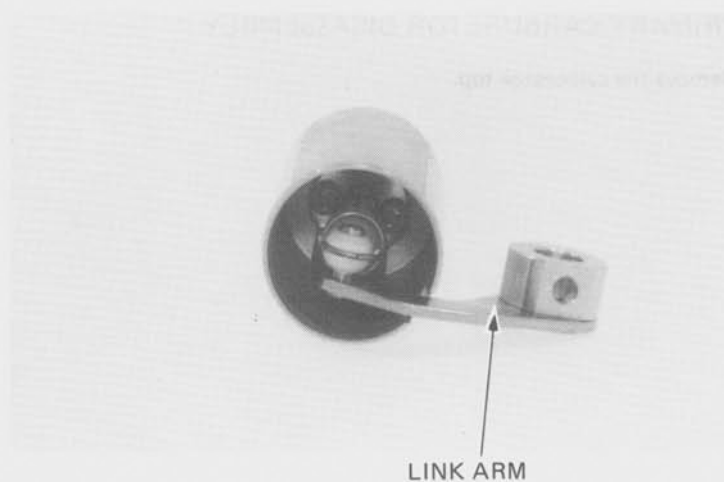


THROTTLE VALVE ASSEMBLY

Installation is reverse order of disassembly.

CAUTION

When assemble the throttle valve, install the link arm in its original direction.



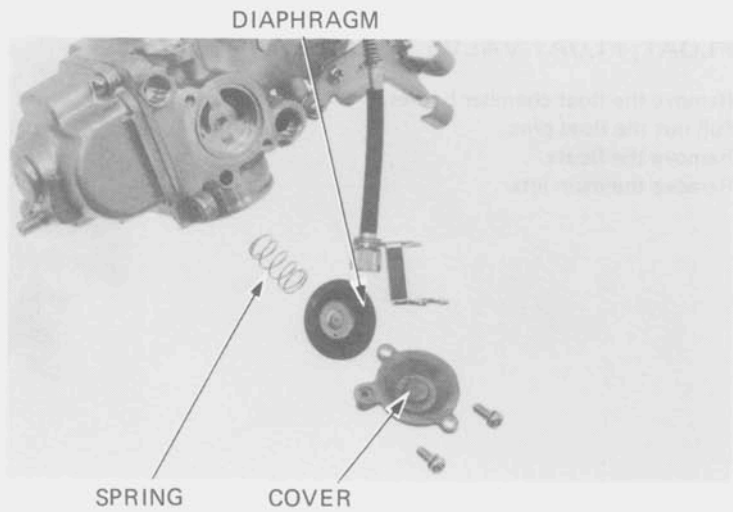
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AIR CUT-OFF VALVE DISASSEMBLY

Remove the air cut-off valve cover and pull out the spring.

Remove the diaphragm and inspect it for tears or pin holes.



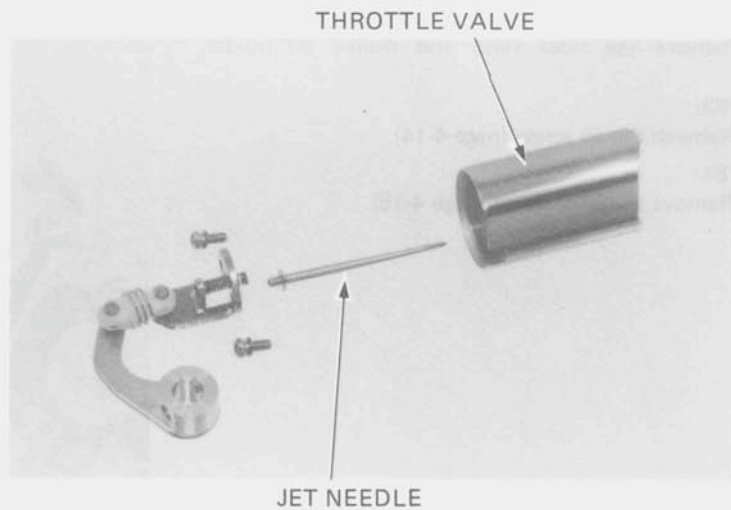
CARBURETOR ASSEMBLY

NOTE

- Use new O-rings whenever the carburetor is reassembled.
- Handle all jets and needles with care. They can easily be scored or scratched.
- Be sure to install the top cover screw washers during assembly.

Assemble the carburetors in the reverse order of disassembly. Turn the air screws to the position recorded during disassembly.

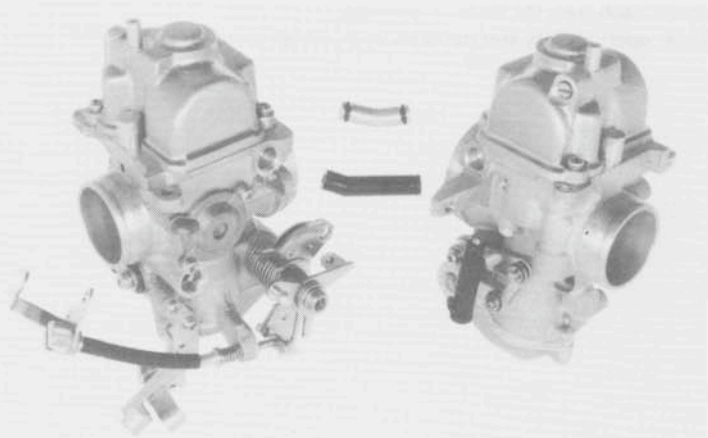
Install the jet needle clip on the jet needle.



CARBURETOR COMBINATION

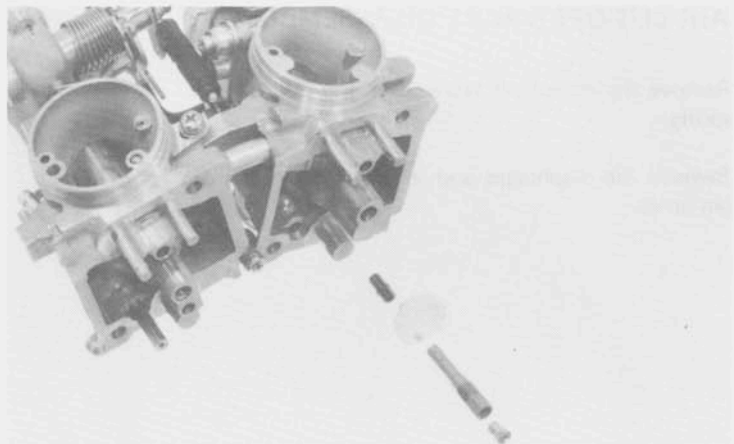
Assemble the carburetors in the reverse order of separation.

After reinstalling the carburetors, adjust the idle speed and secondary carburetor touch lever adjustment.



FLOAT, FLOAT VALVE, AND JETS

Remove the float chamber bodies.
Pull out the float pins.
Remove the floats.
Remove the main jets.



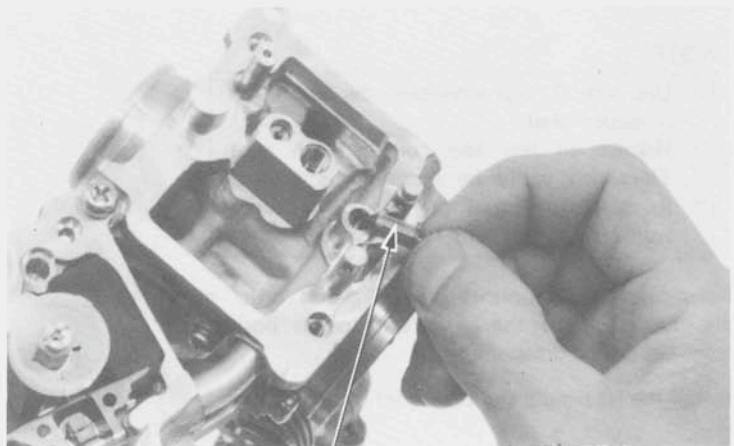
Remove the float valve and needle jet holder.

'83:

Remove the air screw (page 4-14).

'84:

Remove the pilot screw (page 4-15).



FLOAT VALVE

Check each part for wear or damage.
Blow open all jets and passages with compressed air.



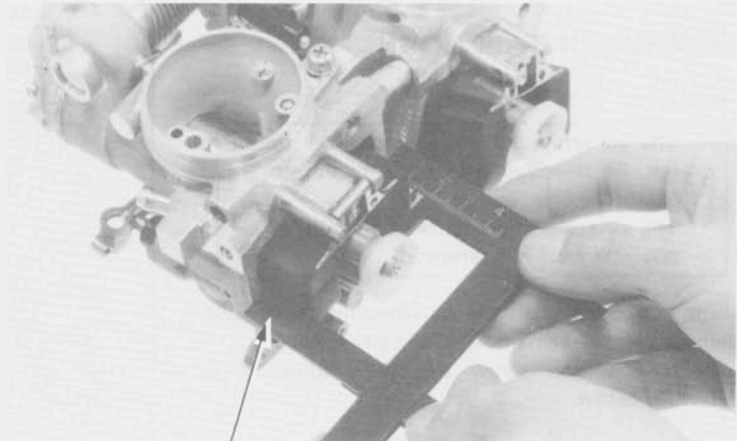


FLOAT LEVEL ADJUSTMENT

Adjust the float level by carefully bending the float arm until the float tip just contacts the float valve.

FLOAT LEVEL: 20.0 mm (0.79 in)

Reinstall the float chamber bodies.

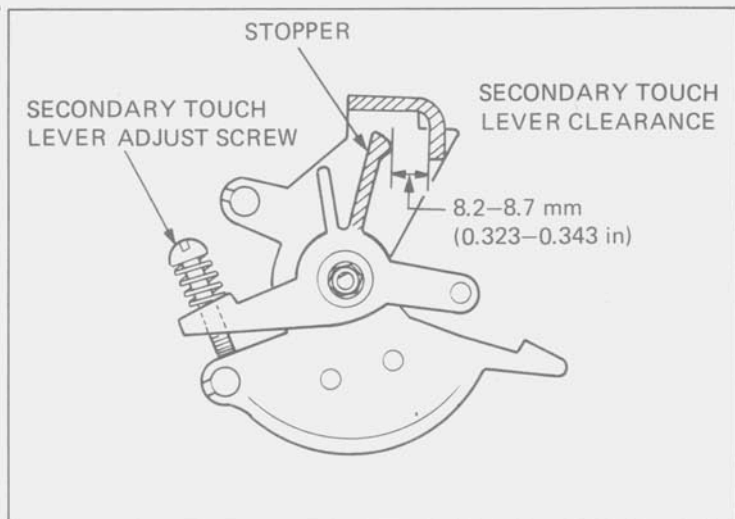


FLOAT LEVEL GAUGE 07401-0010000

SECONDARY CARBURETOR TOUCH LEVER ADJUSTMENT

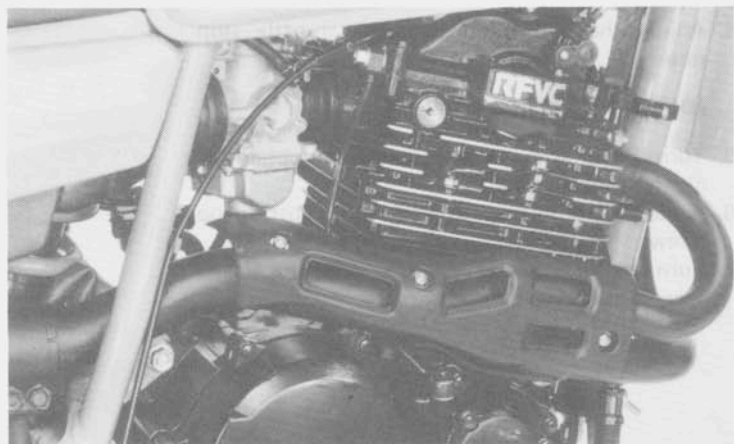
Turn the throttle stop screw counter-clockwise fully. Turn the touch lever adjust screw until the stopper on the lever is contact the lug on the throttle lever.

Turn the touch lever adjust screw in so that the clearance between the stopper and lug is 8.2–8.7 mm (0.323–0.343 in).



CARBURETOR INSTALLATION

Install the carburetor in the reverse order of removal. Adjust the throttle grip free play (Page 3-3).





'83: AIR SCREW

REMOVAL/INSTALLATION

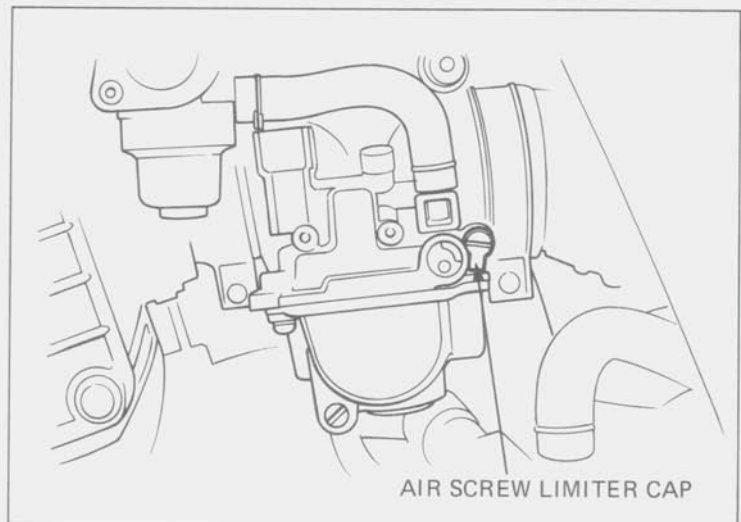
NOTE

- The air screw is factory preset and should not be removed unless the carburetor is overhauled.
- The air screw must be replaced with a new one whenever it is removed.

Using pliers, break off the air screw limiter cap and then remove the remainder of the air screw. Install a new air screw and then adjust it as described below.

NOTE

Do not install a limiter cap on a new air screw until after adjustment has been made (see below).



IDLE DROP PROCEDURE

NOTE

- The air screw is factory preset and no adjustment is necessary unless the air screw is replaced (see removal above).
- Use a tachometer with graduations of 100 rpm or smaller and that will accurately indicate a 100 rpm change.

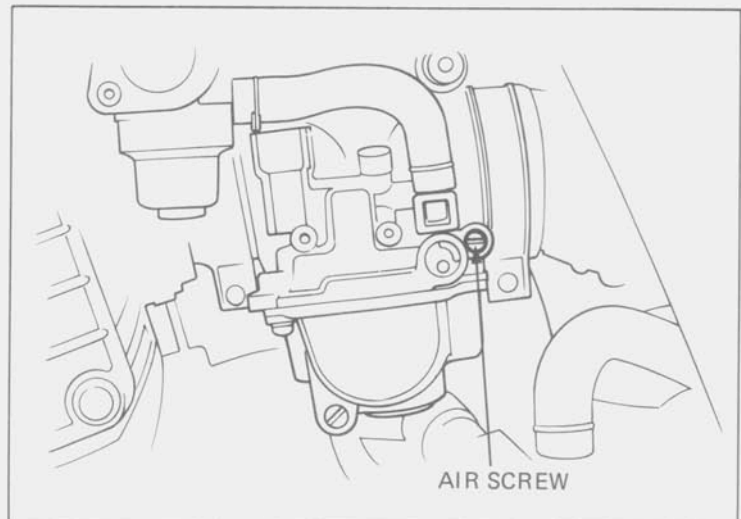
1. Turn the new air screw clockwise until it seats lightly and back it out to the specification given. This is an initial setting prior to the final air screw adjustment.

INITIAL OPENING: 1 turn out

2. Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.
3. Attach a tachometer.
4. Adjust the idle speed with the throttle stop screw.

IDLE SPEED: 1,200 ± 100 rpm

5. Turn the air screw in or out slowly to obtain the highest engine speed.
6. Readjust the idle speed with the throttle stop screw.
7. Turn the air screw in gradually until the engine speed drops 100 rpm.





8. Turn the air screw 1 turn out from the position obtained in step 7.
9. Readjust the idle speed with the throttle stop screw.
10. Apply Loctite® 601 or equivalent to the inside of the limiter cap. Place the cap over the air screw so that its tab rests against the stop, preventing adjustment that would enrich the fuel mixture (limiter cap position permits counter-clockwise rotation and prevents clockwise rotation).

NOTE

An air screw limiter cap must be installed. It prevents misadjustment that could cause poor performance and increased emissions. Be careful not to turn the air screw when installing the limiter cap.

'84: PILOT SCREW

REMOVAL/INSTALLATION

NOTE

The pilot screw is factory preset and should not be removed unless the carburetor is overhauled.

CAUTION

Any forcible attempt to remove the pilot screw limiter cap will cause screw breakage.

Remove the carburetor (page 4-8).

Remove the float chamber.

Turn the pilot screw in, carefully counting the number of turns before it seats lightly. Make a note of this to use as a reference when reinstalling the pilot screw.

CAUTION

Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.

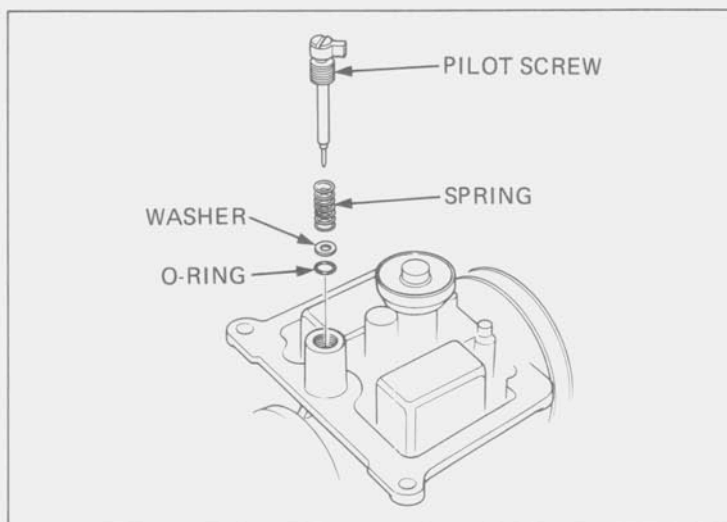
Remove the pilot screw and inspect it for wear. Replace it if necessary.

Install the pilot screw and return it to its original position as noted during removal.

Perform pilot screw adjustment if a new pilot screw is installed.

NOTE

Do not install a limiter cap on a new pilot screw until after adjustment has been made (See next page).





ADJUSTMENT (IDLE DROP PROCEDURE)

NOTE

- The pilot screw is factory preset and no adjustment is necessary unless the pilot screw is replaced (see removal on page 4-15).
- A limiter cap restricts adjustment to 7/8 of a turn.
- Use a tachometer with graduations of 100 rpm or smaller and that will accurately indicate a 100 rpm change.

CAUTION

Any forcible attempt to remove the pilot screw limiter cap will cause screw breakage.

1. Turn the pilot screw clockwise until it seats lightly and back it out to the specification given. This is an initial setting prior to the final pilot screw adjustment.

INITIAL OPENING: 2 turns out

2. Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.
3. Attach a tachometer.
4. Adjust the idle speed with the throttle stop screw.

IDLE SPEED: 1,300 ± 100 rpm

5. Turn the pilot screw in or out slowly to obtain the highest engine speed.
6. Readjust the idle speed with the throttle stop screw.
7. Turn the pilot screw in gradually until the engine speed drops 100 rpm.

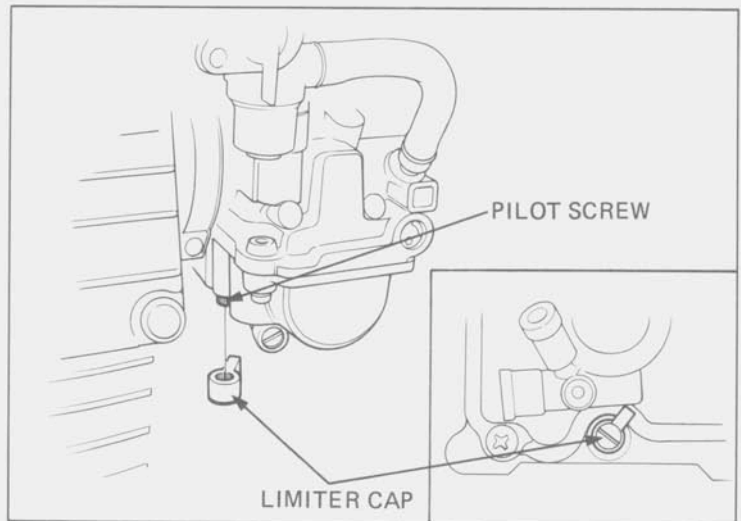
NOTE

If the pilot screw seats before lowering the engine speed 100 rpm, continue to step 8.

8. Turn the pilot screw 1-1/2 turn open from the position obtained in step 7.
9. Readjust the idle speed with the throttle stop screw.
10. Apply Loctite® 601 or equivalent to the inside of the limiter cap. Place the cap over the pilot screw so that its tab rests against the float chamber stop so it can be turned clockwise only. This will prevent adjustment in the counterclockwise direction which richens the fuel mixture.

NOTE

Be careful not to turn the pilot screw when installing the limiter cap.





HIGH ALTITUDE ADJUSTMENT (USA only)

When the vehicle is to be operated continuously above 2,000 m (6,500 feet) the carburetors must be readjusted as follows to improve driveability and decrease exhaust emissions.

Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.

'83:

Turn the air screw counterclockwise 1/2 turn.

Adjust the idle speed to $1,200 \pm 100$ rpm with the throttle stop screw.

'84:

Remove the carburetor (page 4-7) and remove the carburetor float chamber.

Remove the primary and secondary main jets and install the new jet as follows:

MAIN JET SPECIFICATION

ALTITUDE	'84	'84 CALIFORNIA MODEL
Above 2,000 m (6,500 feet)	Pri: #112 2nd: #112	Pri: #110 2nd: #110
Below 1,500 m (5,000 feet)	Pri: #120 2nd: #120	Pri: #118 2nd: #118

Turn the pilot screw clockwise 1/2 turn.

Reassemble and install the carburetor.

Warm up the engine to operating temperature.

Stop and go driving for 10 minutes is sufficient.

Adjust the idle speed to $1,300 \pm 100$ rpm with the throttle stop screw.

ALL MODELS:

NOTE

This adjustment must be made at high altitude to ensure proper high altitude operation.

Attach a Vehicle Emission Control Information Update label to the left frame cover as shown. Refer to Service Bulletin SL#132 for information on obtaining the label.

CAUTION

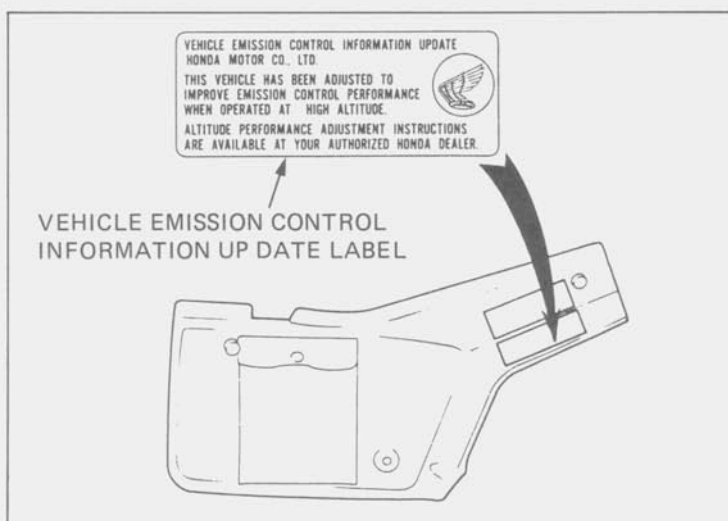
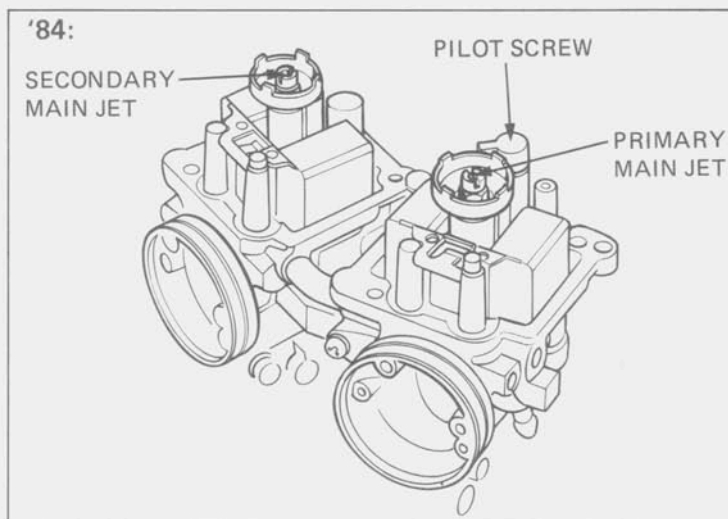
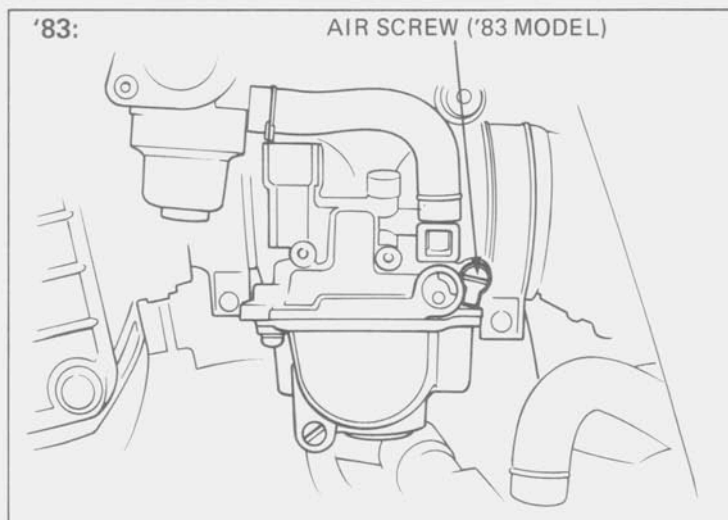
Operation at an altitude lower than 5,000 feet (1,500 m) with the carburetors adjusted for high altitudes may cause the engine to idle roughly and stall.

'83:

When the vehicle is to be operated continuously below 5,000 feet (1,500 m), turn the air screw clockwise to its original position against its stop. Adjust the idle speed to $1,200 \pm 100$ rpm. Be sure to do these adjustments at low altitude.

'84:

When the vehicle is to be operated continuously below 5,000 feet (1,500 meters); reinstall the original main jets and turn the pilot screw counterclockwise to its original position against its stop and adjust the idle speed to $1,300 \pm 100$ rpm. Be sure to do these adjustments at low altitude.



PURGE CONTROL VALVE INSPECTION (CALIFORNIA MODEL)

Check all fuel tank, Purge Control Valve (PCV), and charcoal canister hoses to be sure they are not kinked and are securely connected. Replace any hose that shows signs of damage or deterioration.

NOTE

The PCV is located under the right carburetor.

Disconnect the PCV hoses from their connections and remove the PCV from its mount. Refer to the routing label on the inside of the frame right side cover for hose connections.

Connect a vacuum pump to the 8 mm I.D. hose that goes to the left carburetor body. Apply the specified vacuum to the PCV.

SPECIFIED VACUUM: 250 mm (9.8 in) Hg

The specified vacuum should be maintained. Replace the PCV if vacuum is not maintained.

Remove the vacuum pump and connect it to the hose that goes to the left carburetor cap. Apply the specified vacuum to the PCV.

SPECIFIED VACUUM: 250 mm (9.8 in) Hg

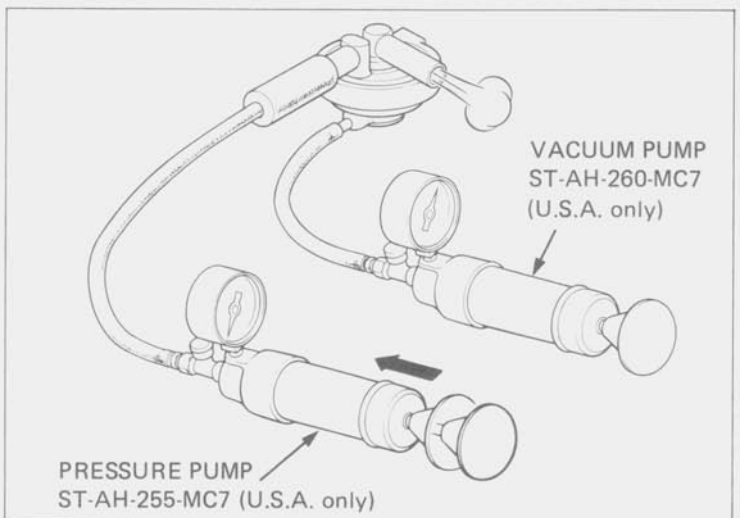
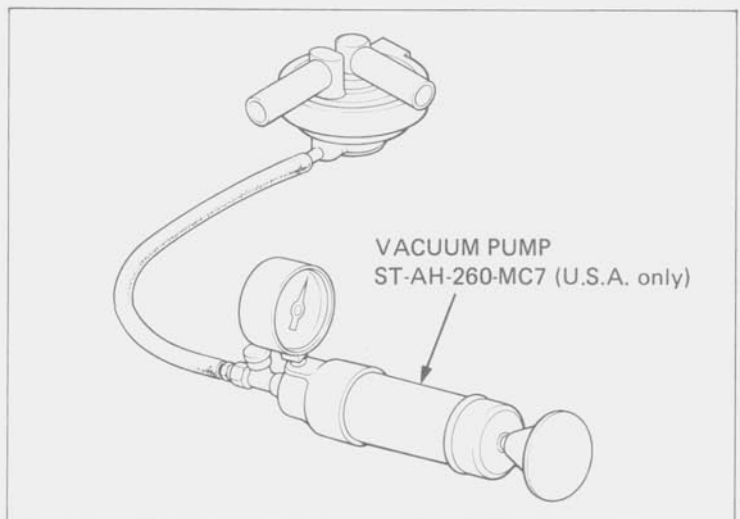
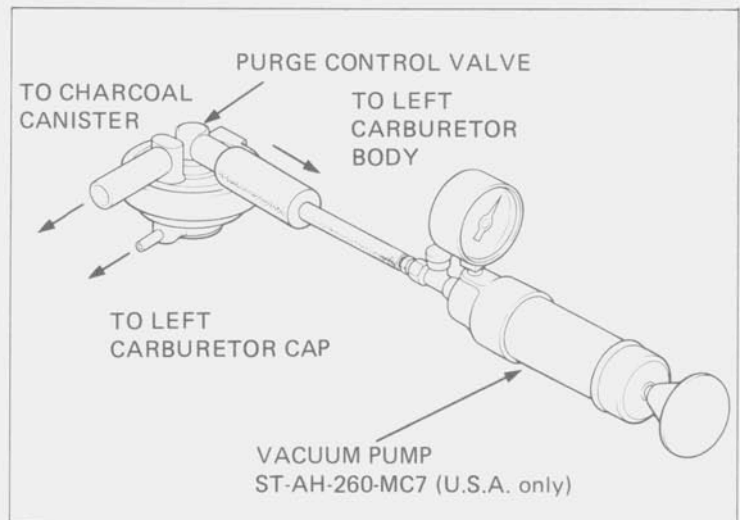
The specified vacuum should be maintained. Replace the PCV if vacuum is not maintained.

Connect a pressure pump to the 8 mm I.D. hose that goes to the charcoal canister. While applying the specified vacuum to the PCV hose that goes to the carburetor cap, pump air through the canister hose. Air should flow through the PCV and out the hose that goes to the left carburetor body. Replace the PCV if air does not flow out.

CAUTION

To prevent damage to the purge control valve, do not use high air pressure sources. Use a hand operated air pump only.

Remove the pumps, install the PCV on its mount, route and reconnect the hoses according to the routing label.



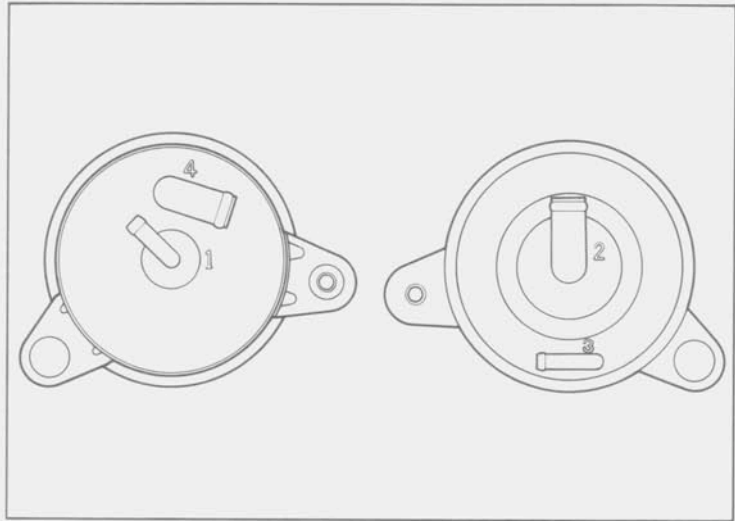


VACUUM TUBE ROUTING

Connect the vacuum tubes noting the numbers indicated on the canister:

Destinations:

- No. 1: Fuel tank
- No. 2: Atmosphere
- No. 3: Drain
- No. 4: Purge control valve



Route the vacuum tubes as described on the Vacuum Hose Routing Label.

NOTE

- Be careful not to bend, twist or kink the tubes when installing.
- Slide the end of each tube onto its fitting fully and secure with the hose clamps.
- Secure with the hose clamps whenever specified.
- Check that the hoses are not contacting sharp edges or corners.
- Check that the tubes are not contacting sharp edges or corners.

