

8-2-1 PRECAUTIONS

- (1) Wash the carburetor with clean gasoline before disassembly.
- (2) Disassemble and reassemble the carburetor by referring to the exploded view.
- (3) Refrain from disassembling the throttle valve assy. (6), pump body assy. (13) and the main body.

8-2-2 DISASSEMBLY AND REASSEMBLE PROCEDURES

- (1) Removes the screw (25) and the primer pump cover (24). Remove dust or foreign matter stuck on the primer pump (23), if any.
- (2) Remove the pump body assy. (13) from the main body (Be careful not to lose the spring (15)). Remove dust or foreign matter caught in the inlet screen (14), if any.
- (3) Remove the jet (19) from the main body.
- (4) Remove the screw (1) and remove the throttle valve assy. (6) from the main body.
- (5) When assembling the carburetor, be sure that the jet (9) and the spring (12) are firmly installed.

8-2-3 PRECAUTIONS FOR INSPECTION

- (1) Wash the main body with gasoline and blow it clean with compressed air.
- (2) Check the jet for dust stuck on the surface, corrosion, etc. If there is dust stuck on the jet, wash it and blow it clean with compressed air. If the jet is corroded, replace it with a new one. (**NOTE** : When replacing a jet, be sure of using a new one with the same number).
- (3) Check the gasket for deformation and damage. If it is deformed or damaged, change with a new one.
- (4) The pump (diaphragm) should not be hardened nor damaged.
- (5) The inlet valve and the outlet valve should be flat and not bent.
- (6) The diaphragm assy. should be free of any hardening, damage or bent.
- (7) After assembling the pump body assy., check it for deformation of the metering lever and metering spring, height of the metering lever, dust stuck on the inlet screen, valve leakage, etc. To check the main check valve for correct operation, connect a vinyl or rubber hose to the check valve portion from the jet side and breathe it with your mouth. If the valve stops when blown and closes when sucked, the valve is working normally. If there is any abnormality, immerse it in gasoline for approximately 10 minutes and then blow and suck it repeatedly. If the valve can not be fixed even by doing so, replace it with a new pump body assy.
(**NOTE** : Refrain from blowing the main check valve with compressed air. When using an air gun, keep them approximately 30 cm apart of each other when the compressed air has a pressure of 6 kg/cm²).
- (8) Check the primer pump for any hole, damage or abnormal hardening. Be sure that the combination valve is working normally.