

Carburetor Rebuild 101 (Part 2)

By: Bill Overton

Although I indicated in the first installment of this series, Part 2 would cover the removal and installation of the carburetors. During the process, I felt that documenting this grueling effort would be somewhat difficult. I am going to attempt to put into words and some select pictures the general procedures for the removal and installation of the carburetors. It will be assumed, that if you attempt this, you have some mechanical skills and a “neutral mental temperament”.

These steps are to be followed to remove the carburetors:

1. Put bike on centerstand
2. Remove faux tank cover
3. Disconnect and remove battery and battery box
4. Remove air filter and housing
5. Remove alternator and starter and coolant reservoir (makes for more work room)
6. Loosen rear airbox (slide rearward and tighten to hold)
7. Disconnect and clamp off fuel line to carbs
8. Disconnect vacuum lines from carbs (make note of locations)
9. Loosen clamps on intake manifolds and roll off retaining springs from airbox manifolds
10. Pull carbs out from intake manifolds
11. Disconnect choke, and two throttle cables from carbs (note routing locations)
12. Disconnect bowl drain line from catch tank (leave hoses connected to carbs at this time)
13. Disconnect switch cable to carb cruise control switch (on top of carb assy)
14. Extract carbs (This seems to be easier towards the left side of bike)

Sounds simple enough, right?

OK, Writing the above script was easier said than done. There are steps that require some very strong finesse skills. When removing the advance and retard throttle cables connections to the carbs, it is easier when the carbs have been removed from the intake manifolds of the engine. Just like many cable connection, these are installed and removed by providing a slack in the cable, and cable housing, so the inner cable end (a barrel looking thingy) can be removed via a slot in the holder for the cable. (Whew!) To provide this slack, there is a nut on the cables that secures the cable to the carbs that needs to be loosened so the cable can be removed from the holders on the carbs. (Seeing this on the bike will make you understand.)

Once these two cables have been disconnected, and with the disconnection of the choke cable, the carbs can be removed.



Now, another major issue! The manifolds from the Airbox to the carbs. There are springs that are used to secure the manifolds to the carb. These will be, just rolled back, to remove the tension on the rubber collars. (This is easy) However, reinstalling will require you to be able to roll these springs up, onto the manifolds. (I used both, my fingers, and some dental tools to finesse these compression springs

back onto the carb throats. You have to work the springs around the carb inlets throats. (This can be such a royal pain).

The collars (Manifolds) connecting the carbs to the intake of the engine, are both pressure fit and clamped with compression collars. Loosen these to remove the carbs.

The carbs have a vacuum hoses connected to the fuel inlet hose between the two center hose connect between the carbs at the top on these connections.



the top of each carb. There is also carbs, the bowl drains, and another the assembly. Make note of all of

If you are like me, tearing things apart is easy..... but putting them back together, well that's another story.....! As always, pictures of the disassembly will be instrumental in the reconstruction of your bike.

Re-installation of the carbs is basically the reverse of the disassembly.

One thing that will make all of this easier..... have a friends help. First, It will make it easier, 2nd, if things go wrong, you can always blame him/her.



Still to come, some easy instruction for sync'ing your carbs.

Downloaded from the:



Website at: <http://www.amervoyassoc.org>

Published with permission of the Author

Thanks Bill!

Downloaded from
www.amervoyassoc.org