

FUEL SYSTEM

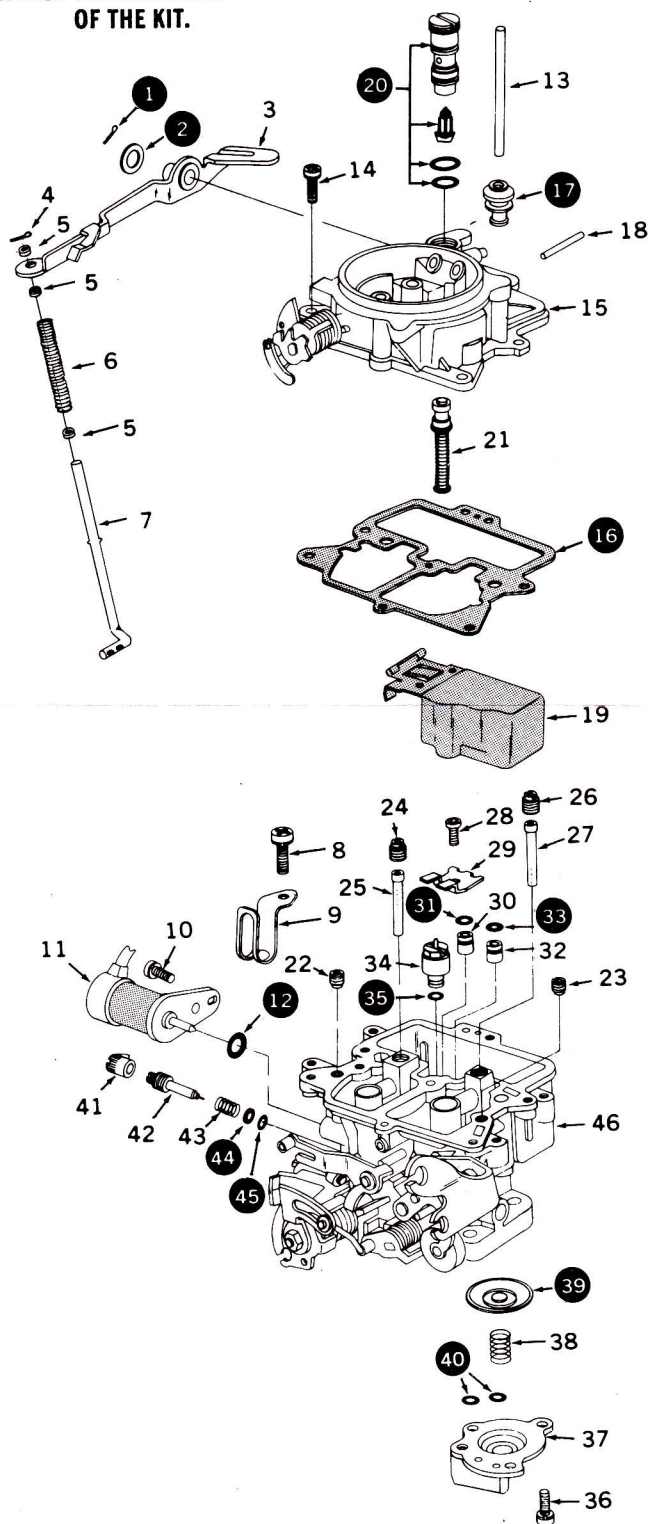
SERVICE INSTRUCTION WORKSHEET

TO REPAIR

KEIHIN CARBURETOR

2 BARREL • HONDA

☞ PARTS LIST SHOWN DOES NOT
REFLECT THE CONTENTS
OF THE KIT.



1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown DOES NOT reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

Caution: When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

- | | |
|------------------------------------------|----------------------------------------|
| 1. Clip, Pump Lever | 24. Jet, Main Primary Air Bleed |
| 2. Washer Plain, Pump Lever | 25. Tube, Emulsion, Primary |
| 3. Lever, Pump | 26. Jet, Main Secondary Air Bleed |
| 4. Clip, Pump Rod | 27. Tube, Emulsion, Secondary |
| 5. Washer (3), Pump Rod | 28. Screw, Clamp, Jet |
| 6. Spring, Pump Rod | 29. Clamp, Jet |
| 7. Rod, Pump | 30. Jet, Main, Primary |
| 8. Screw, Wire Holder Bracket | 31. "O" Ring, Main Jet, Primary |
| 9. Bracket, Wire Holder | 32. Jet, Main, Secondary |
| 10. Screw, Solenoid Mounting | 33. "O" Ring, Main Jet Secondary |
| 11. Solenoid, Anti-Dieseling | 34. Power Valve |
| 12. "O" Ring, Solenoid Mounting | 35. "O" Ring, Mounting Power Valve |
| 13. Pin, Pump Actuating | 36. Screw, Pump Cover |
| 14. Screw (5), Air Horn | 37. Cover, Pump |
| 15. Air Horn Assembly | 38. Spring, Diaphragm, Pump |
| 16. Gasket, Air Horn to Main Body | 39. Diaphragm, Pump |
| 17. Dust Cover, Pump Pin | 40. "O" Ring (2), Pump Annular Passage |
| 18. Pin, Float Hinge | 41. Idle Limiter Cap* |
| 19. Float Assembly | 42. Screw, Idle Mixture |
| 20. Needle, Clip, Seat & Gasket Assembly | 43. Spring, Idle Mixture |
| 21. Power Valve Piston Assembly | 44. Washer, Idle Mixture |
| 22. Jet, Idle Air Bleed, Primary | 45. "O" Ring, Idle Mixture |
| 23. Jet, Idle Air Bleed, Secondary | 46. Main Body |

NOTE: Circled parts are included in most kits. Parts are included for other kits.

* No replacement in kit.

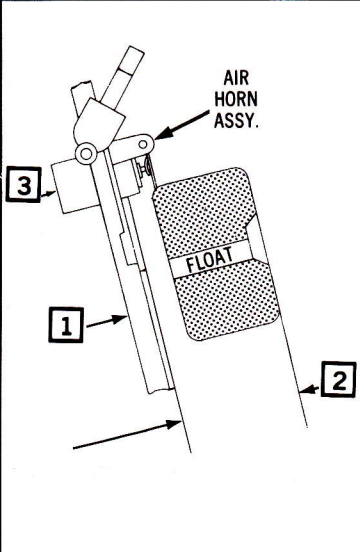
DISASSEMBLY — ASSEMBLY NOTES

1. MEASURE AND RECORD FLOAT LEVEL SETTING BEFORE DISMANTLING FLOAT ASSY. (19). REMEMBER THAT THE FLOAT UNIT IS SUBJECT TO POSSIBLE FUEL ABSORPTION. IF IN DOUBT, REPLACE WITH A NEW ONE.
2. TO REMOVE FLOAT PIN (18) DRIVE OUT FROM LONG LEG SIDE. DO NOT TAP FLOAT LEG. TO INSTALL, INSERT PIN FROM SHORT LEG SIDE WITH TAPERED END TOWARD CENTER OF AIR HORN.
3. REMOVE STAKING AROUND AIR HORN CASTING (15) BEFORE REMOVING POWER VALVE PISTON ASSY. (21). **NOTE:** REMOVE ONLY IF REQUIRED.
4. MARK OR INDEX PARTS SUCH AS JETS & TUBES ESPECIALLY WHERE SIMILARITIES EXIST. ALSO NOTE SPRING LOCATION POINTS TO INSURE CORRECT RE-ASSEMBLY.
5. RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES. RE-ASSEMBLE WITH ALL NEW APPLICABLE GASKETS.
6. CAREFULLY PRY OFF IDLE LIMITER CAP (41) & SAVE FOR RE-INSTALLATION.
7. BEFORE REMOVING MIXTURE SCREW (42), MARK POSITION, TURN IN UNTIL LIGHTLY SEATED COUNTING NUMBER OF TURNS, TURN OUT INDEX MARK. RECORD NUMBER OF TURNS FOR RE-ASSEMBLY & REMOVE. HOWEVER, IF MISSED RECORDING, START WITH BASIC SETTING BY BACKING OUT 2-5/8 TURNS.
8. UPON COMPLETION OF FLOAT LEVEL ADJUSTMENT SEAL NEEDLE SEAT SCREW HEAD (20) WITH SEALER TO PREVENT TURNING OF NEEDLE SEAT.
9. CHECK THROTTLE LINKAGE FOR FREEDOM OF MOVEMENT BEFORE AND AFTER INSTALLING CARBURETOR ON ENGINE.

ADJUSTMENT DATA

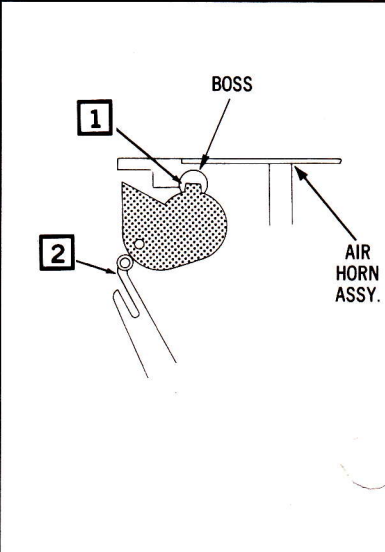
**FIG. A
FLOAT LEVEL ADJUSTMENT**

1. WITH AIR HORN ASSY. INVERTED, TILT UNIT APPROXIMATELY 20° OFF VERTICAL PLANE (AS SHOWN). FLOAT MUST REST VERY LIGHTLY ON SPRING-LOADED NEEDLE. SPRING-LOADED NEEDLE MUST NOT BE COMPRESSED. **CAUTION:** DO NOT FORCE NEEDLE INTO SEAT OTHERWISE DAMAGE TO RUBBER TIP & A FALSE READING COULD RESULT.
2. WITH GASKET IN PLACE, MEASURE DISTANCE AS SPECIFIED (SEE SPEC. CHART) BETWEEN GASKET SURFACE OF AIR HORN TO BOTTOM OF FLOAT AT FLOAT CENTER (AS SHOWN).
3. IF ADJUSTMENT IS REQUIRED, TURN NEEDLE SEAT IN OR OUT AS NEEDED. AFTER ADJUSTMENT APPLY SEALANT TO TOP OF NEEDLE SEAT TO PREVENT TURNING.



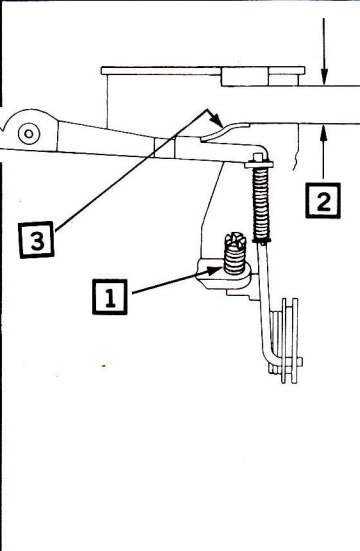
**FIG. C
FAST IDLE ADJUSTMENT**

1. RUN & MAINTAIN ENGINE AT OPERATING TEMPERATURE. NEXT, LINE UP THE REFERENCE TANG OF THE CHOKE LEVER WITH BOSS ON AIR HORN. AT THIS SETTING ENGAGING SPEED SHOULD READ AS SPECIFIED (SEE SPEC. CHART).
2. IF ADJUSTMENT IS REQUIRED, BEND FORKED LEVER AS SHOWN.



**FIG. B
PUMP LEVEL ADJUSTMENT**

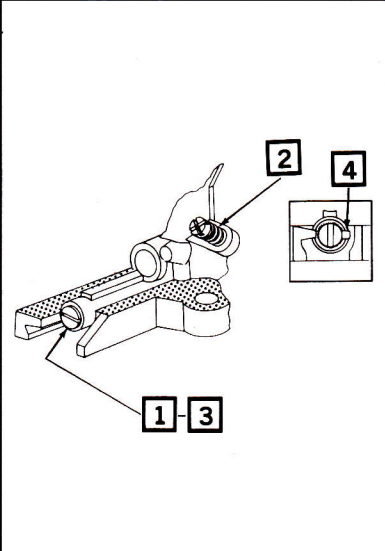
1. COMPLETELY CLOSE THROTTLE VALVES BY TURNING THROTTLE STOP SCREW OUT UNTIL CLEARANCE EXISTS BETWEEN SCREW & THROTTLE LEVER.
2. MEASURE CLEARANCE AS SPECIFIED (SEE SPEC. CHART) BETWEEN LEVER PRONG & AIR HORN COLLAR BOSS.
3. IF ADJUSTMENT IS REQUIRED, BEND LEVER PRONG AS NEEDED.



**FIG. D
CURB IDLE ADJUSTMENT (LEAN DROP METHOD)**

NOTE: BEFORE PERFORMING THIS ADJUSTMENT, BE SURE ENGINE IS PROPERLY TUNED AND AT NORMAL OPERATING TEMPERATURE. ALSO HEADLIGHT SWITCH "ON", HEATER FAN OR COOLING FAN "ON", (NOT BOTH), PERFORM FINAL IDLE SPEED & MIXTURE ADJUSTMENT AS FOLLOWS:

1. TURN MIXTURE SCREW (42) OUT UNTIL HIGHEST R.P.M. IS REACHED.
2. ALSO ADJUST IDLE SPEED SCREW FOR BEST R.P.M.
3. NEXT, TURN MIXTURE SCREW IN (LEAN) UNTIL ENGINE SPEED DROPS TO SPECIFIED R.P.M., (SEE SPEC. CHART).
4. RE-INSTALL LIMITER CAP (41) WITH TAP 180° AWAY FROM BOSS ON CARBURETOR CASTING.



SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level Adj. (Fig. A)	Pump Lever Adj. (Fig. B)	Engine RPM		Idle Mixture Screw Adj. No. of Turns
				Fast Idle Adj. (Fig. C)	Curb Idle Adj. (Fig. D)	
HONDA						
1978-77	1238cc Eng.	1-3/8"	7/16"	1400 — 2200	650 — 750 ^{1,2}	2-1/2±1/2 ³

FOOTNOTES:

¹ Automatic Transmission Selector Lever in "2" range.

² 1977 Model set 750 R.P.M.

³ 1977 Model set 2-5/8±1/2 Turns.