

CARBURETOR SYNCHRONIZATION

NOTE:

Perform this maintenance with the engine at normal operating temperature and transmission in neutral.

Place the motorcycle on a level surface.

Start the engine, pinch the vacuum tube using a tube clamp, and stop the engine.

Disconnect the vacuum tube from the vacuum joint of the rear cylinder head.

Remove the socket bolt and washer from the front cylinder head vacuum port.

Install the vacuum gauge attachment into the vacuum port.

Connect the vacuum gauge tubes to the attachment and vacuum joint.

Start the engine and adjust the idle speed with the throttle stop screw.

IDLE SPEED:

Except SW, AR, IIG type: $1,100 \pm 100 \text{ min}^{-1}$ (rpm)

AR, IIG, type: $1,200 \pm 100 \text{ min}^{-1}$ (rpm)

SW type: $1,200 \pm 50 \text{ min}^{-1}$ (rpm)

Check the difference between the front and rear carburetors.

CARBURETOR VACUUM DIFFERENCE:

20 mm Hg (0.8 in Hg)

NOTE:

The base carburetor is the front carburetor.

Synchronize to specification by turning the synchronization adjusting screw.

Rev the engine up several times.

Recheck the idle speed and synchronization.

Remove the vacuum gauge and attachment. Install and tighten the vacuum port socket bolt.

TORQUE: 3 N·m (0.34 kgf·m , 2.5 lbf·ft)

Remove the tube clamp from the vacuum tube and connect the vacuum tube to the vacuum joint.

