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But above all, a small lexicon : - Carb is too rich carb, which contains too much gasoline or not enough air. Symptom: The engine does not go up in towers: blueble... in this case they say that the engine is sinking. - Carb is too poor carb, which does not contain enough gasoline or too much air. Symptom: when you accelerate there is like a hole and the engine loses its speed and then stops as during the gas failure: bweuu ... in this case, they say that the engine is suffocating. idling sprinkler. The engine is hot (between 60 and 85 degrees), the size of the downtime sprinkler will be predetermined. We start with this setting because the slow motion system is constantly flowing, regardless of the opening of the bushel. - The rich screw is tightened to the fullest and then unscrewed by 2 1/2 laps. - idle mode increases from idle screw to very high idle mode. - The speed of the engine allows you to stabilize and I slow the screw screw unscrewed by 1/4 inch feel by the time you drop the speed. Every 1/4 turn, you have to wait for the diet to stabilize. - When you have this diet drop, we'll go back to the last position where the engine speed was high and we tighten on the 1/8th lap. - We check that the installation of the idle screw is 1 to 2 laps from the screw position to the bottom. - If there is less than 1 turn, you need to increase the size of the padler. If there are more than 2 rounds, the size of the sprinkler should be reduced. And we start the procedure again... - When we get the right result, we throw the engine idle at a normal value (between 900 and 1500 laps or more depending on the engines ...) with an idle propeller. Main sprinkler: The main sprinkler identifies the carb on the 3/4 range when the bushel is fully opened (plus the handle). We're going to use the color of the candle to determine the correct setting. Do not use a new candle, but calaminated candles because it is the one that changes color. To get the talking coloring of the candle, you will have to perform what is called a candle stop. If you have any doubts about the richness of your carb that you think is too bad (not enough gasoline or too much air) to avoid the deterioration of your engine before performing these tests, mount a larger sprinkler (5 or 10 points more). - The engine is hot, you choose a long straight line and clear and you pull carefully on the last report for about ten seconds (if your last report doesn't take all its turns). Then, at the same time, you turn off, cut off the gases and the engine at the contact cut. - You disassemble the candle and look at the color of the central electrodememo isolation and nerve. If the central insulation of the electrode is dry and very brown is very light and the candle nerve is covered with dry deposition of black soot, carb The regime is correct. - If the central insulation of the electrode is dark brown and the nerve of the candle is contaminated and the sun's nerve, the full throttle is too rich, the smaller main sprinkler should be installed. - If the central insulation of the electrode is whitish, the full carb of the throttle is too poor, you should mount a larger main sprinkler. Very white head: 5 points) to go to the right sprinkler, then refine 2 to 2 and repeat this stop with each there are some pretty noticeable symptoms carb too rich or too poor for the main sprinkler:- For too poor carb: when you accelerate to the bottom of the handle, there is a hole at acceleration, i.e. the engine will fall sharply into the towers before leaving. - Carb is too rich: the engine will print it 4 times (work irregularly without reaching the maximum speed), and at a large descent logically unlocks and touches its maximum speed. Intermediate Chain (needle): Now we will solve the most difficult points for capture, adjusting the intermediate chain controlled by the needle. Its effect is noticeable on the range of 1/4 to 3/4 of the opening of the bushel. The range that we use most of the time. - We check that the needle is located in the middle (3), we count the cutouts on top (5th lowest). - You have to choose a clear path in the light installed so that the engine always responds. You pass the 4th gear, you position the gas handle on 1/4 of the aperture, and you allow the speed to stabilize. - You are in a small pruning (the sound of the engine is a little muffled). You slowly turn the handle at the beginning, then more frankly than the accompanying rise to 3/4 opening. - If all goes well, no holes, no bumps, that's fine. - If the engine suffocates before taking a turn, the carb intermediate circuit is too poor. You have to change the position of the clip (4th noting) and try again. If it's still too poor, you have to change the needle. Avoid using the 5th notay. - If the engine stutters (bluebleuble...) before taking its laps, the carburetion of the intermediate circuit is too rich. We have to change the position of the clip (2nd groove) and try again. If it's still too rich, you should change the needle (or good). Avoid using the 1st notay. - If you have any doubts about the reaction of your engine, and/or want to know the noise and operation of your engine when the carb is too rich: When the fuel is stopped, at the engine point, partially connect the airflow to the air box, and accelerate from 1/4 to 3/4 the opening pen. This setting is the most difficult to achieve. Feel free to do a few tests. The final adjustment of the richness of the screw: At the beginning of the text I told you about the preset slow motion scheme. Other adjustments need to be made. But now we're going to make a final adjustment. The point of this setting is to get a frank response from the engine to the quick opening of the throttle handle. - The engine is hot. You're on a bike. You're at a dead end. You take the throttle in your hand and you speed up frankly. The growth of the circuit should be instantaneous. - If this is not the case, fix the screwing or screwing settings seen (depending on the type of response received, characteristic of the carb is too rich or too poor...) on 1/4 turns out to screw the richness until you get the right answer. Bushel: If, by opening the gases abruptly there is a little hesitation, it is definitely a bushel. To make sure it is a bushel that is involved, just give a gas shot only at half a stroke handle. If we get a good answer, the downtime pattern is well regulated, it is the bushel that is involved. - If when opening the gases, the symptoms of carburation are too rich, change it to a model whose incision is more open. - If the symptoms of carburetura are too poor, change it to a model whose incision is more closed (remember, 5.0 is more open than 4.0). 3263 Trier on the product results date sold to Buccaneers sold with both Springs 3.50 Product Details sold on M5x0.75 Buccatry. Diametric point 1.5. 1.90 Details of the product are sold on air Wealth Screw Buccaneer for SI Carburetor. The M5x0.5 carving has a diameter of 1.5. 5.50 - Details. Serrer the air screw at the bottom, then view its 2 turns and 1/1 2. Augmenter the high-speed idle mode thanks to the propeller ralenti. Laisser mode stabilizes and revises the screw's richness of 1/4 turn in 1/4 turn before feeling the diet drop. After each propeller, wait for speeds up to stabilise. Après reached the drop speed, return a quarter of the turn (unscrew), and then revise about 1/8th tour. Contrôler what the adjustment of the air propeller is between 1 turn and 2 turns and 1/2 in relation to the screwed position. If there is less than one turn, it is necessary to increase the size of the sprinkler for the carbus, where the power screw is on the side of the air inflow (before the bushel) like Keihin; and reduce the size of the sprinkler for the carb, where the screw is on the side of the pipe (after the bushel) as Dell'ortoS There are more than 2 towers and 1/2, we do the opposite. Note: this setup is usually good when you buy a carb, don't linger too much. The size of the sprinkler principal_C is one of the most important elements for a good réglage. Tout first, to be able to determine if the sprinkler is too big, or too small, we will have to do what we stop-carburation for this it is better to put the jet big enough, To make sure not to kill the engine, then go down in size until it's satisfaisant. Prenez a good straight line without going down or down, climb to the 4th or 5th gear in FOND for 30 seconds/1 minute, and then disconnect when cutting the contact, disassemble the candle to see its coloring (white - mount more sprinkler; black - black - mount less sprinkler) Remove the needle: Démontez the lid carbu. Retirer a set of bushels /aiguille_Positionner needles around the middle, (some needles have 5 positions, others 4) before starting to adjust2. Réglage_II the fourth or fifth report needs to be tested. Stabilize the gas handle at 1/4 and then accelerate to 3/4 slowly without coups_C where the settings begin: Sur needle clip: you should check your position if you find that the choke is done with a few trous. Si the engine suffocates before taking its laps, the carb intermediate circuit is too poor. You have to change the position of the clip (4th noting) and try again. If it's still too poor, you have to change the needle. Avoid using the 5th cran. 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The interest of this setting is to get a frank response from the engine to the quick opening of the handle gaz. Le the engine is hot. You're on a bike. You're at a dead end. You take the throttle in your hand and you speed up frankly. Climbing to speed should be instantané. Si it is not, fix the screwing settings or unscrew seen (depending on the type of response received, characteristic of the carb is too rich or too poor ...) for 1/4 laps until you get the correct answer. Your bike is now installed!!

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