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How to Diagnose Carburetor Problems in Your Motorcycle Too Lean. When a carburetor is running lean, the fuel-to-air ratio is off because the carburetor is delivering too much... Too Rich.

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Carburetor is delivering too much... ...

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How to Diagnose Carburetor Problems  
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carburetors have a slow speed fuel  
adjusting screw that regulates the

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fuel/air mixture in the lower rpm range. Others have an air adjusting screw. Turning this screw clockwise will reduce the amount of air entering the carburetor, and will, therefore, richen the mixture (refer to a shop

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Carburetor Troubleshooting Guide  
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Carburetor and Fuel System.

Troubleshooting Guide. This guide covers problems and solutions routinely encountered on stock and mildly modified motorcycle engines. As the horsepower goes up, so does the

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number of potential situations that impact performance or create problems. When the carburetor is acting up on a performance engine, these basic problems must be eliminated as a source of the problem before going on to performance tuning the carburetor.

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## Troubleshooting Guide

Carburetor Troubleshooting Guide -  
Nightrider.com

How to Fix a Motorcycle Carburetor

01. For someone not familiar with working on a carburetor, the notion of dismantling and fixing one can seem daunting. 02. The carburetor is

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generally retained by two bolts or a circular clamp on the inlet manifold. You should first turn... 03. Removing the float ...

DIY Fix Your Motorcycle's Carburetor  
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Fuel level in carburetor float bowl too

low Carburetor holder loose Air

cleaner poorly sealed, or missing Air

cleaner duct poorly sealed Air cleaner

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clogged. Compression high: Carbon built up in combustion chamber.  
Engine load faulty: Clutch slipping  
Engine oil level too high Engine oil viscosity too high Drive train trouble  
Brake dragging. Lubrication inadequate:

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Motorcycle Troubleshooting Guide -  
Four-Stroke - Cyclepedia

Carburetor Jetting Troubleshooting.

Carburetor troubleshooting is simple  
once the basic principles are known.

The first step is to find where the  
engine is running poorly, fig 7. It must  
be remembered that carburetor jetting

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is determined by the throttle position, not engine speed. If the engine is having troubles at low rpm (idle to 1/4 throttle), the pilot system or slide valve is the likely problem.

Mikuni carburetor operation and tuning  
If the fuel level is set too high in the

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float chamber, a rich mixture will result. A rich condition may be caused by a dirty or clogged air filter (s). Also keep in mind that both altitude and humidity effect your engine's performance. Carburetor adjustments should be done with engine at normal operating temperature.

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Motorcycle Carburetor Problems -  
Classic Motorcycle Build

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Diagnose Carburetor Problems in Your  
Motorcycle Too Lean.

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The performance of the engine can be varied by adjustments to jet sizes, jet-needle taper, and diaphragm spring tension. 4. Carburetor metering circuits: Your motorcycle carburetor has five main metering systems/circuits inside it and these are governed by the throttle slide position.



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Pilot circuit. Throttle slide with a cutaway.

Two-Stroke Motorcycle Carburetor  
TroubleShooting ...

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Motorcycle Performance Guide  
Diagnose Motorcycle Carb Issues on the Fly. Accelerate and shift through all gears at the proper RPM. A properly tuned and carbureted engine will accelerate smoothly and quickly through the gears. If the main jet is too rich, acceleration will feel slow or

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stutter. Close the throttle from full to about 3/4 open when RPMs are over 4500.

Motorcycle Carb Tuning & Rejetting |  
MotorcycleZombies.com

While at idle, back them out 1/8 turn at a time, alternating between the 2 or 4,

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until highest vacuum is achieved. Be sure you keep all 2 or 4 screws even. You can also do these adjustments without a vacuum gauge. The adjustments are the same except you will adjust to highest engine RPM at idle.

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Carburetor Technical Support - Holley

When jetting a motorcycle carburetor, it is always best to return the carburetor back to the factory settings per the factory service manual (or equivalent aftermarket publication like Clymer or Haynes). I cannot stress this enough, nearly ALL motorcycles

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produced have a service manual available in some form either used or new, digital or print. Before attempting ANY sort of repair it is best to obtain a service manual for proper specifications for your particular motorcycle.

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carburetor Jetting - The Junk Man's  
Adventures

The basic secret of carb function is that inside each carb are thousands of tiny gnomes; each with a small bucket. As you open the throttle, more of these gnomes are allowed out of their house and into the float bowl, where they fill



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the buckets and climb up the carb's passages to the intake, where they empty their buckets into the air stream.

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