

be removed and placed on one side, so that the fuel level is below the tap outlet. Take care not to damage the paintwork.

2 The tap unit is retained by a gland nut to the threaded stub on the underside of the tank. It can be removed after the fuel pipe has been pulled off the tap.

3 If the tap lever leaks, it will be necessary to renew the tap as a complete unit. It is not possible to dismantle the tap for repair.

4 When reassembling the tap, reverse the procedure for dismantling.

5 Check that the feed pipe from the tap to the carburettor is in good condition and that the push-on joints are a good fit, irrespective of the retaining wire clips. If particles of rubber are found in the filter, replace the pipe, since this is an indication that the internal bore is breaking up.

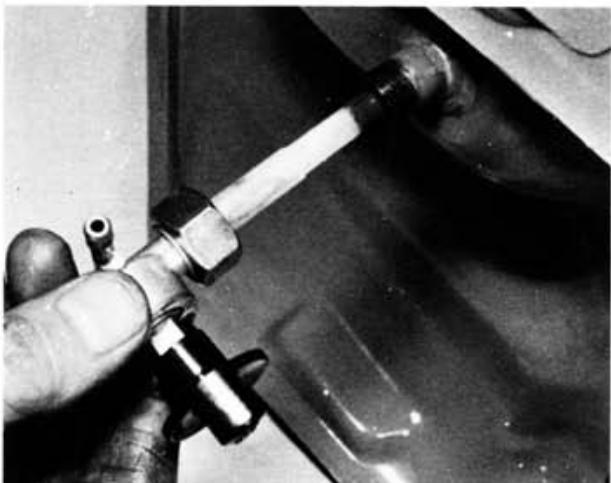
6 If there have been indications of water contamination in the fuel, the removal of the tap presents a good opportunity to drain and flush the tank completely. Many irritating fuel system faults can be traced to water in the petrol. This often appears as a result of condensation inside the petrol tank. The resulting blobs of water are easily drawn into the carburettor, where they can cause intermittent blockages in the jets and drillings. Any accumulations of water should therefore be flushed from the tank before the tap is refitted. The tubular filter gauze should be removed and cleaned carefully prior to reassembly.

6 Carburettor: removal

1 Turn the petrol tap to the 'Off' position and disconnect the petrol pipe. Disconnect the float bowl drain tube and air vent tube. Slacken and remove the two nuts securing the carburettor to the inlet stub. Slacken the clamp securing the air filter hose to the carburettor.

2 Disconnect the clutch cable and tachometer cable (MB50). Push the carburettor back and clear of its mounting studs. Carefully remove it from the engine. Unscrew the black plastic carburettor top and tape it to the frame by the throttle cable to prevent damage to the throttle valve and needle.

3 Be careful not to allow any dirt into the inlet port while the carburettor is being examined. If the removal procedure as described proves difficult, it is possible to remove the carburettor still mounted on the inlet stub. To do this, slacken and remove the four stub retaining bolts and lift the two components up. This will give enough room to separate the two and remove them from the engine.



5.2 Gauze fuel filter is attached to the fuel tap

7 Carburettor: dismantling and reassembly

1 First drain the remaining petrol from the float chamber by unscrewing the drain plug at its base. Slacken and remove the two retaining screws and remove the float bowl. It may need a very gentle tap at the front area to free it.

2 Slide out the float pivot pin and withdraw the float and float needle. The main jet is located at the centre of the carburettor and is identified by its slotted cheese head. It can be unscrewed on its own or together with the hexagon headed needle jet holder to which it is attached. Both must be removed before the needle jet can be reached. Press the needle jet out from above.

3 The projection adjacent to the main jet is the pilot (slow) jet. This is pressed into the carburettor body and cannot be removed. Carefully screw the pilot air screw inwards counting the number of turns necessary to seat it lightly in the body. Note the exact number of turns and then remove the screw. Remove the choke (starter) assembly. This is only available as one piece and there is therefore no point in stripping it further.

4 Turning back to the throttle valve assembly, disconnect the end of the cable from the valve by sliding it down the slot cut in the side of the valve. Remove the throttle valve, throttle return spring and mixing chamber cap. If the cable is to be renewed, remove the rubber sealing cap as well.

5 With the throttle valve components set out on a clean sheet of paper on the working surface, remove the needle retaining clip from inside the throttle cable and slide out the needle. Do not disturb the small needle clip unless absolutely necessary as it is easily lost or damaged.

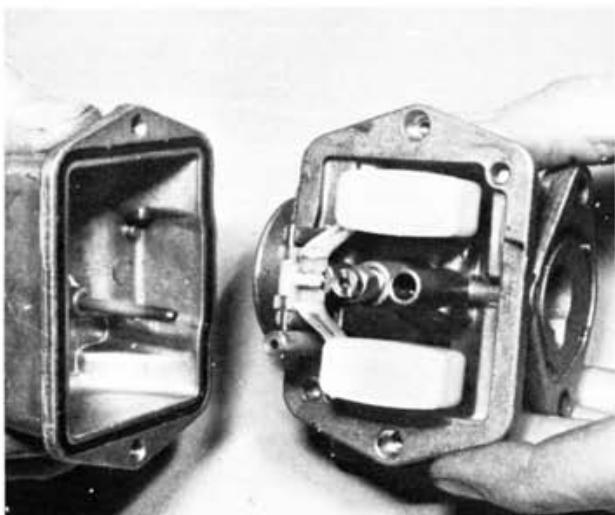
6 Reassembly is a straightforward reversal of the dismantling procedure. Each part must be scrupulously clean and new O-rings must be used as required. Screw the pilot air screw gently in until it just seats and unscrew it the original number of turns. This will serve as a basis for tuning the cleaned and rebuilt carburettor. While working on the carburettor, care must be taken to avoid overtightening any of the components. All of these are delicate and easily damaged.

7 When the carburettor is fitted once more in the engine, the tachometer cable must be replaced (MB50), the clutch cable must be replaced and adjusted, and the oil pump cable adjustment must be checked and altered if necessary whenever the throttle cable adjustment is altered. Do not forget to connect the float bowl drain tube and air vent tube.

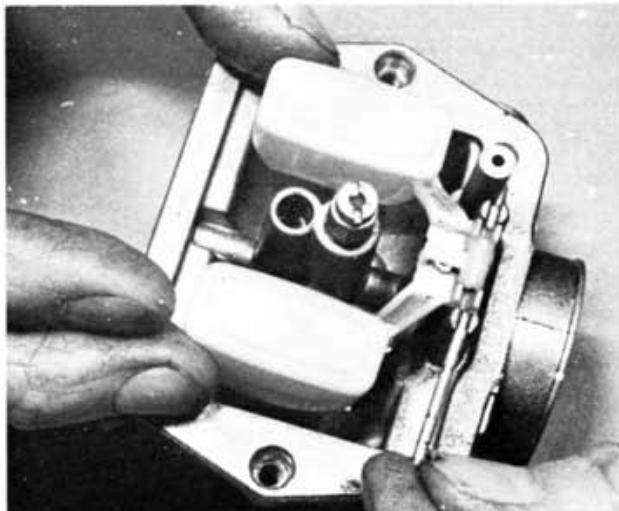
8 The tuning procedure for re-setting a carburettor is given in Section 10 of this Chapter.



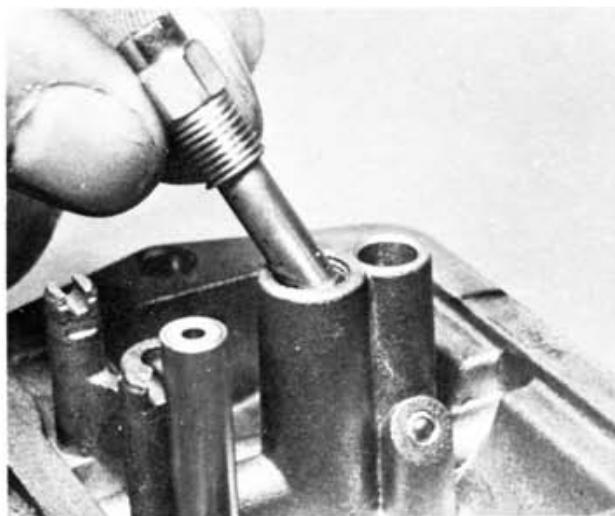
6.2 Unscrew carburettor top to release throttle valve assembly



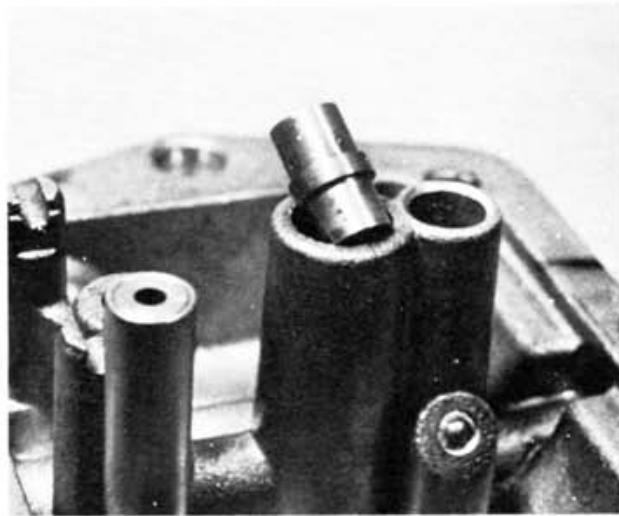
7.1 Remove float bowl which is secured by two screws



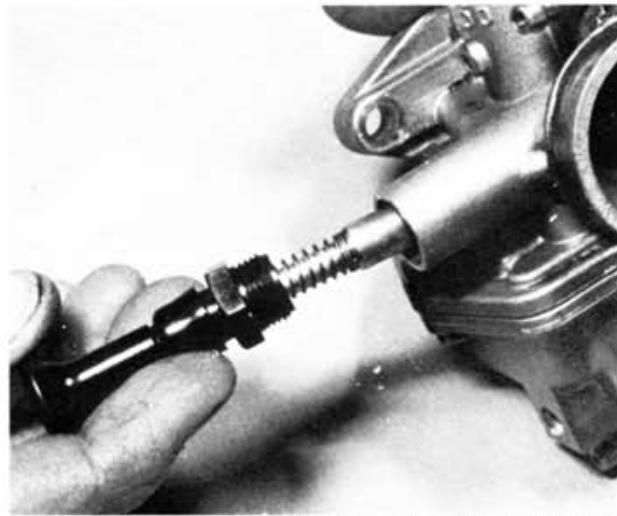
7.2a Slide out float pivot pin to remove float assembly



7.2b Main jet and needle jet holder can be removed together



7.2c Needle jet must be pushed out of its seating



7.3 The choke plunger assembly must be renewed if badly worn or damaged



7.4 Remove throttle valve assembly from the cable