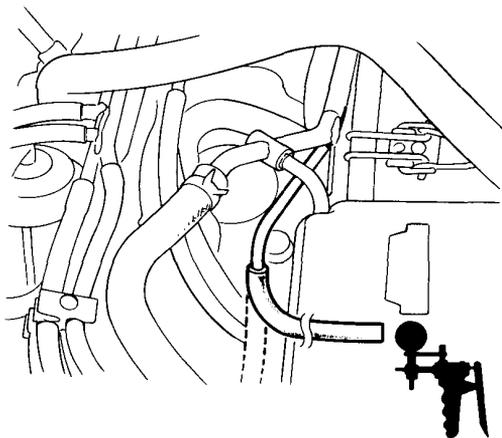




Testing (HOT ENGINE)

1. Start the engine and warm up to normal operating temperature (cooling fan comes on).
2. Disconnect the #14 vacuum hose from the vacuum hose manifold and connect a vacuum pump.

There should be vacuum.



- If there is no vacuum, check the vacuum hose for proper connection, cracks, blockage or disconnected hose, and replace the air bleed valve B.

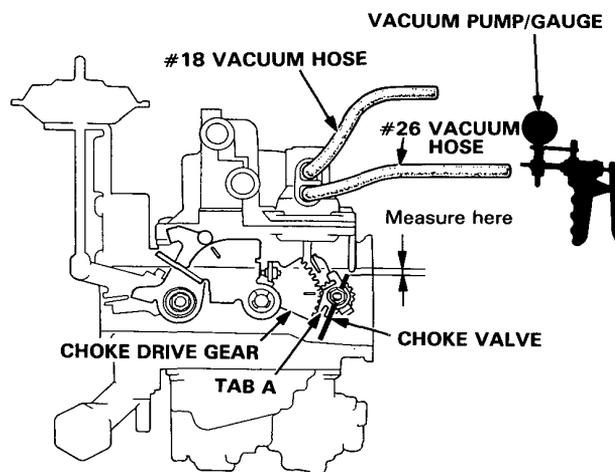
Choke Linkage

Adjustment

1. Remove the carburetor.
2. Disconnect the #18 vacuum hose from the choke opener and leave open to atmosphere. Disconnect the #26 vacuum hose and connect a vacuum pump. Apply at least 200 mm Hg (8 in. Hg).

NOTE: If vacuum drops below 200 mm Hg (8 in. Hg), slowly reapply vacuum until you can maintain the highest level without losing vacuum.

3. Turn the choke drive gear clockwise and measure the clearance between the choke valve and the casting.



1st Stage Clearance;

1.89 ± 0.09 mm (0.074 ± 0.004 in.)

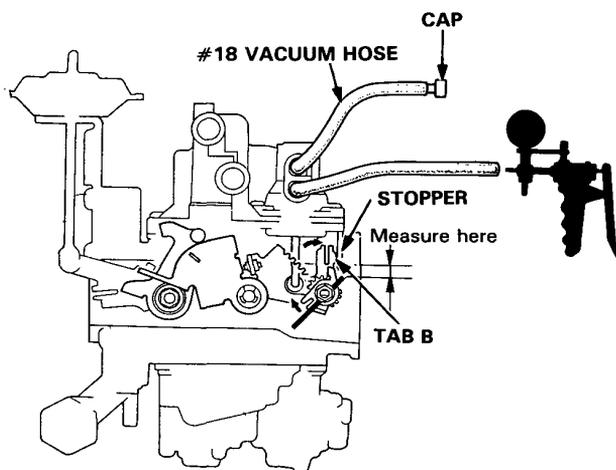
Adjust clearance by bending Tab A.

(cont'd)

Carburetor

Choke Linkage (cont'd)

4. Cap the end of the #18 vacuum hose and apply vacuum.
5. Turn the choke drive lever clockwise until Tab B seats against the stopper, and measure clearance between the choke valve and casting.



2nd Stage Clearance; [KS, KX, KZ model]

M/T: 4.31 ± 0.09 mm (0.172 ± 0.004 in.)

A/T: 4.74 ± 0.09 mm (0.190 ± 0.004 in.)

[Except KS, KX, KZ model]

3.56 ± 0.09 mm (0.140 ± 0.004 in.)

Adjust clearance by bending Tab B.

If the clearance can not adjust, replace the left carburetor.