

I really should revise and divide these statements per engines, (1602 or 1670's), <G>.

Because of the way folks are having more and more difficulty with the float level, I'll be writing about checking and adjusting the float level 'on', the bikes. That way, the float level will be checked and adjusted in its natural functional environment, <G>.

Here we go;

With the bike up and level as possible; Whether you put a few pieces of wood or whatever under the kickstand, or whether you have the bike lifted by the frame, on a jack; Just get the bike as level as possible. NO need for laser levels or having the folks from the Atomic Commission come out and adjust your watch, LOL , , just a plain simple level, is ALL that's needed.

We're going to have to take the air box off. Since there are very few aftermarket air boxes that allow a float level check while mounted, it'll probably be better anyways, to take all air boxes off, for more room.

** IMPORTANT; When you take the air box off, the carb WILL move downward, (usually). WATCH it closely and prop it back up to its normal position as your checking your float level. Surely there's a tool or a piece of wood or SOMETHING, you can prop the carb up to get it up to it's normal position, as if the air box were still attached , , to use, <G> ! !

Don't remember who came up with the aquarium tubing for attaching to the float bowl spigot, BUT, that tubing REALLY works good, <G>. It's clear and you get a lot for your money. At the Dealers we worked on chainsaws and the fuel line of the chainsaws make a good tubing also to check the level.

Ok , , , let's attach our tubing to the spigot and run it up the side of the carb and secure it. A long enough piece is easier to secure while we wrestle with the 5mm bolt that releases the fuel into the tubing, <G>. Be CAREFUL that the 5mm drain bolt is NOT tightened, instead of loosened. It's STILL righty-tighty and lefty-loosey, BUT, we're working backwards, SO , , make darn sure your loosening it, instead of tightening. Over tightening the drain bolt WILL cause the float bowl to CRACK, and they ain't cheap, <G>.

With the petcock on and the ignition key to 'on' , , , the fuel pump will supply a more constant pressure to the float 'seat'. That way, you don't have to do the 'tapping' of the carb body with a screwdriver handle, or such, to get an even 'seat' of the seat/needle of the float.

Now we have our tubing up and secure we can swing it into place to either the right or left side of the carb body. Most folks, including I, check it on the left side, (as your looking at the carb). The tubing needs to be as close to the rearward 'side' of the float bowl. You will 'see' where the fuel level is in conjunction to where the mating surface of the rear portion of the float bowl is. The float level is perfect, right? Yea , , right , , <G>! Now for the adjustment of the float, <G>

Remember our ignition key is still on, 'so', we can turn the key to the OFF position because it only takes a few seconds for the fuel pump to add pressure and fuel to the seat/needle of the float bowl. NO, the fuel will NOT spew out of the aquarium tube, because the 'seat / needle' are holding it back due to the pressure on the float.

For the 1600 engine; Dead 'even' to NO more than .050 high at the rear mating surface of the float bowl to carb body.

For the 1700 engine; 0.100 high and NO more than 0.200 high from the rear mating surface of the float bowl to carb body.

Now, to adjust the 'tab' of the float. Most likely it would be more efficient, 'if' we have to take the float out of the float bowl, to loosen the clamp of the intake/carb and 'twist' the carb to the right, where the float bowl is more accessible to the left, (pointing toward the rear ground), to get to the float assembly phillips screw. Put a rag down under the carb. That way, 'if' the phillips screw and washer decides to JUMP out, it falls onto the rag and instantly stops, instead of bouncing to Pakipsee, LOL ! !

Have to drain the float bowl. With the key off, the petcock turned to 'off' and the float bowl drain bolt open , , just tilt the aquarium tubing down into a container till the float bowl is empty.

Let's say we have the float out. The needle, of the seat, WILL be attached to the tab of the float ! ! Slide the needle off and place on the rag.

Here is the easiest way to bend that tab, (of the float), in the right direction;

LOOK at the 'tab', NOT the float itself;

If the float level is too high; You bend the 'tab' , , , TOWARDS the seat/needle.

If the float level is too low; You bend the 'tab' , , , AWAY from the seat/needle.

I have more folks get confused over 'where' the float 'is' ! !. Do NOT look at the float itself ! ! 'Concentrate' on the tab and bending it for the position of the float to raise or lower, <G>.

Put back together and recheck. It DOESN'T take gorilla bending on that tab to make a difference. It also may take more than 1 time, <G>, to get the level correct. Even .050 difference can make a difference in the way the bike runs. Just take your time and allot a full day to doing this, even tho, it might only take just a few hours, <G>.

Hope this helps,

Joel