

With the carb off and on the bench;

1. Attach a small clear hose, (about 4 inches), to the 90 degree bend, metal hose, that sticks out from the bottom of the carb.
2. Fill the fuel filler tube with water. (Holding the tube 'up').
3. Loosen the 5mm allen bolt, that let's the gas flow into the tube, (it's just above the 90 degree tube).
4. Set the carb, 'up', as straight as possible, on the bench, (this is NOT rocket science, LOL).
5. Now, 'hold' the tube to one of the sides, (left or right), of the back of the carb. (The mating surface of the carb is 'angled'). Look at the fluid level of the tube and look at the mating surface of the float bowl, to carb.

***Depending on year of bike, the fluid level, should be as follows;

99 to 03; Dead 'even' with the mating surface of the float bowl to carb body, and NO MORE than .100, 'below' that.

04/05; Slightly higher than the mating surfaces, but, NO MORE than .200, 'higher'.

If the float is too high; You want to 'hold' the needle tab 'down', and 'pull' the float 'away' from the tab / carb body, (out). (This makes the float tab come into contact with the needle, quicker).

If the float is too low; You want to hold the tab 'away' from the needle, and 'push' the float 'in' towards the carb body.

Now, this all 'sounds' easy on paper, BUT, it's real chore, because the tab of the float is stainless steel, and doesn't want to bend very easy !! If it's just a 'small' amount of bend required, I do the above.

If I'm moving that float + or -, more than .050, then, I'll take it out and use a very small needle nose pliers. Look at Muckers photo's on carbs at <http://weislake.com/sig> Photo 2-B seems to be the best...

This procedure CAN get quite nerve-racking, 'so', have plenty of beer on hand, LOL !!

After, adjustment/test, you can take the float bowl off and drain the water. 'GENTLY' spray out the excess water with air.

6. Put back together, <G>.

Hope that helps,
Joel (Odo)