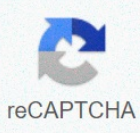




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Keihin ve carburetor diagram

3. position of the needle clip: this works in conjunction with the length of the straight part. If the motor is too rich over a quarter of the throttle raising the buckle on the needle (#1 in illus.) will tilt the mixture. 4. Cone needles: a larger cone will result in a leaner mixture in the first half of the cone and a richer mixture in the last half of the needle. For example, the 1.34 cone will be richer in the first half and slimmer in the second half of the cone than the 1.45 cone needle. 5. Number of cones: the needle may have one or more cones. The number of cones usually does not change. Needle current: needle/nozzle current, changing the fuel/air mixture up to 3/4 of the throttle. How it overlaps with the jet needle depends on the needle nozzle opening, the air bleeding holes and the type of nozzle screen. Most modern Japanese carburetors use a solid needle current/nozzle assembly that cannot be removed. If your carburetor has a removable needle/nozzle current, contact the manufacturer to decipher the nozzle code. It is also not recommended to calculate how a rich or lean stream of needle uses exclusively a nozzle inside the diameter of the needle outside the discharge area of the diameter. Wide open gas (w.o.l.) main jet: The best route to determine the size of the mainstream (#7 in illus.) is to fully load the engine for a long immediately or hit. At the end of the section, chop the throttle and hit the kill button at the same time. The plug is then pulled to read. The parts of the plug you should be looking for are: a positive electrode and the last 1/4 of a ceramic insulator. The best performance usually results in a very light tan colored insulator tip and a dark colored ring around the tip of the electrode. The electrode itself should have fairly sharp edges. For example, if the ceramic insulator has a nice tan coloring, but the electrode has a white ring around the tip and the plug is the right heat range then you can easily run the size of a larger main jet. Please keep in mind that different types for mix oil & ratios, along with gasoline, will give different details. Also, that plant or av gas is more prone to oxidation and storage deterioration, along with the fact that a large number of types are used around the world. When blasting your main plane try to remember the jet for the best performance for the track. An example of this is endurance, where you would like to run big enough to keep the engine cool, that is, you can be on the rich side, but the engine will fade less towards the end of the race. Another situation could be the SX stadium track, where you will spend a lot more time on low to middle circuits. In this case, you'll probably be running a main jet that's much smaller than the usual outdoor drag racing... and everything in between. CDKIT Diagram - Click here

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