

## Carburetor Rebuild Assembly Part 1

Gonna be multiple parts puttin the carbs back together on this rebuild. Here's Part 1  
Trying to show a lot of detail to every step so takes many pictures and can only post 40 pics per post on FB  
Be sure and add your tips and tricks in the comments as well as any mistakes you see I may have made. My comments in the pics. Thanks



Got the carb rebuild kit from Red Eye. <http://redeye.ecrater.com/p/2063876/carburetor-gasket-kit-viton-gf>



(left) A lot more parts and detailed instructions came with it than I expected. Nicely put together.

(right) The floats and needle valves weren't included but I ordered them separate.



(left) 1st bag I started with was the carb drain screws. Replaced the o rings around the head

(right) Pretty simple job, I use a little Vaseline to help them slide.



(left) Installed them into the carb bowls and gently snugged them up

(right) Next was the air cut valve vacuum tubing to replace, I put a little Vaseline around the stub and it slid right on



(left) Next was the new plugs for the air cut valves.

(right) Used a pick to remove them and the new ones popped right back in



(left) New o rings replaced on air cut valves

(right) The little tube jets in the air cut valves have 2 o rings to replace. These were very dry and crumbled when I took the old ones off. Acted like 20 year old rubber?



(left) Small end inserts into air cut valve first.

(right) I used a little Vaseline on the rings to help them slide in, they were tight.



(left) I stuck a little Vaseline on the metal vacuum tube so the rubber line would slide on.

(right) Couple of them needed some influence from needle nose pliers to push them on.



(left) Position the cut valves into place and install the screw

(right) Next to replace the throttle needle o ring you have to push the needle out, if it don't come use a screw from the air horn assembly and pull it out.



(left) It should pull right out, no need to remove the needle just replacing the o ring

(right) Remove the old and install the new then push it back in till it snaps into place



(left) Install the slow jets and snug down with screwdriver



(right) Don't over tighten or you'll break the top.



(left) Next install the high speed jet



(right) Snug it down with a screwdriver or 7 mm wrench. Don't over tighten just good and snug.



(left) Next Remove everything off the pilot jets and the kit comes with new springs, washer and o ring. Goes together in that order

(right) Then install the pilot jet



(left) Using the special tool or screwdriver if you cut slots, screw it all the way in till it just touches bottom

(right) Then count the turns out you marked when you removed them or set them at 2 1/4 turns out and adjust when it gets running.



(Left) Bottom jets all in and ready for the float and needle valve.



(right) Kit comes with all new carb bowl gaskets.



(left) Also has a neat little test tube and plate to check for leaks. Got to make sure this little red diaphragm is going the right way or you won't get any suction out of it.



(right) Place the glass plate over the gasketed carb bowl, loosen the drain screw and apply suction to the tube, tighten the carb drain screw while pulling suction. Once the drain screw is tight you should hold vacuum in the carb bowl and hold tight to the glass plate.



(left) After testing I added a little Vaseline to the groove for the gasket to set in and hold in place

(right) Press the gasket into the groove making sure it is on all the way around.



(left) New float bowls



(right) New float needle valves



(left) Clip the needle valve into the float tab



(right) Use a q tip to clean the needle valve seat in the carb body then drop the float Assembly into place with the needle valve going into the seat.



(left) Make sure it stays clipped and slides in the hole easily

(right) Once in slide the keeper pin thru to hold it in place.

**Should spring freely. Will post Part 2 as ..." Carburetor Rebuild Assembly Part 2"**