

## Carburetor Rebuild Assembly Part 2

I had to break this down into many parts on the tear down and re Assembly.  
Search for Part 1 if you haven't seen it or you'll be starting in the middle here



(left) At the end of Part 1 I had just installed the float and ready to cover it up. I used some Vaseline on the groove of the carb bowl to hold the gasket in place for Assembly.

(right) Cap in place ready for screws.



(left) Snug the 3 bowl screws down.

(right) Install the enrichment valve.



(left) Tighten with 10 mm wrench and pull out on it to make sure it moves freely.



(right) Air Horn gaskets came with kit.



(left) Used a little Vaseline to hold them in place for Assembly



(right) . Install the air horn lining up the 3 tabs and notch on the inside



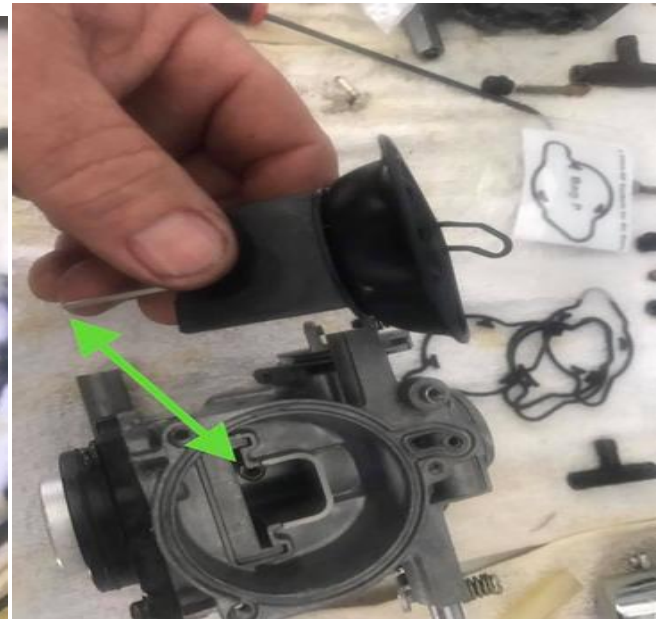
(left) Air horn seated correctly



(right) Add the cover lining up the positioning tabs.



(left) Install the 4 screws and snug down



(right) installing the throttle needle; make sure the needle goes into the hole.





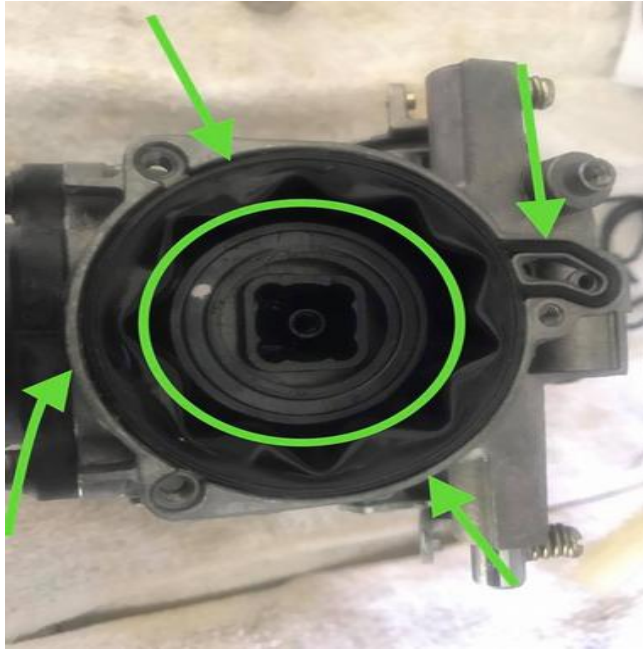
Fold the outer diaphragm down towards the needle.



Set the diaphragm into the hole and make sure the outer ring seats into the groove.



Make sure the needle is in the hole.



(Left) Push down on the center and be sure the outer ring stays in the groove



(right) Install the spring in the center hole.



(left) The other end of the spring into the cover snout



(right) Place the cover on top keeping spring straight and line up the holes.





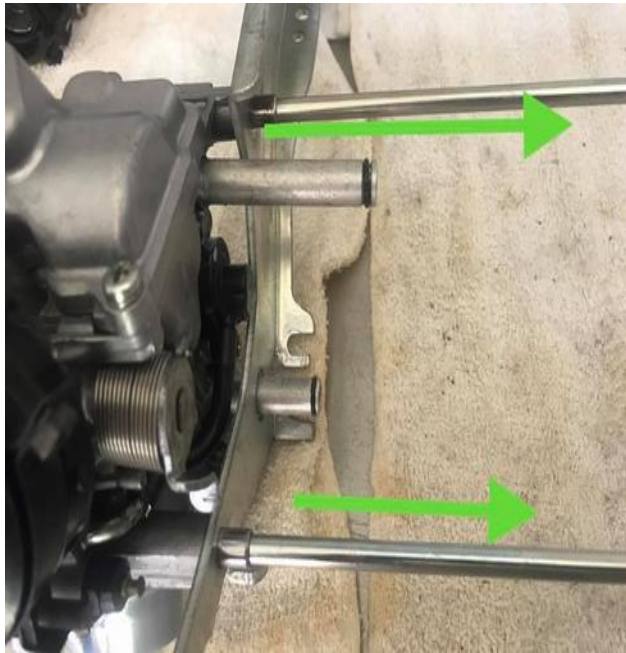
(left) Slide the chrome cover over the plastic cover holding it in place as you slide it on and install the screws and snug down.

(right) Install the boots with the rounded ends facing out. Line up the notch of the boot with the tab on the carb and make sure the clamp is center over the round tab on the boot.



(left) Install the o rings on the fuel rails and vent rails

(right) The metal rails go between the carbs 1 and 2 thru the metal cross brace.



(left) Slide the threaded rods thru there holes and be sure you have the connector dowels in place to center the carbs being slid together.

(right) As you bring them together line up the linkage, rails and dowels as you slide together. If it doesn't go Something isn't lined up.



(left) Put the vibration springs between the linkages where they go. Small springs between 1 &3 and 2 &4, Larger Springs, between 3 & 5 and 4 & 6.

(right) Add the fuel rails, vent rails, dowel pins and springs to add another carb slid onto the threaded rods.





(left) The larger vibration springs go on the back 2 carbs.

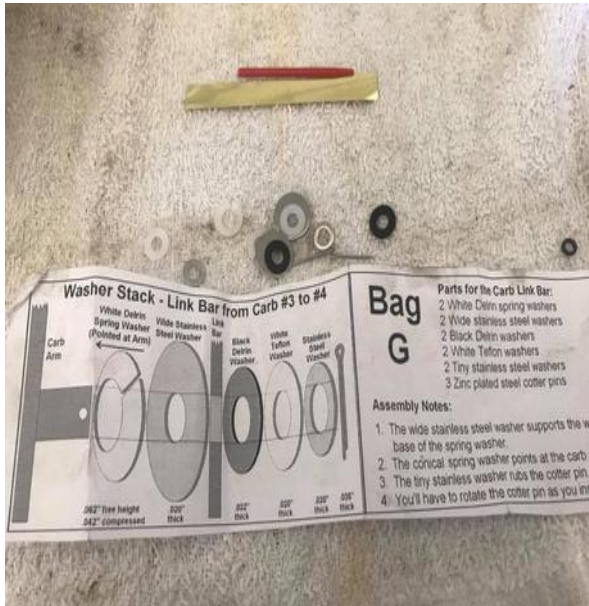
(right) Put the nuts on one end and slide the carbs on from the other end.



(left) Linkage springs new with kit

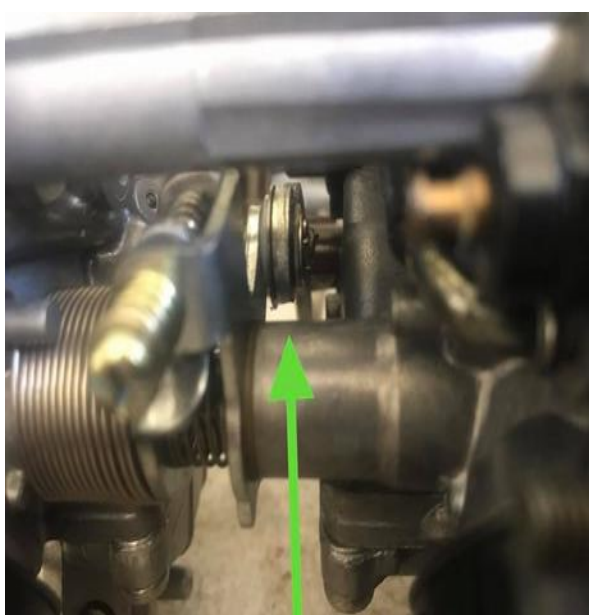
(right) Back the adjuster screw out most of the way and slide the springs in on the peg to the bottom of the linkage of the adjoining carb.





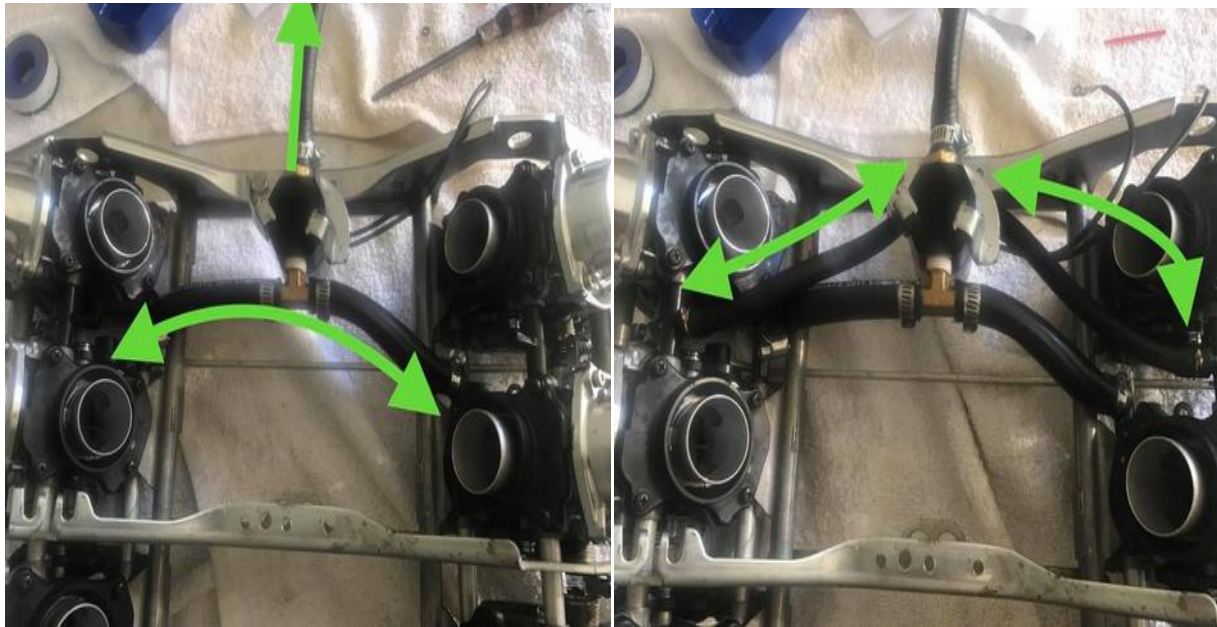
(left) Bushings, washers and cotter pin for link rod.

(right) Install the hardware as shown on previous picture to link rod.



(left) Same on other end of link bar

(right) I used a dab of blue loctite on the nuts. Had some come loose and lost them on one of my bikes before.



(left) I'm using the Dan-Marc electronic fuel shut of here but either way install the fuel lines coming off the T fitting to the Fuel rails on the bottom.

(right) Install the vent or overflow lines to the vent rail or top rail and stick through the cross frame holes on the other end



(left) Vent tubes pushed through the holes in the cross frame bracket.

(right) Install the idle adjuster knob on #3 carb.





Kit came with a brass strip to slide under the butterflies of each carb to bench sync it with. Start with #3 carb and adjust the idle screw so the strip barely slides out. Then adjust the other carbs to match #3 using the strip the same way. Carbs are ready now to go back in the bike.