

Carburetor rebuild tear down Part 2

Sorry for having to do it this way but Facebook will only allow 40 pictures per post. If you haven't seen Part 1 of this yet please search for it as this will get you lost starting here. 😂😁
Alright well we were at the point we just removed the 4 rods that hold the carbs together and are fixin to start splitting them apart.
Here we go
Add your tips and tricks in the comments to help us all out. Thanks



This is another cool little tool that came in the Red Eye carb rebuild kit. You put it between the carbs and pry on it to help separate them. It worked awesome.



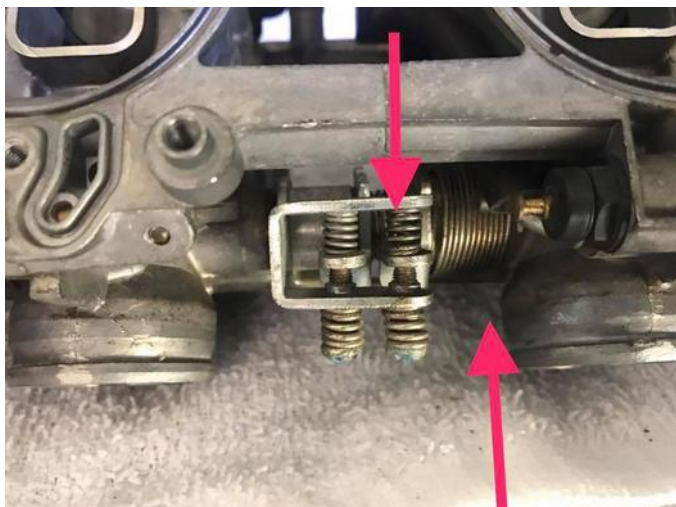
Once it starts to separate you can fit a screwdriver in the gap on the other side of the carb to help pry so as not to bind it prying from one point.



Once it comes loose you can remove the fuel rails and vent rails



This is one of the springs that go between the carb linkage to keep it from rattling. It is one of the 2 bigger ones that fit over the nut.



Note how this linkage and springs are together. If you fail to return it to this position you'll never be able to sync your carbs.



Oh boy, another lost picture.
This is the pilot jet with the spring, washer and o ring I mentioned in Part 1



I remove the loose springs from the carbs and put them all in a little plastic bag so the don't roll or bounce away



This is the fuel rail. You hear of carbs leaking, this is usually the culprit, the o rings on both ends dry and crack allowing the fuel to seep out. You know, they ain't but 20 years old?



Fuel rail on the left
Vent or overflow on the right. All the o rings we will replace with new



Where the bar that holds the banks together comes between the carbs it has metal rails with o rings



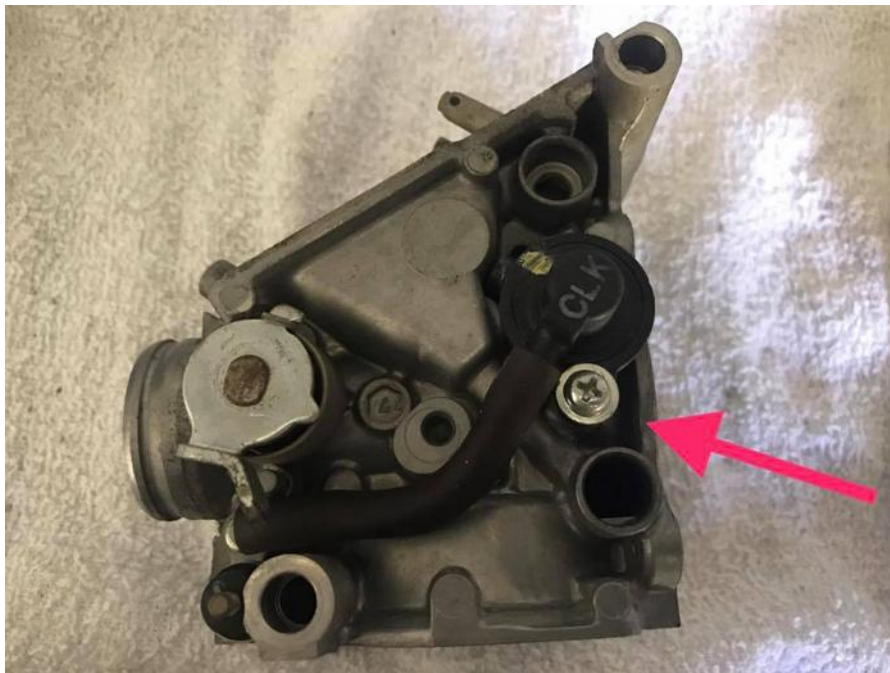
Hmmm, seems to me I'm liking pictures of these springs? What's this like the 3rd one? Sorry. Should be any problem getting them back in the right spot huh?



Along with the cool little tool they give you some brass shims to add length to the aluminum bar to pry the carbs apart.



Our pile of parts is growing



Remove the Phillips screw so we can get the air cut valves off



Push the vacuum line off it will come off easier then pulling it



Got a little jet left in the hole that hangs in there pretty good due to the o rings on it.



It goes in here on the other side



The enrichment valves have a spot on the base to use a 10 mm wrench to remove them



Counter clockwise and remove the enrichment valves



Pull the valve and spring out of the hole



O rings are hung up in holes everywhere we have to dig out.



I have no idea what I took a picture of here?

Yeh I do, it's a dowel pin that holds the carbs together. I think this kit has all new ones for us too?

New ones are plastic, I reused the OEM ones. Gota clean um and grease um before reinstall.

