

Carburetor rebuilt tear down Part 3

I'm having to break this down into many parts due to the amount of work and detail I'm trying to show. Sorry for the long drawn out process but don't know how else to post it. I've been washing all the metal parts removing the rubber parts and cleaning the tiniest of holes in the jets. Really looking good though.. Was hoping the floats would come today but went to town this morning to check the Post Office and not there. Got everything else I need but no floats. So soon as I get the floats we'll start trying to put the puzzle back together.



I don't guess I need to tell you which one is the cleaned one?



Got to remove the carb bowl drain screws





This is what they look like when removed from the carb bowls



Have to remove the carb bowl gaskets. I use a set of picks I bought at Harbor Freight. Comes with 5-6 different shaped picks, really handy for getting the o rings out of the holes and gaskets off. Also scraping the corners to remove the stuff that won't come out.





Here's an O ring stuck down in the hole that the picks work great to dig them out



The o rings hide everywhere, look in all the holes to make sure you get them all out



The Berryman cleaner has its own little basket in the can and a whole carb will fit good down in there



After 20-30 minutes I check em to see if they are clean or need a bit longer. Says you can go up to 4 hours? I imagine that folks have left them overnight before but this isn't my bike and gonna go with the directions on this one

After you pull it out I drop it in a bucket of water with some Dawn dishwashing soap and swoosh it around a bit.



After it comes out of the water I use a blower on my compressor to blow all the water out and give it a good spray down with some penetrating lube.



Then I take a can of carb cleaner and poke the nozzle in anything the resembles a hole and give it a shot and make sure it blows thru to the other side



Lots of holes here to spray



Little filters down in the fuel rail openings spray them too



Catch the throttle needle hole too



Follow up the carb spray with a good blast of air to finish it up



Go back thru all the hole you found



I didn't dip these air cut valves cause I saw some plastic on the ends, didn't know if it would hurt it or not



Keep removing o rings and gaskets while the parts are cleaning



When you get done with all the o rings you get to find more holes. K&L makes a small cleaning set for carbs. Torch tip cleaners will work for most but not the slow jet holes, takes a really small one there and probably the jet to be most likely to be clogged.



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Lots of little jets with lots of little holes, make sure you get them all



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