

CARBURETION

Subject: carburetion

Model: Nevada 750 / 750 Club

Problem:

the problem might come out in different ways during a ride.

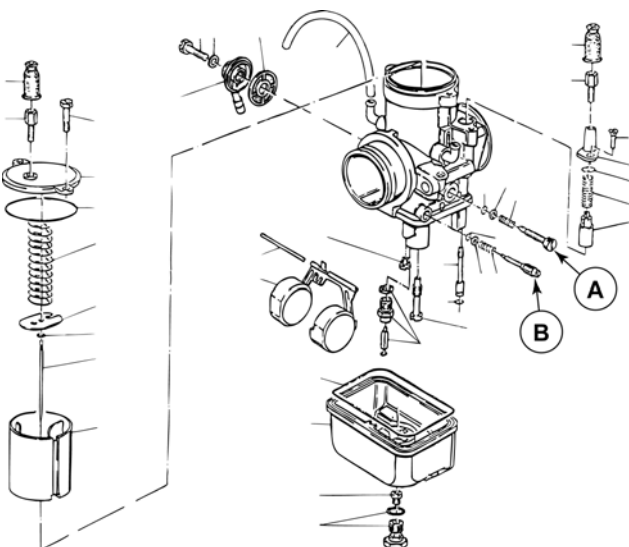
- Backfiring when releasing the throttle
- Erratic idling after acceleration
- Air leakage in the air box

Solution:

Since it is impossible to check the CO level with the gas analyser due to the lack of individual take-up points in the exhaust pipes and because there is the balancing pipe, it is necessary to proceed as follows.

Preliminary operations

- Check that the float needle valve (carburettor) is screwed in. If it is not so, change the gasket as per techn.bulletin no. 001-2003 dated 16 Jan. 2003 before tightening it.
- Connect the intake pipe take-up points to a vacuum meter.
- Start the bike and let it warm up to operating temperature.
- Set idling speed to 1150 ± 50 rpm.
- Balance the cylinders, make sure that idling speed stays the same. The idling speed adjusters (**A**) are the same that are used for balancing the vacuum on the intake pipes. It is necessary to slightly rev up, using the throttle grip, and balance the vacuum in the intake pipes using the threaded adjusters. Check that the play of the throttle drive cable is 1 mm at idling speed.





Carburetion

Use the mixture adjusters (**B**) to adjust the carburetion.

The correct compromise is reached when the engine goes smoothly back to the set idling speed after having revved up.

Should it not be possible to reach a smooth idling speed even after a careful setting, it is necessary to check valve and cylinder head sealing.

Checking the valve sealing

Check the valve sealing using the SUN-TEST (BOSCH), put the combustion chamber under a pressure of 5 bars.

If you do not have the suitable equipment available, build fake spark plugs with the fittings for compressed air; these spark plugs are to be fitted on the cylinder heads instead of the real spark plugs.

Bring the piston of the cylinder head to be checked to the TDC (valves closed).

Then supply compressed air at 5 bars to the head and check air leakage from the exhaust or intake valve.

The SUN-TEST system is fitted with two pressure gauges, one for checking inlet pressure and another one reading the pressure on the cylinder head; there will always be a certain difference, but it should never exceed 20%.

If the test result is negative, it is necessary to grind the valve seat.

