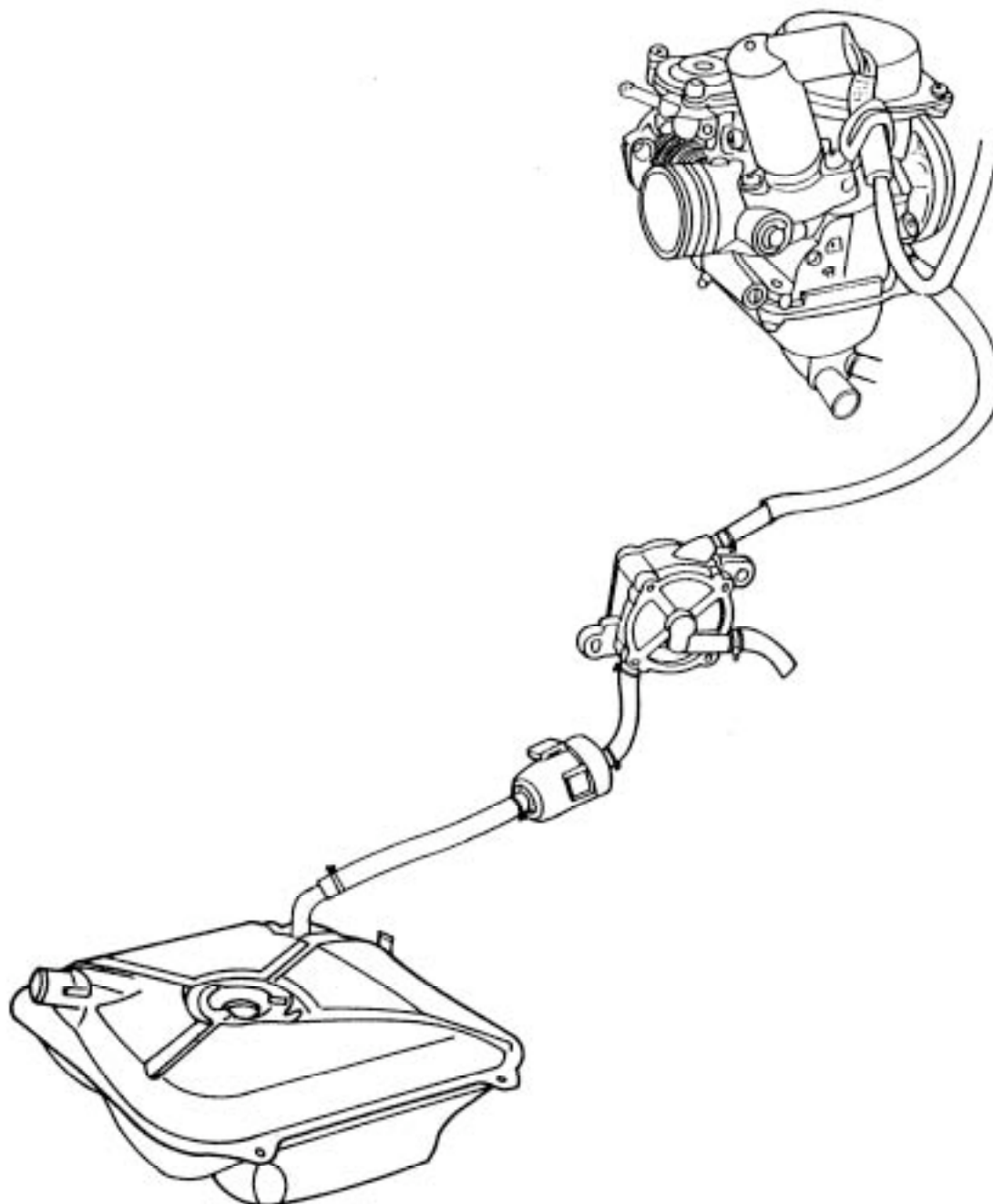
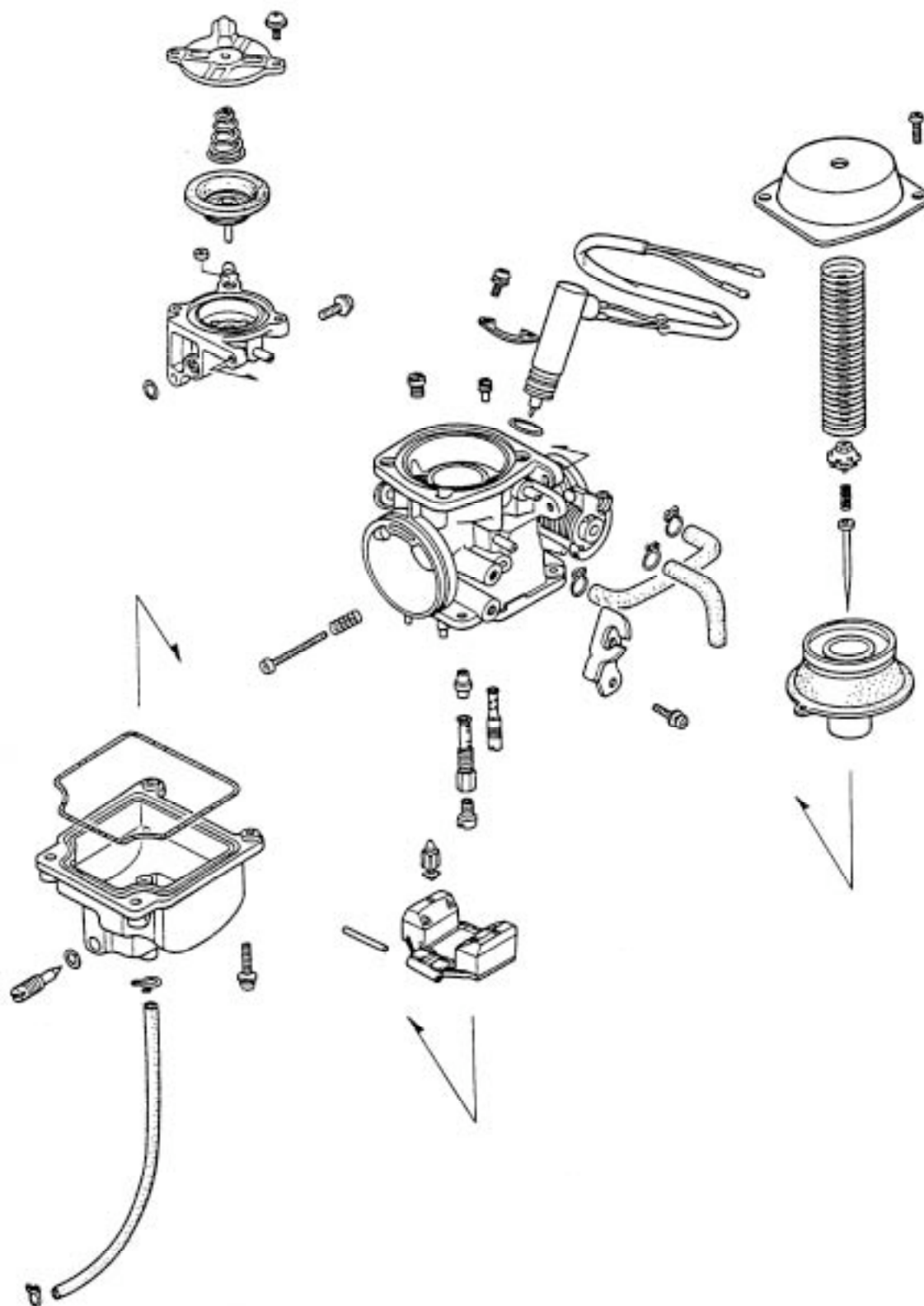


FUEL SYSTEM/CARBURETOR/FUEL PUMP

SCHEMATIC DRAWING -----	13- 1
SERVICE INFORMATION -----	13- 4
TROUBLESHOOTING -----	13- 4
CARBURETOR REMOVAL -----	13- 6
VACUUM CHAMBER DISASSEMBLY-----	13- 6
FLOAT CHAMBER DISASSEMBLY-----	13- 8
AUTO BYSTARTER INSPECTION/REMOVAL-----	13-10
AIR CUT-OFF VALVE (A.C.V.)-----	13-11
AUTO BYSTARTER INSTALLATION -----	13-13
FLOAT CHAMBER ASSEMBLY -----	13-14
FLOAT LEVEL INSPECTION -----	13-15
VACUUM CHAMBER ASSEMBLY -----	13-15
CARBURETOR INSTALLATION -----	13-16
FUEL PUMP REMOVAL/DISASSEMBLY -----	13-17
FUEL PUMP INSPECTION-----	13-18
FUEL PUMP ASSEMBLY -----	13-18
FUEL PUMP INSTALLATION -----	13-19

FUEL SYSTEM

SCHEMATIC DRAWING

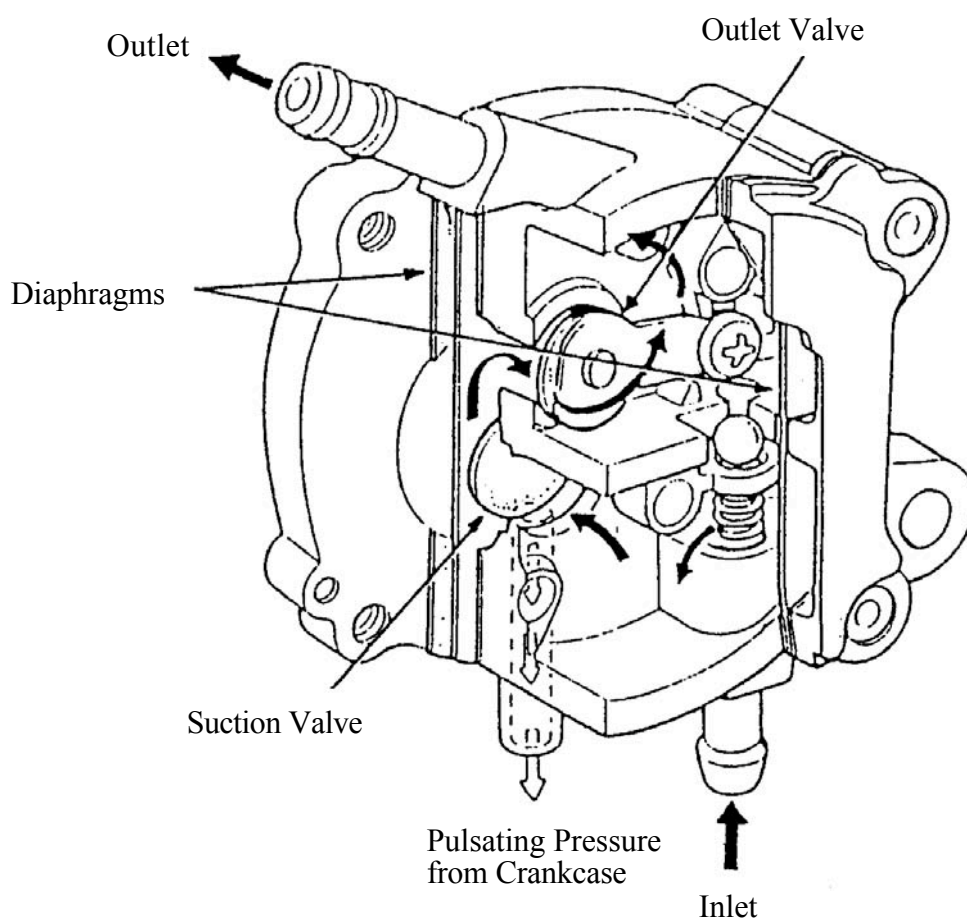


FUEL PUMP

CONSTRUCTION:

The fuel pump adopted for this model is a vacuum-type fuel pump which utilizes the positive and negative pulsating pressures produced by the engine crankcase to control the oil pump diaphragms and deliver fuel from the fuel tank to the carburetor through the suction valve and outlet valve.

FUEL PUMP CONSTRUCTION




13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- When working with gasoline, keep away from sparks and flames.
- Note the locations of O-rings when disassembling and replace them with new ones during assembly.
- Before float chamber disassembly, drain the residual gasoline from the float chamber.
- Do not try to disassemble the auto bystarter.
- When assembling the vacuum chamber and air cut-off valve, be careful not to damage the diaphragms.
- All cables, fuel lines and wires must be routed and secured at correct locations.

SPECIFICATIONS

Venturi dia. (mm)	VE26
Identification number	VE090 
Float level (mm)	18.5
Pilot screw opening	2±
Main jet	102#
Slow jet	35#
Idle speed	1600±100rpm
Fuel pump output	40cc/1600rpm/10 seconds

SPECIAL TOOLS

Float level gauge

Fuel unit remover

TROUBLESHOOTING

Engine does not start

- No fuel in tank
- Restricted fuel line
- Too much fuel getting to cylinder
- Clogged air cleaner
- Contaminated fuel
- Faulty fuel pump

Engine idles roughly, stalls or runs poorly

- Incorrect idle speed
- Rich mixture
- Lean mixture
- Clogged air cleaner
- Intake air leak
- Contaminated fuel
- Faulty air-cut off valve
- Damaged vacuum tube and connectors
- Damaged carburetor insulator

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

Throttle does not open fully, so engine stalls

- Damaged vacuum piston diaphragm
- Clogged diaphragm hole

Lean mixture

- Clogged fuel jets
- Clogged fuel tank cap breather hole
- Clogged fuel filter
- Bent, kinked or restricted fuel line
- Faulty float valve
- Float level too low
- Faulty fuel pump or insufficient output

Rich mixture

- Auto bystarter valve opens excessively
- Faulty float valve
- Float level too high
- Clogged air jets
- Auto bystarter valve set plate installed in the wrong groove
- Clogged air cleaner

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

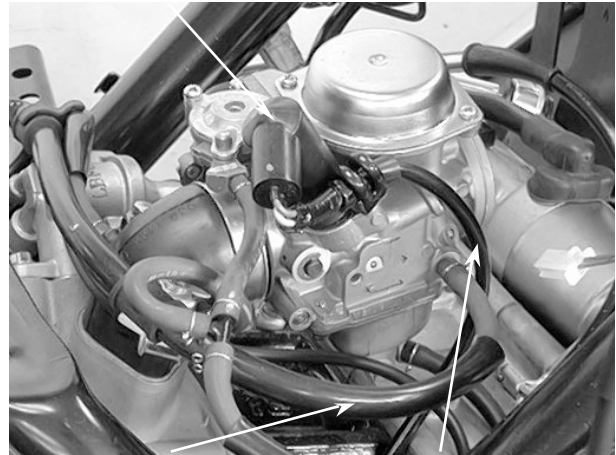
CARBURETOR REMOVAL

Remove the seat, met-in box and center cover.

Disconnect the fuel tube and vacuum tube at the carburetor.

Disconnect the auto bystarter wire.

Auto Bystarter



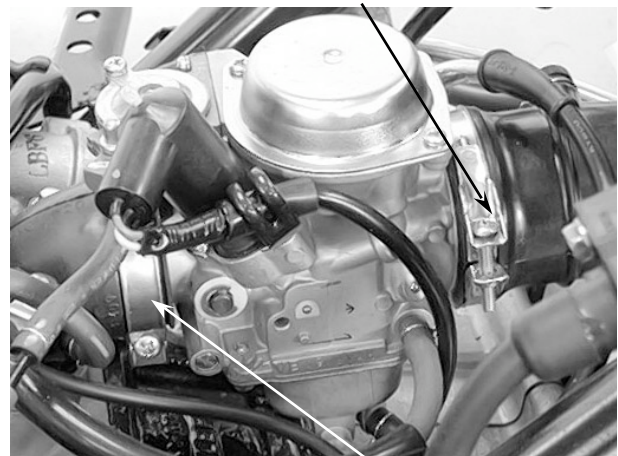
Fuel Tube

Auto Bystarter Wire

Loosen the throttle cable adjusting nut and lock nut, and disconnect the throttle cable from the carburetor.

Loosen the air cleaner connecting tube band and carburetor intake manifold band and then remove the carburetor.

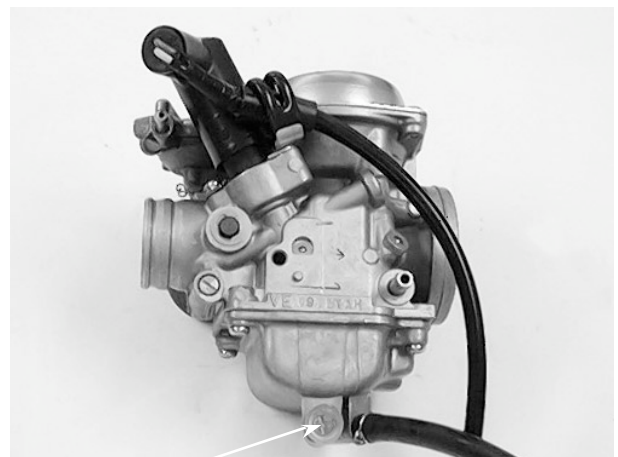
Intake Manifold Band



Air Cleaner Connecting Tube Band

VACUUM CHAMBER DISASSEMBLY

Loosen the drain screw and drain the fuel from the float chamber.

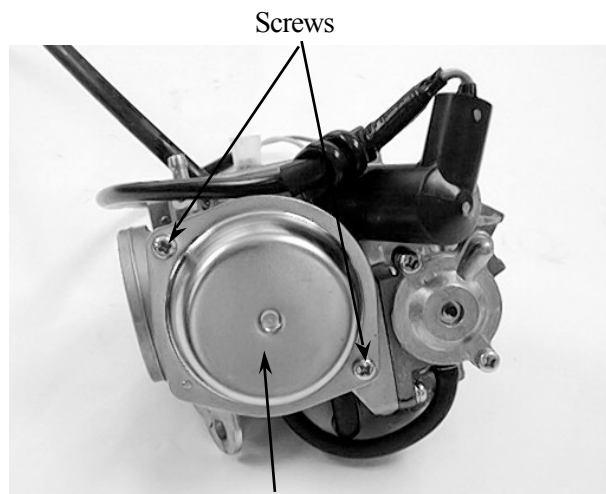


Drain Screw

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

DINK 200

Remove the two vacuum chamber cover screws and the cover.



Vacuum Chamber Cover

Remove the compression spring and vacuum piston.



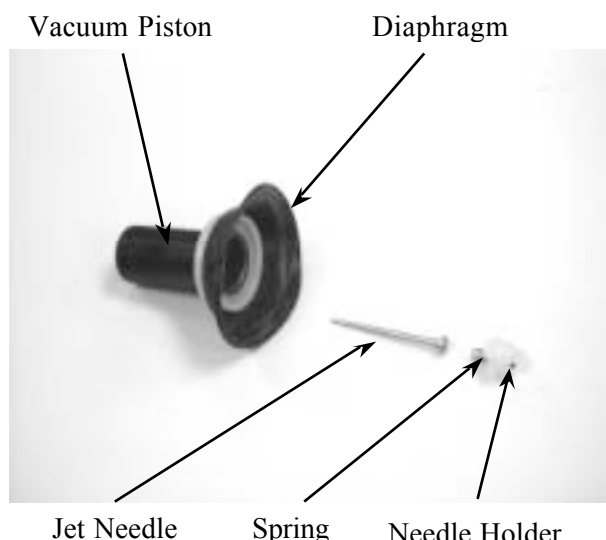
Vacuum Piston

Remove the needle holder, spring and jet needle from the piston.

- * • Be careful not to damage the vacuum piston diaphragm.

VACUUM PISTON INSPECTION

Inspect the vacuum piston and jet needle for wear or damage.
Inspect the diaphragm for deterioration and tears.



Jet Needle

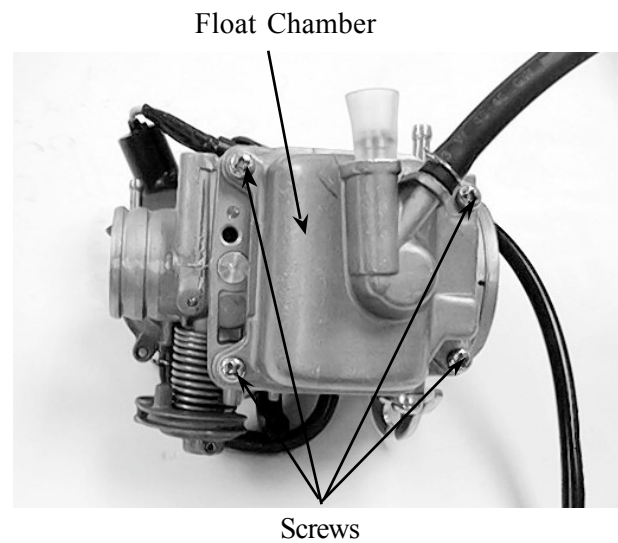
Spring

Needle Holder

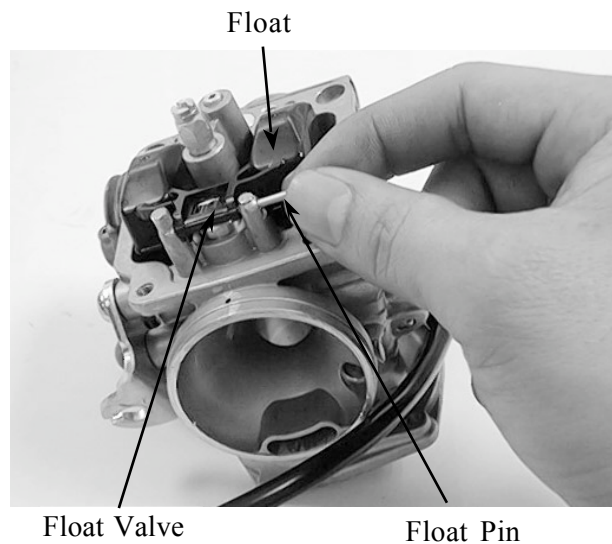
13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

FLOAT CHAMBER DISASSEMBLY

Remove the four float chamber screws and the float chamber.

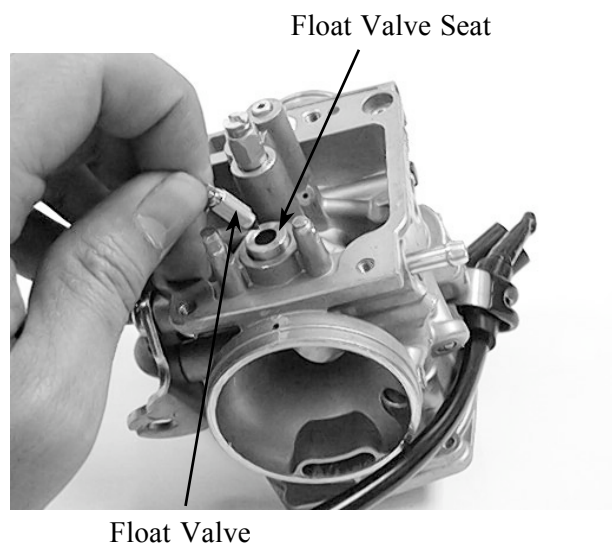


Remove the float pin, float and float valve.



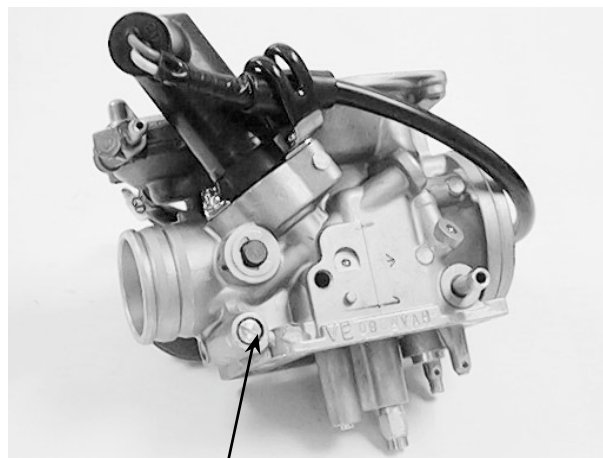
FLOAT VALVE INSPECTION

Inspect the float valve seat contact area for wear.



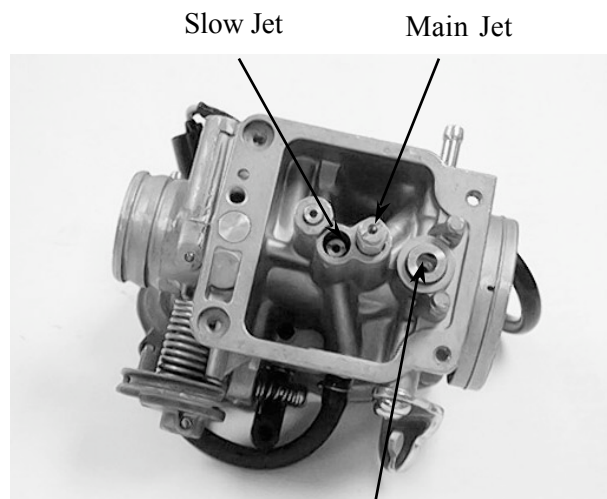
JETS/SCREWS REMOVAL

- * Before removing the pilot screw, turn the pilot screw clockwise until it seats lightly and record the rotating turns. Do not force the pilot screw against its seat to avoid seat damage.



Pilot Screw (P.S.)

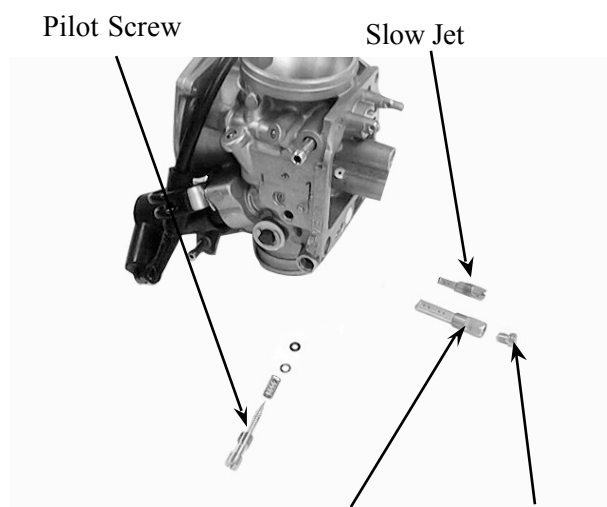
Remove the main jet, needle jet holder and needle jet.
Remove the slow jet.



Needle Jet Holder

Clean the removed the main jet, needle jet holder, needle jet and slow jet with detergent oil.

- * Be sure to use clean detergent oil.



Needle Jet Holder Main Jet

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

AUTO BYSTARTER INSPECTION /REMOVAL

AUTO BYSTARTER INSPECTION

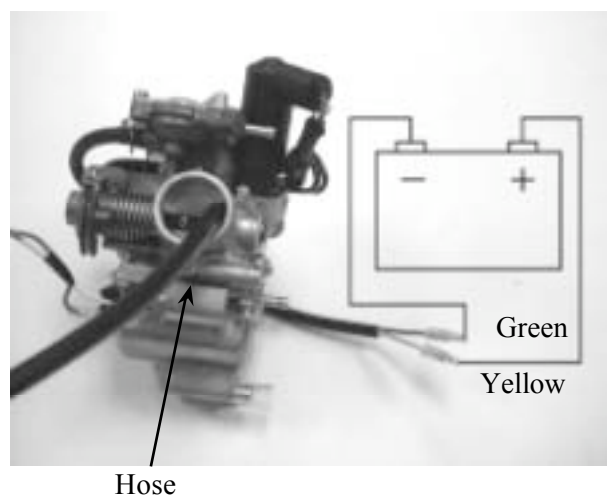
Measure the resistance between the auto bystarter wire terminals.

Resistance: 10Ω (10 minutes minimum after stopping the engine)

If the reading is not within the limit, replace the auto bystarter with a new one.

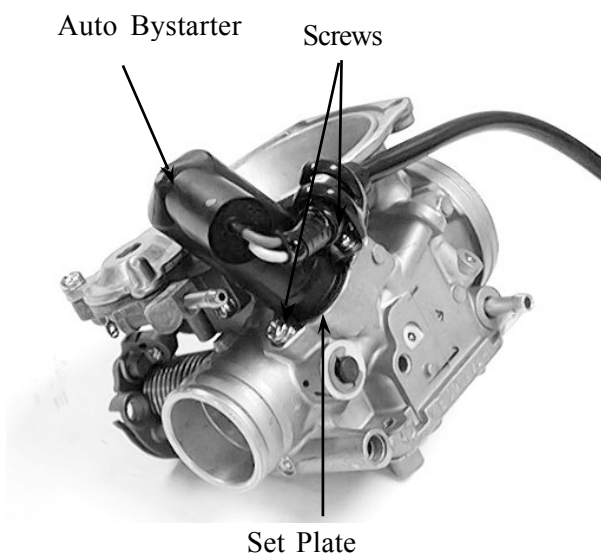


Connect a hose to the fuel enriching circuit of the carburetor. Connect the auto bystarter yellow wire to the positive (+) terminal of a battery and green wire to the negative (-) terminal. Wait 5 minutes and blow the hose with mouth. If the passage is blocked, the auto bystarter is normal. Disconnect the auto bystarter from the battery. Wait 30 minutes and blow the hose with mouth. If air can be blown into the hose, the auto bystarter is normal.



AUTO BYSTARTER REMOVAL

Remove the two set plate screws and set plate and then remove the auto bystarter from the carburetor body.



13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

DINK 200

AUTO BYSTARTER INSPECTION

Check the auto bystarter valve and needle for nicks, wear or damage.
If any faulty part is found, replace the auto bystarter with a new one.



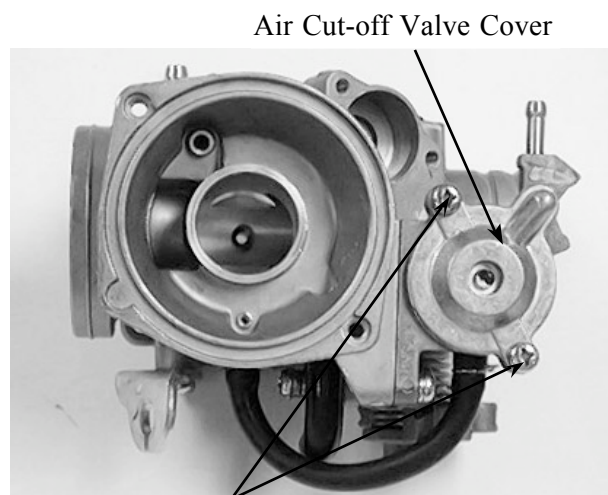
Bystarter Needle

Bystarter Valve

AIR CUT-OFF VALVE (A.C.V.)

A.C.V. REMOVAL

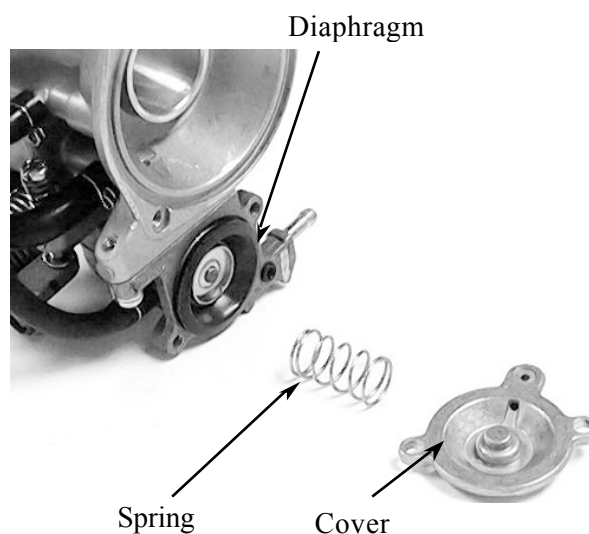
Remove the two screws and the air cut-off valve cover.



Air Cut-off Valve Cover

Screws

Remove the spring, diaphragm and O-rings.
Inspect the diaphragm and spring for wear or damage.



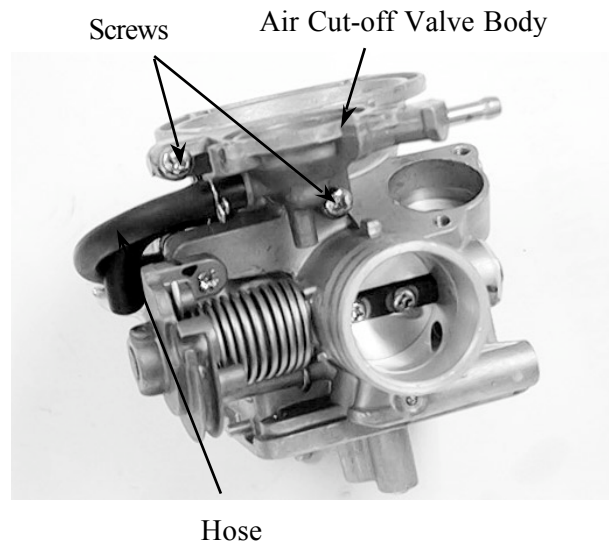
Diaphragm

Spring

Cover

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

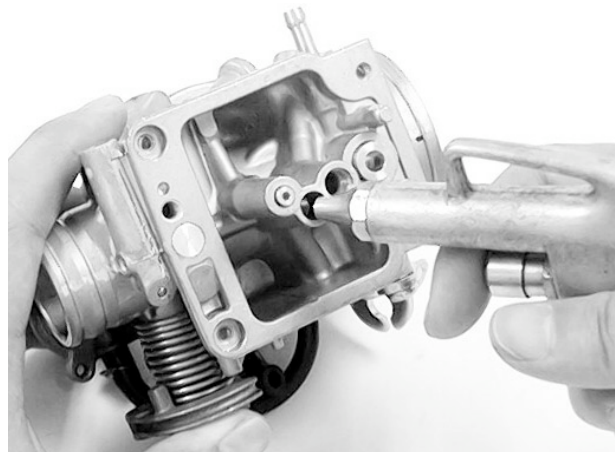
Disconnect the hose at the valve seat.
Remove the two screws and the air cut-off valve body.



CARBURETOR BODY CLEANING

Blow compressed air through all passages of the carburetor body.

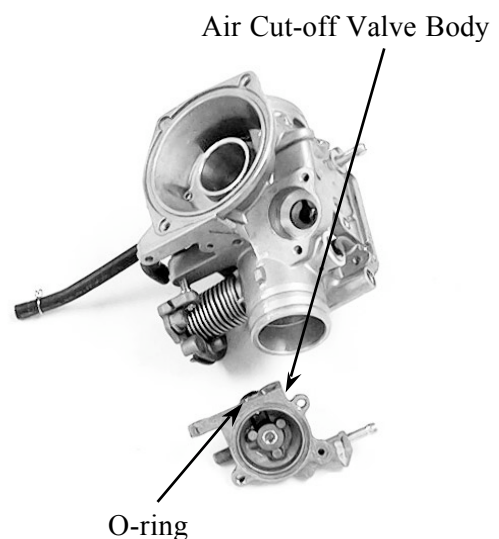
- * • Make sure that no fuel jet is clogged.



A.C.V. ASSEMBLY

Install the O-ring onto the air-cut-off valve body and then install the valve body to the carburetor with the two screws.

- * • Install the O-ring with the flat face toward the valve body side.



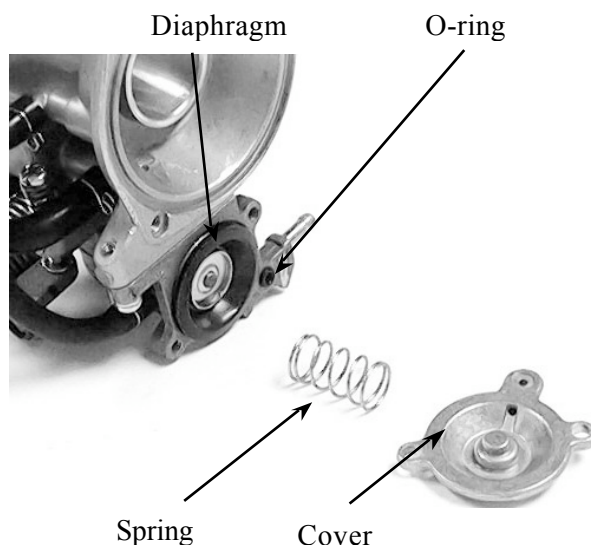
13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

DINK 200

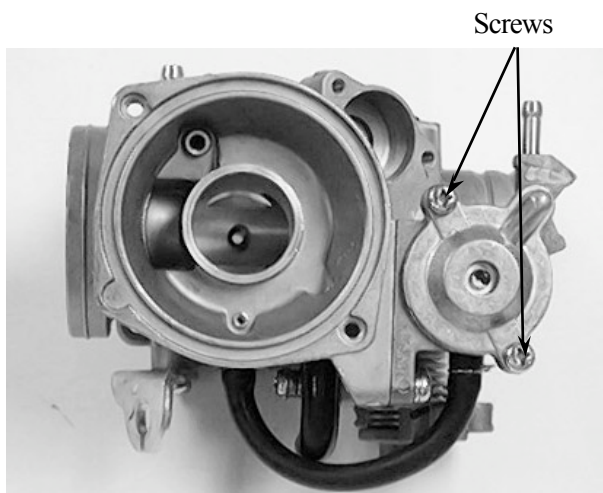
Install the O-ring onto the air-cut-off valve body securely.

- Install the O-ring with the flat face toward the valve body side.

Install the diaphragm, spring, and cover.



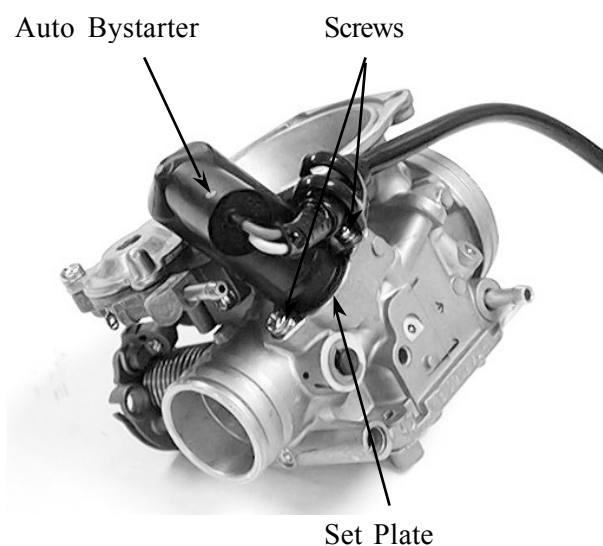
Install and tighten the two screws attaching the air cut-off valve cover. Connect the hose.



AUTO BYSTARTER INSTALLATION

Install the auto bystarter and set plate. Install and tighten the two screws.

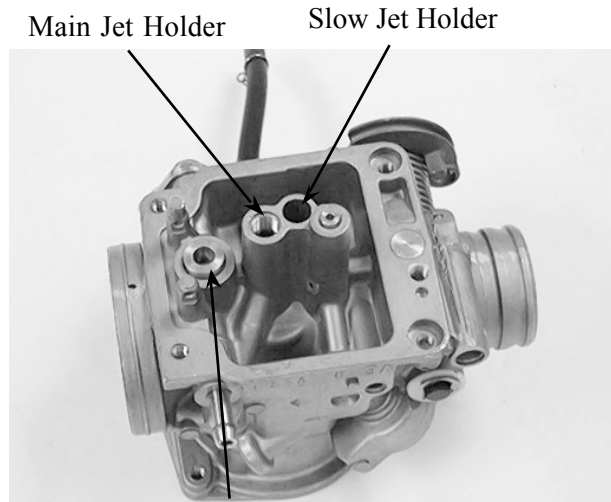
- Insert the auto bystarter into the carburetor body until it bottoms and position the set plate into the upper groove in the bystarter.
- Install the set plate with its round face facing down.



13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

FLOAT CHAMBER ASSEMBLY

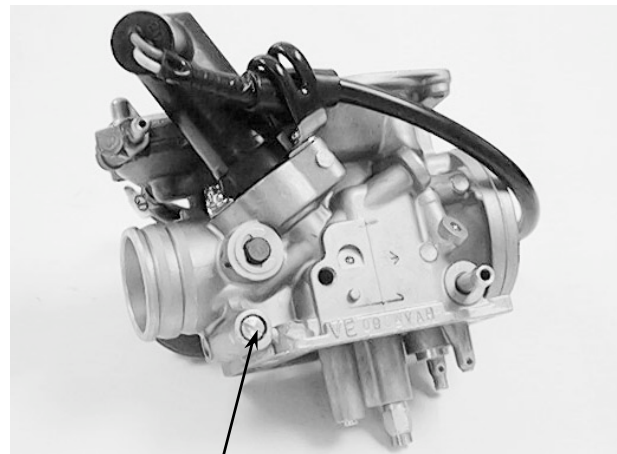
Install the needle jet and needle jet holder.
Install the main jet.
Install the slow jet.



Needle Jet Holder

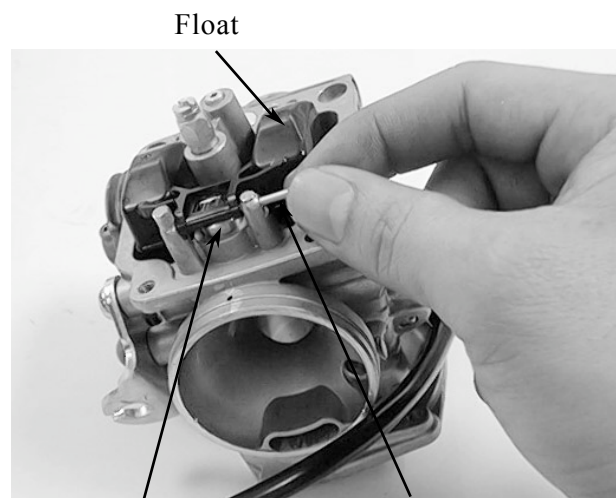
Install the pilot screw.

- * Be sure to record the rotating turns when it is removed.



Pilot Screw

Install the float valve, float and float pin.



Float Valve

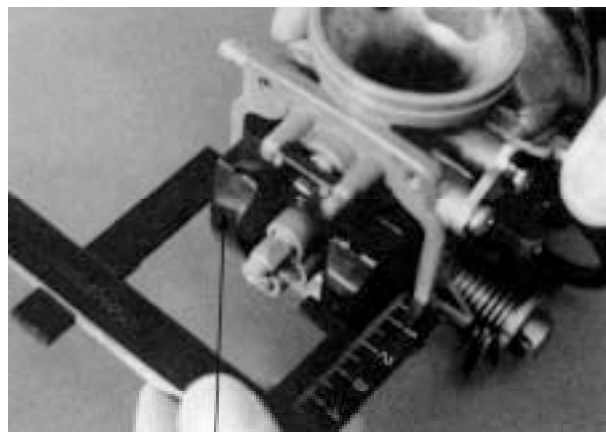
Float Pin

FLOAT LEVEL INSPECTION

Measure the float level at the location of the main jet (just contacting the float valve).

Float Level: $18.5 \pm 1.0\text{mm}$

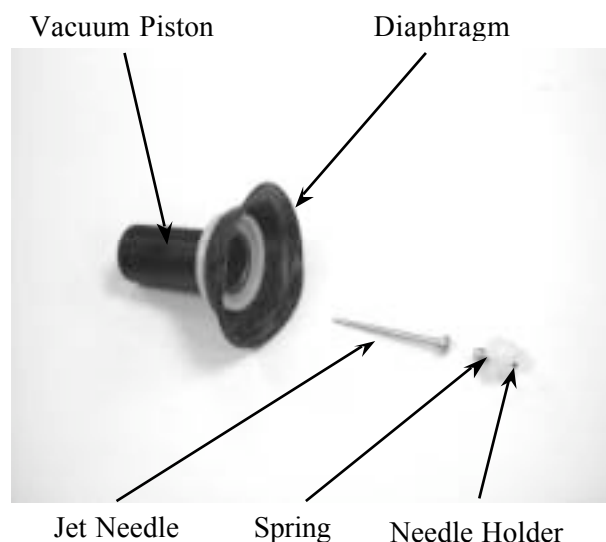
Replace the float if the level is incorrect.
Check the operation of the float and then reinstall the float chamber.



Float

VACUUM CHAMBER ASSEMBLY

First install the jet needle and spring into the vacuum chamber and then install the needle holder.

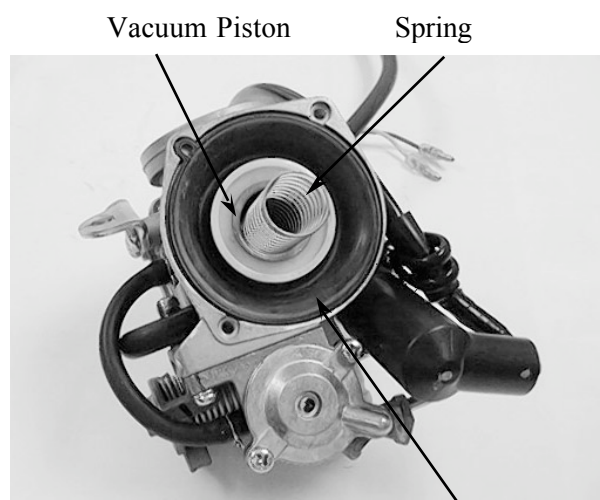


Install the vacuum piston into the carburetor body.

- *

• Align the hole in the diaphragm with the vacuum passage in the carburetor body.

Install the spring.

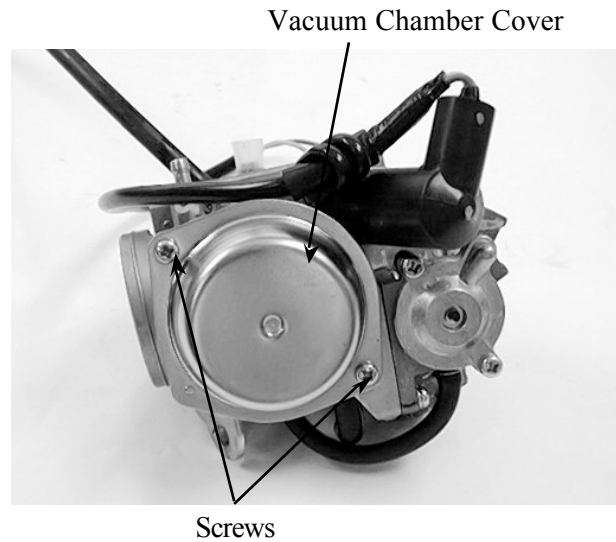


Diaphragm

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

Install the vacuum chamber cover and tighten it with the two screws.

- * • Be careful not to let the diaphragm slip.
- If the diaphragm cannot be positioned correctly because of expansion, dry the diaphragm before installation.



CARBURETOR INSTALLATION

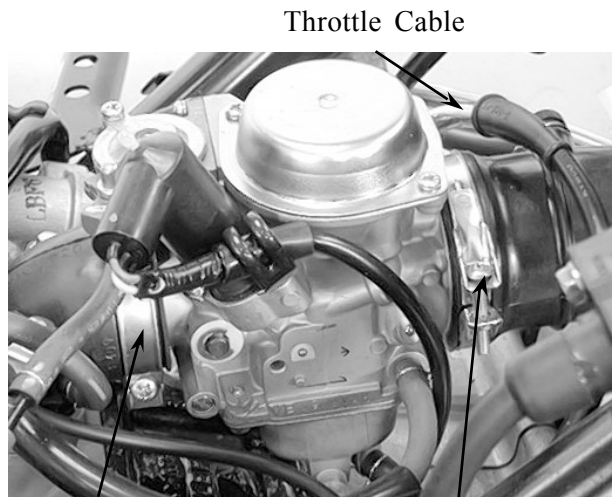
Tighten the drain screw.

Install the carburetor onto the intake manifold and tighten the band.

Install the air cleaner connecting tube and tighten the band.

Connect the throttle cable to the carburetor.

- * • After connecting the throttle cable, adjust the throttle grip free play to 2_ 6mm.



Intake Manifold Band

Air Cleaner Connecting Tube Band

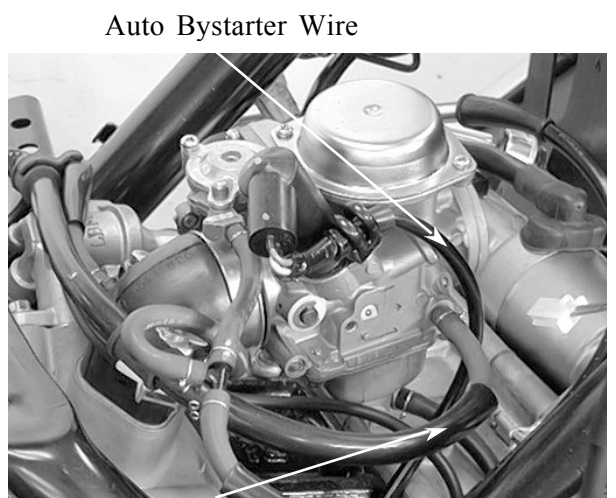
Connect the auto bystarter wire.

Connect the fuel tube and vacuum tube to the carburetor.

Perform the following inspections and adjustments:

- Throttle grip free play (⇒ 3-3)
- Idle speed (⇒ 3-6)

Install the seat, met-in box and frame center cover.



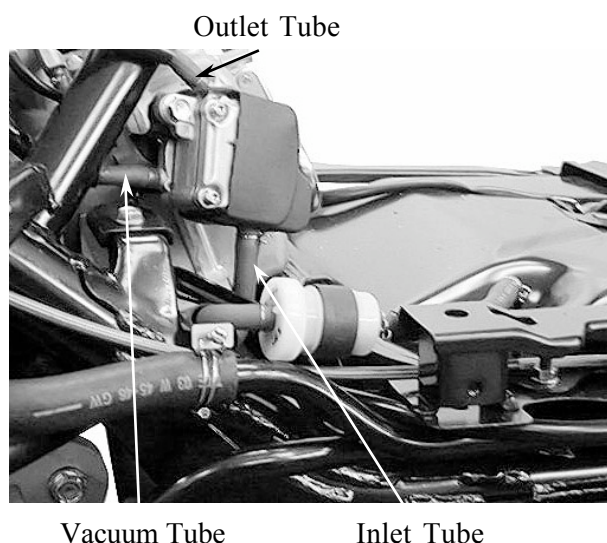
Fuel Tube

13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

FUEL PUMP REMOVAL

Remove the frame center cover.
Disconnect the fuel pump inlet, outlet and vacuum tubes.

Remove the fuel pump attaching two bolts and the fuel pump.

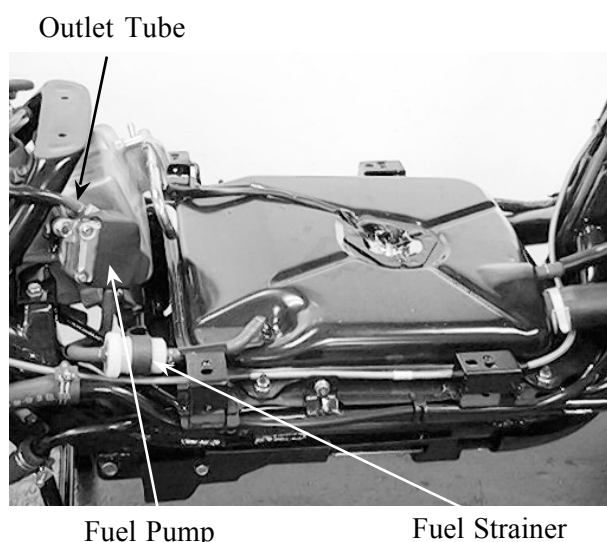


FUEL PUMP INSTALLATION

Install the fuel pump and secure it with the two bolts.

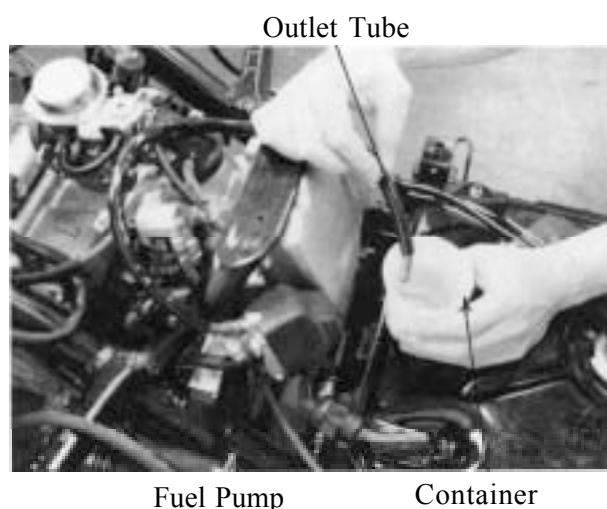
Connect the fuel pump inlet, outlet and vacuum tubes.

Install the seat, met-in box and frame center cover.



Measure the fuel pump output.
Start the engine and disconnect the fuel outlet tube and place a clean container under the tube to check the fuel output.

Output: 40cc/1500rpm/10 seconds .



13. FUEL SYSTEM/CARBURETOR/FUEL PUMP

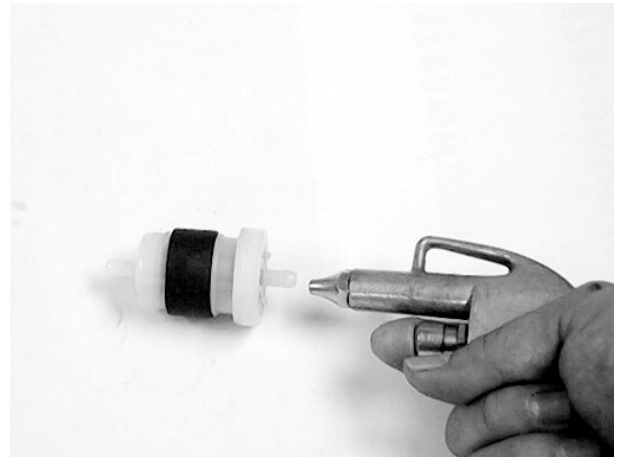
FUEL STRAINER REMOVAL

Remove the fuel strainer from the inlet tube.

INSPECTION

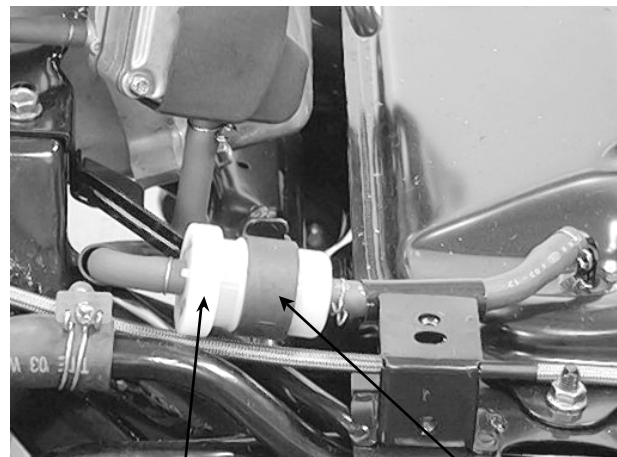
Inspect if the fuel strainer is clogged and clean it with compressed air.

- When removing the fuel strainer, do not allow flames or sparks near the working area and drain the residual gasoline into a container.



INSTALLATION

Install the fuel strainer with its arrow mark toward the fuel pump.



Arrow Mark

Fuel Strainer