

YAMAHA SERVICE NEWS

7733 TELEGRAPH ROAD • MONTEBELLO, CALIFORNIA

MAIL ADDRESS: BOX 54540, LOS ANGELES, CALIF. 90054

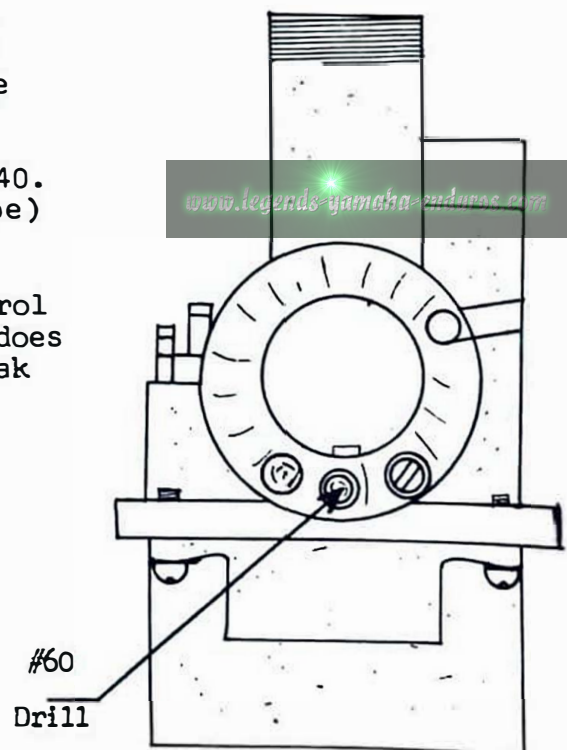
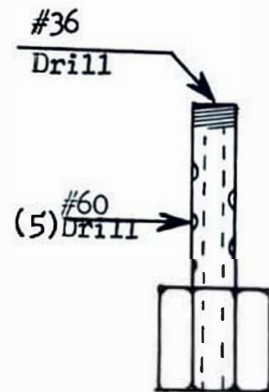
AREA CODE: 213 • OVERLAND 5-5135

Service News 197

The modification listed below will change the carburetor from a primary type to a bleeder type. This change allows more uniform carburetion through the entire range of operating conditions and eliminates some of the problems experienced in the past that cause the engine to run rich under some conditions and lean under others. The especially noticeable change will be felt at extreme high and low rpms. For instance, at 3,000 rpms, the power is about double and at 4,000 rpms, there is about a 30% increase. The medium ranges are virtually unchanged, but above 8,000, there again is a difference. At 8,500, the modified carburetor shows an increase of about 15% and is still holding comparatively well up at 9,000 where the standard carburetor has passed its peak and dropped considerably. This change is recommended for all conditions involving a performance complaint or difficulty by the mechanic in properly adjusting the carburetor.

MODIFICATION OF YL2C CARBURETOR

- 1- Needle jet modification.
 - a. Drill out the 5 holes in the side with a #60 drill.
 - b. Drill up through the center (inside diameter) with a #36 drill.
- 2- Main jet used should be a #130 or a #140. (long type)
- 3- Air bleed system modification.
 - a. Centerpunch and drill through the brass plug with a #60 drill. Control the drill bit pressure so that it does not break through suddenly and break off the bit. Clean out all chips.



WARRANTY ALLOWANCE
0.8 hours, \$4.00.

August 1, 1967