

FEEDBACK MIKUNI 2 • BARREL

PART TWO

Before you dive into a serious Mikuni teardown, arm yourself with a note pad or a Polaroid camera. The carb really will come apart without you destroying any linkage. And the few minutes you spend taking notes during teardown could save you an hour during reassembly!

By the way, the part we referred to as a CAV

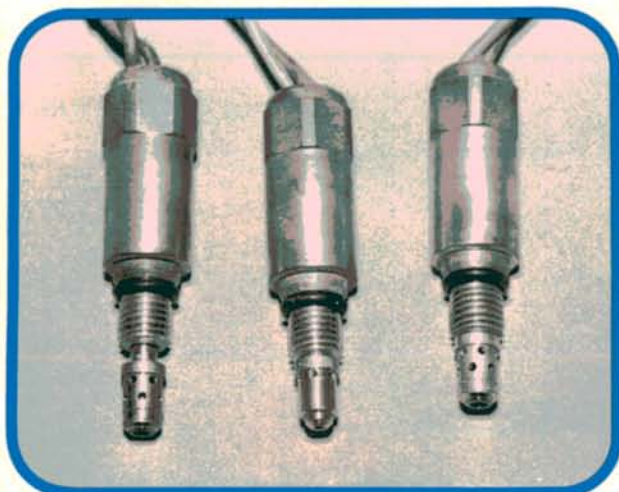
(coasting air valve) is known as a mixture control valve on the feedback Mikuni.

On the Mikuni, the jet mixture solenoid is the duty-cycle or air/fuel adjusting solenoid. Depending upon which computer control system is controlling it, you can read the duty cycle with a voltmeter, a percent-of-dwell meter, or a dwell meter.



1 REMOVE THESE TERMINALS

Depending upon how lucky and/or careful you are, you may be able to remove all the Mikuni's solenoids without twisting these wires into a horrible mess. You may find it easier to write down their locations and then remove them from this connector.



2 LOOK-ALIKE SOLENOIDS

It's tempting, but don't mix up these solenoids! Tag each one as you remove it. For the record, however, the decel solenoid wires are red and blue. The enrichment solenoid wires are red and yellow. The jet mixture solenoid wires are red and green.



3

DON'T LOSE THIS SPRING!

Yes, there's a little return spring inside each solenoid valve. Remember that each solenoid's red wire is hot whenever the key is on. The computer (ECU) then grounds the blue, yellow, or green wire to operate the solenoid at the proper time.



4

END CUT, PLEASE

Hammers and chisels are not safe air horn-removal tools! Instead, carefully slip a slim, broad-blade kitchen knife (or equivalent device) into a corner of the carb as shown here. Or, try working the knife into the corner above the accelerator pump.



5

HOLD THIS NUT STEADY

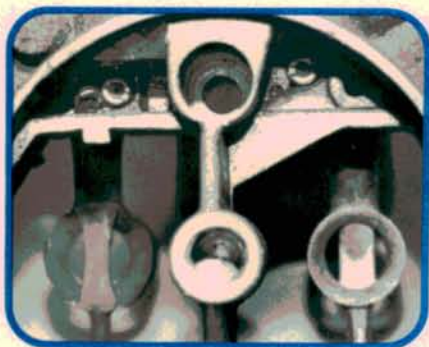
These nuts may spin free when you try to remove the accelerator pump screws. Apply penetrating oil. Then carefully—carefully!—wedge a screwdriver or punch against the nut. Then have your helper give the screw a shot with a hand impact driver.



6

STAKE OUT

Some choke blade screws are staked. If the ends of the screws are staked, carefully grind off the staking with a die grinder before you try to remove them. Don't gamble here. Always put thread-locking sealer on these screws when you reinstall them.



7

BLEEDING MIKUNI

This area seems to be a natural dirt-collection point—especially if the air filter and air cleaner gasket have been neglected. You may not even notice the air bleeds in here. In fact, the choke shaft actually conceals one of the air bleeds.



8

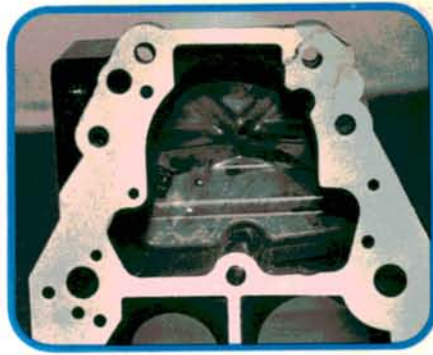
IDENTIFY 'EM, CLEAN 'EM

These air bleeds aren't marked! So tag or mark each one as you remove it from the air horn. Or, put them in order (left to right) at some safe place on your workbench. One is a secondary air bleed, the other two are primary circuit bleeds.

**9**

PUMP WEIGHT AND BALL

When you remove the air horn gasket, catch this accelerator pump check ball and weight. It's easy to overlook them and lose them. When you hold the check ball in place and stroke the pump, fuel should not leak out of the discharge passage.

**10**

DO THE GASKETS MATCH?

Some guys have built these units super-carefully, only to find that the carb wouldn't idle or the power circuit wouldn't work. Why? Mismatched gaskets! Take a moment to check each gasket, will you? (Yes, I did paint this one white.)

**11**

P.S., I LOVE YOU

The primary jet block has a P cast into it and the secondary has an S cast into it. Thanks to a locating pin on the bottom of each part, you can't mix them up anyway. But check that their gaskets match and don't swap jets from block to block.

**12**

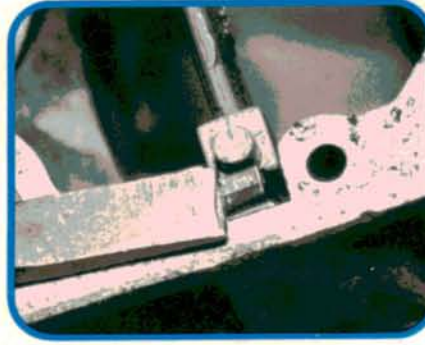
ANOTHER JET TO CLEAN?

If you've got a dirty Mikuni, there's no shortage of passages and jets to clean. There's a jet hidden *inside* each jet block. Instead of doing standard overhauls, some technicians only clean and repair the circuit(s) they know need the work!

**13**

VENTURI BOOSTER O-RING

See if your carb kit includes these venturi booster o-rings. If it doesn't, you'll have to remove these (one on each booster) before you dip the boosters in the carb cleaner. Lubricate them before you reinstall them.

**14**

BOOSTER RETAINING SPRING

This Mikuni—like other Japanese carbs—has a little spring that locks each booster in place. When you remove the boosters from the air horn, always position the air horn so these springs don't ricochet out of your work tray or parts basket.



15

SHIM THE SEAT

When you remove the fuel inlet seat, watch for a float level adjusting shim between the inlet seat and the inlet screen. Your carb may or may not have one. With the new inlet seat, you may or may not need it to correct the float level. Try it.



16

FORGET ME NOT

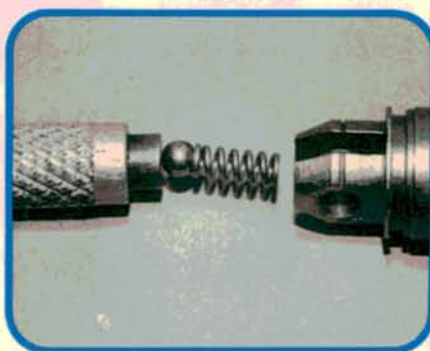
You may not find an o-ring in here when you tear down the carb. If you don't find one, Mikuni-wise technicians recommend that you install one anyway when you reassemble the carb. This passage feeds vacuum to the choke breaker diaphragm.



17

TAMPER YE NOT!

Should you snap off one of these anti-tampering screws, you can try removing it with a small, sharp chisel. Carefully chip the screw counterclockwise until you back it out. Or, hacksaw a new slot in it and remove it with a straight-blade screwdriver.



18

SUB-EGR BALL AND SPRING

Guilty as charged! Last month, I forgot to warn you about this little ball and spring that's hidden inside the slotted end of the sub-EGR valve. As soon as you disconnect the linkage from the sub-EGR valve, have your magnet ready to catch these!



19

ODDBALL AIR HORN SCREW

The three shorter air horn screws are all the same length. Look at the longer air horn screws. One of the three longer screws is slightly shorter than the other two. This shorter one goes through a wiring clip into this hole near the bowl vent passage.



20

TIPPIN' THE SCALES

Seven grams is the limit for the Mikuni float. Taking a Mikuni apart is no cakewalk. So, you may opt to replace the float just for insurance' sake.

—By Dan Marinucci