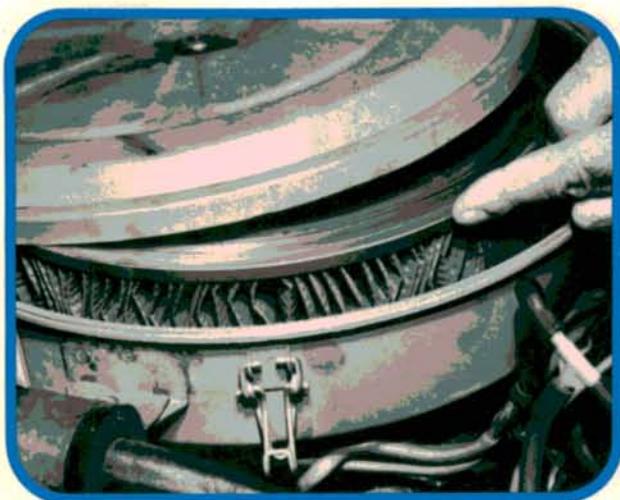


KEIHIN 3 • BARREL

The Keihin three-barrel carb is used on Honda's CVCC engines. The third "barrel" of this carb feeds the required rich mixture into the engine's precombustion chamber. When someone monkeys with the third-barrel linkage adjustment, he can easily upset the carb's entire mixture range! Whenever you discover that the adjustment's been disturbed, show the customer immediately. Without a flow bench, you may never restore the correct adjustment. Then it's new-carb time!

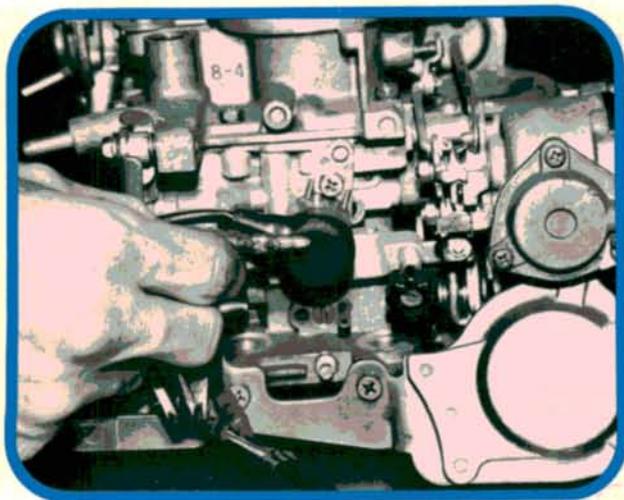
Any time the carb floods after the engine's shut off—or runs rich after a hot re-start—check bowl-vent operation, the charcoal canister, and the canister plumbing first. Remember that you can usually feel the difference in weight between a good Honda canister and a gas-saturated one.

Notice that the little washers on the idle and auxiliary idle screws each have a smooth, rounded-corner side to them. This smooth side always goes against the o-ring so the washer doesn't cut the o-ring.



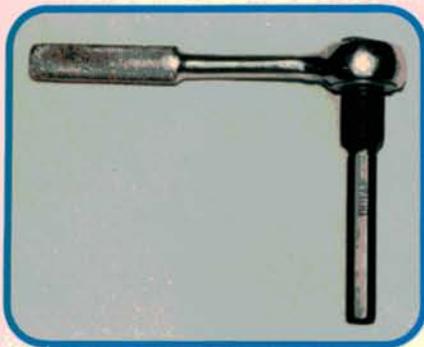
1 SHORT FILTER SYNDROME

Some replacement air filters for Hondas are too short. A short air filter means lots of dirt and dirt means problems down the road for that customer. Double-check your merchandise, 'cause what you don't know can hurt you!



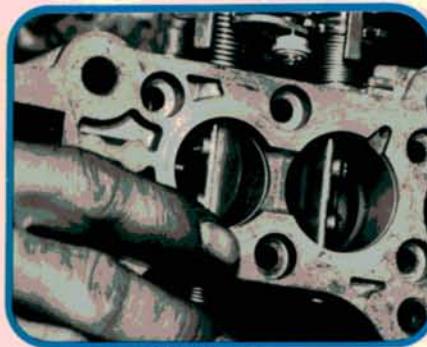
2 IS THE POWER ON?

Some guys rebuild or replace this carb and then realize the car's problem was really an electrical one. Be sure you have power to the choke and the carb solenoids with the key on before you touch anything else!

**3**

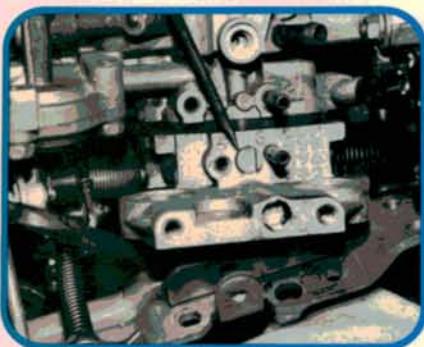
JUST THE RIGHT REACH

Coupled with a ¼-drive ratchet, a carb adjusting tool such as this Schley Products unit (P/N 87100) will usually enable you to reach that Honda idle speed screw without yanking the air cleaner. Get one!

**4**

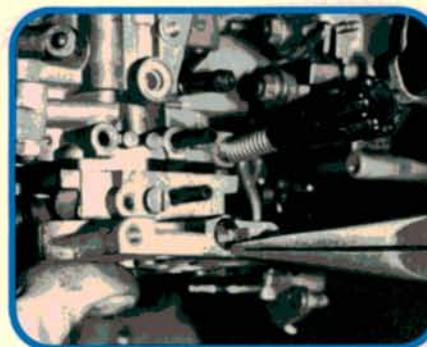
STICKING SECONDARY

Having trouble getting a Honda to idle down to spec? Does the car surge and/or idle rough? It's not uncommon for the secondaries on these carbs to carbon up and stick open. Always check secondary blade movement as part of your routine!

**5**

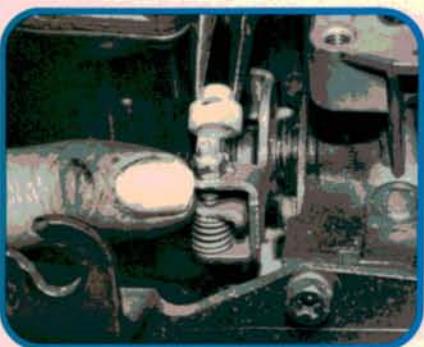
THE BIG IMPOSTOR

This plug we're pointing to here is just that—a plug—through which the idle circuit is drilled. If you twist this thing, you'll shut off all or part of the idle circuit. After that, all we can say is "good luck!"

**6**

HERE'S YOUR ADJUSTMENT

To the lower left of the idle speed screw is the mixture screw. Pull the diaphragm bracket and remove this plug with a scribe or needle-nose pliers. Remove the mixture screw and carefully shake out the spring, washer, and o-ring inside.

**7**

DON'T PLAY WITH THIS!

The factory sets this super-critical third-barrel adjustment and seals it with paint and/or a plastic cap. If someone's broken this seal, good luck trying to restore this adjustment. You may even have to replace the carb!

**8**

COUNT TURNS FIRST

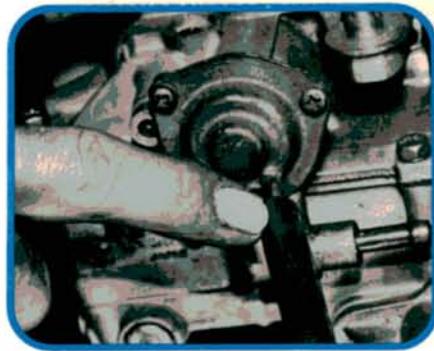
This auxiliary mixture screw is also factory-set. Always count the number of turns it takes to lightly seat it in its bore and write it down before you remove it. And remember that there's a spring, a washer, and an o-ring inside there.



9

BOOTIN' THE PUMP STEM

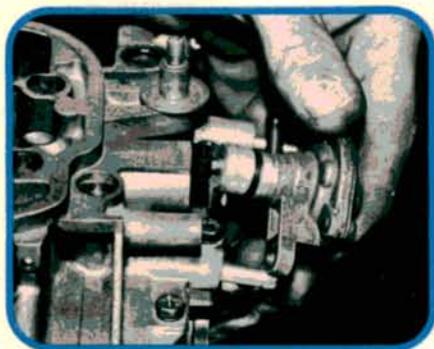
A corroded accelerator pump stem can cause a slight hesitation on this carb. Clean the stem with crocus cloth, lightly lube it, and then remember to snap this boot into the stem groove in order to help keep the moisture out.



10

STARVIN', MARVIN?

When you have fuel starvation/hard starting symptoms, be sure the correct vacuum hose is connected to this bowl vent diaphragm. If the diaphragm's vacuum supply fails, the engine may refuse to rev above 2500 RPM in gear!



11

ALWAYS TEST THIS SOLENOID

A bad bowl vent cut-off solenoid can cause fuel starvation because it won't allow atmospheric pressure to enter the fuel bowl and push fuel into the engine. If it doesn't snap in and out when you pump it with your vacuum pump, replace it.



12

DON'T TURN THESE IN TOO FAR

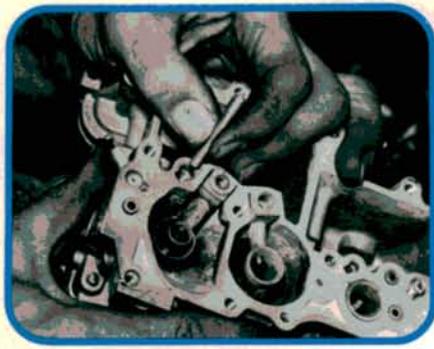
The freshly overhauled carb begins flooding. Remember the o-rings you installed on these float-adjusting screws? Maybe you turned the screws in too far. When you backed them out again, the air horn casting caught the o-rings and tore them.



13

HOLLOW FLOATS, HEAVY FLOATS

Later carbs have these hollow plastic floats, so it's easier to see and feel a gas-logged float. Most sources agreed that it's safest to just replace the earlier black, solid-material floats—especially if they're nicked or scratched.



14

BLOW FROM THE BOTTOM UP

Always note the number on top of each jet tube so you know where each one goes. And never blow air into the top, 'cause you may permanently jettison the unavailable restrictor that's pressed into the bottom of the tube. Keep these clean!



15

DON'T LOSE THESE CAPS

These little plastic caps in the top of the bowl casting actually direct and calibrate fuel and air flow through these channels, so don't lose them or try mixing them up. You can pick them out safely with a piece of tape.



16

DOWEL DOWN

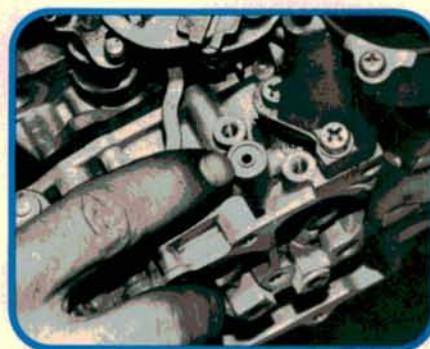
These dowels, which conveniently keep the bowl-to-base gasket aligned for you during assembly, can fall out. When you pull the unit out of the carb cleaner, be sure all three are present and accounted for.



17

WATCH THIS OVAL O-RING

Installing this cut-off solenoid o-ring can be a nuisance. Lube it, carefully roll it into place, and be sure the solenoid feels flush against the carb before you tighten it up. Remember, this o-ring's only available with a carb kit!



18

SECONDARY O-RING

Whatever you do, don't forget to install this o-ring (on the choke side of the carb). If you forget it, the secondary barrel won't work.



19

LOCK 'EM UP

Play it safe here and always coat these throttle-base screws with some light duty thread sealer. You'll be glad you did.



20

PUMP'S AVAILABLE SEPARATELY

Yes, these accelerator pumps are available separately from Honda. Do check that the accelerator pump lever pivot is clean and moves freely.