

Keihin Carburetor Rebuild

CDK Series

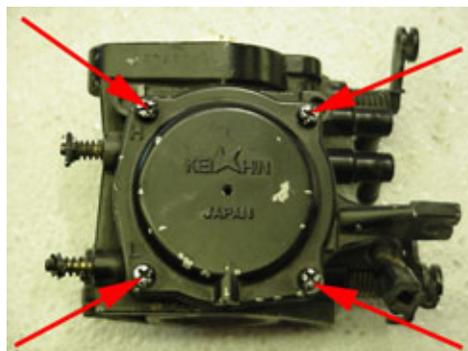
Keihin CDK

Disassembly

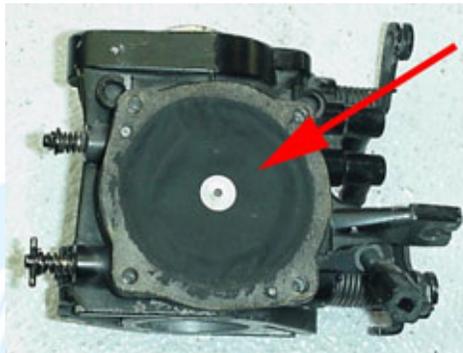
1.1 (Below) First note the position of both your high and low speed screws. Use a screwdriver to lightly set the screw, noting how many turns in it takes. After noting the screw positions, remove the screws.



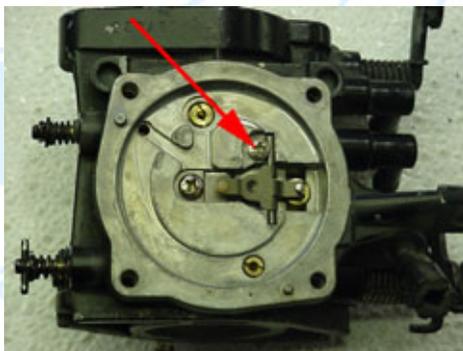
1.2 (Below) Remove the four screws from the regulator chamber cover and remove it.



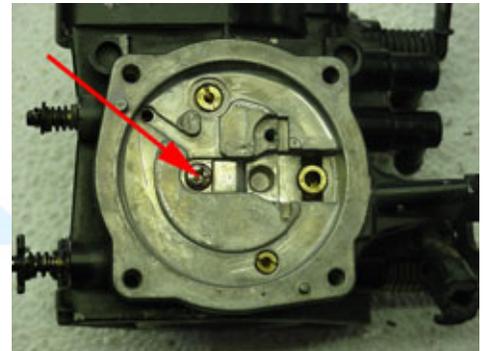
1.3 (Below) Remove the regulator diaphragm.



1.4 (Below) Remove the screw retaining the regulator arm assembly. Remove the arm, spring and pull the needle out.



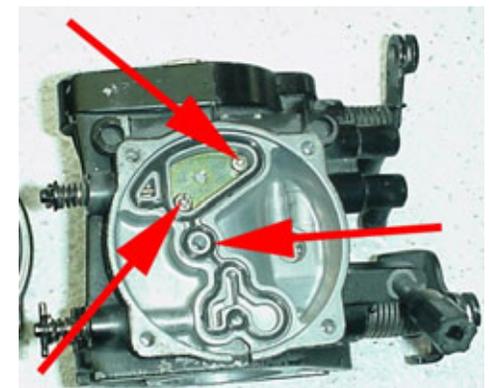
1.5 (Below) Remove the center screw holding the regulator chamber to the carb and remove it. Remove the fuel filter.



1.6 (Below) Change the o-ring on the seat.



1.7 (Below) Remove the o-ring from the circuit chamber. Remove the two screws securing the high-speed circuit to the chamber and remove the plate. Remove the gaskets and film-valve.



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Cleaning / Inspection

2.1 Use carb cleaner to clean out all the internals of the carb. Inspect all shafts, fittings, rockers, etc. for wear and broken parts. Replace as necessary.

2.2 Remove all gasket material from all mating surfaces. Some require scraping with a razor knife. NOTE: Use of chemical gasket remover will, in most cases, also remove the paint from the parts being serviced. Any paint removed must be replaced or you risk oxidation.

2.3 (Below) Inspect the high and low speed screws for wear and damage. The tips should have a smooth even chamfer without any mushrooming of the tips.



2.4 (Below) Inspect the fuel filter. Use compressed air to blow any sediment back through the filter. If the filter is clogged enough that debris will not release, replace the filter. NOTE: Do not use carb cleaner to try to clean the filters – damage to the plastic may occur.



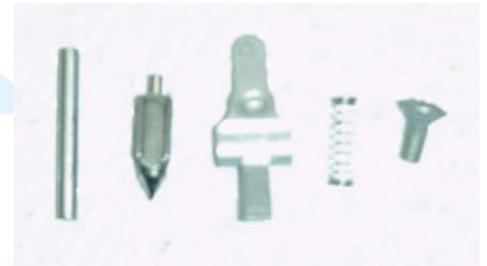
2.5 (Below) Inspect the needle and seat. The needle should have a smooth edge with no signs of grooving or wear. If present, replace the needle. Inspect the seat internally for signs of corrosion and sediments. It should have a polished brass appearance. If not, take a small piece of sand paper, roll it into a small tube and sand the inside clean. Rinse with carb cleaner.



2.6 Use compressed air, or a straw if you don't have access to it, to make sure there are no obstructions in the internal passages.

Re-Assembly

3.1 Re-assemble the regulator chamber parts. Install a new spring (start with the weakest), the fuel manifold assembly and a new gasket. Re-seat the needle & seat assembly.



3.2 To check pop-off pressure, you need a pop-off pressure gauge capable of registering up to 50 psi. Wet the needle & seat assembly with WD-40 or gas. Place the pump nozzle in the center hole and pump until the pressure unseats the needle. Re-pump a few times to verify what point the pressure holds at. It is important that each carb be as close as possible to all others on the craft. If pressure is too high on a particular carb, you can lower it by snipping parts of spring coils. Remove the spring and start by cutting $\frac{1}{2}$ a coil at a time and re-testing. You can increase pressure by using a heavier spring. Never stretch a spring!

3.3 Re-assemble the pump assembly and regulator chamber covers. Use Medium Strength Loctite (Blue) on all external screws.