

Carburetor Rebuild 101 (Part 3) Sync'ing your Carbs!

By: Bill Overton

OK, So you made it this far!..... You removed your carbs, rebuilt them, and actually got them back on the bike! Now you want to sync them.

Syncing the carbs is no more than making them work together more efficiently. The idea is to have them digest the gas evenly between them.

With 4 carbs, you will want to get them to suck the same air/fuel mixture so your bike will run smoothly. Sync'ing is easy if you have a set of Vacuum gauges!

These gauges are from France, Jon Claude Van'Witney's! A little play here. These are a set from JC Whitney..... They come with the vacuum set of line regulators. These regulators are needed, (As I found out) to fluctuation of the gauges when the engine is idling. Without them, the flicker violently from near nothing to $\frac{3}{4}$ deflection. By closing down the the gauges will stabilize so the needles can be read. Be careful not to close off the restrictors or you'll have a hell-of-a-time making any The bracket that holds all the gauges also has a lip with holes so you can bungee the gauges from the handlebars or such, for convenience. You will need to remove the airbox and filter to fully access the carburetors' and the adjusting screws. (At least, As far as I know. I never tried connecting the vacuum hoses with the air box intact!) Connect the vacuum gage hoses from left to right (as if you were sitting on the seat) as 1 through 4.



on humor, hoses, and a reduce the gauges restrictors, completely adjustments.

Now! The sequence of events to sync your carbs, is to sync either the left two carbs or the right two carb to each other, then do the opposite set, and then sync the left set with the right set. When you are done, all four carbs should be reading the same vacuum reading. This is the desired results.



Between each set of carbs is an adjustment screw that will balance the two respective carburetor butterfly valves. Turn this screw until you obtain an equal reading for the two respective gauges. (Don't worry about what the reading is, just make them equal!) Now go to the adjusting screw between the opposite set of carbs and do likewise. When both set of readings are stable, then go to the center adjusting screw between the left and right set of carbs and adjust to obtain an equal vacuum between the left and right sets of carbs. You may need to repeat these steps to obtain the most stable and equal readings.

When you feel you have reached the optimum adjustments, remove the gage hoses from the carbs, and reconnect the hoses that were originally connect to the vacuum ports. If you fail to reconnect the bikes vacuum hoses, you will get some really strange symptoms from your bike. Don't ask me why I know this.....

Downloaded from the:



American Voyager Association

Website at: <http://www.amervoyassoc.org>

Published with permission from the Author

Thanks Bill!