

#### CARB & JETTING (Continued)

Stock jetting has been fine in most cases. Dellorto jets are easily available. Ask your dealer.

NOTE: The mixture screw controls fuel not air as is common on most carbs. Screw IN to lean. Screw OUT to rich.

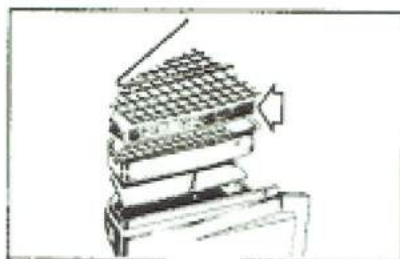
Comment - S&W rotary valve engines seem to be less sensitive to altitude changes. You may not have to rejet for adequate performance when going to a different location.

#### FUEL PETCOCK -

Screw type - Screw out for ON. Screw in for OFF. Tank has no reserve.

Lever type - Lever straight down for ON. Sideways for OFF.

#### AIR FILTER -



Remove the entire filter can when servicing the filter. Remove the retainer wire and screen and remove the element. Wash all the filter components in solvent. Use a quality filter oil to service the foam filter.

NOTE: When re-installing the filter can into the airbox, grease all around the outer edges of the can.

Comment - The filter retainer spring (A) may protrude through the filter can hole (B) such that a "bind" exists when the can is pushed into the airbox. To correct, simply grind the excess metal from retainer spring (A).

Comment - Inspect the airbox thoroughly when bike is new. You will notice that the airbox is made in two halves and then "pop riveted" together with a sealer between. If you suspect any point is not being sealed, apply silicon seal to the area. Pay particular attention to the upper rear areas of the box.