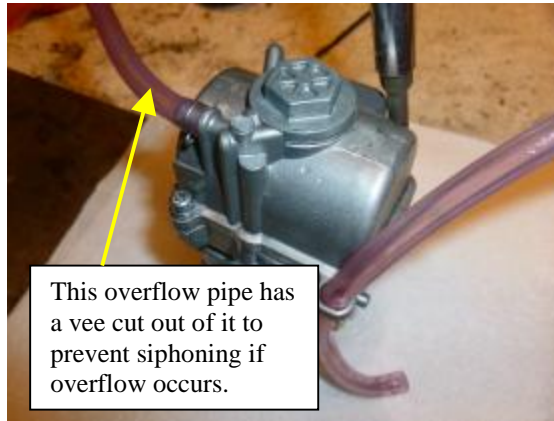


## Beta Evo – Removing and cleaning the Carburettor

After cleaning around the carburettor area, slacken the clips on the carburettor inlet/outlet, slide the inlet tube up the air-box pipe, disconnect the fuel inlet pipe and vent pipe (upward pointing vent pipe stays connected to frame), twist the back of the carb towards you and it will pop out. Feed the throttle cable down a bit from the tank cover grommet to allow the carb to come clear of the engine to remove the top cover screws – no need to disconnect the cable at the throttle. If you are removing the carb for the first time, you will need to cut off a couple of cable ties at the back of the gearbox which, secure the clear overflow pipes to the black flywheel space and gearbox vent pipes.

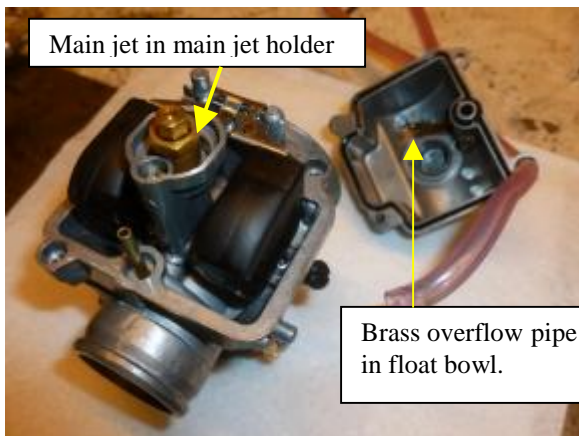


Have some paper towel ready so that when you drop the carb away from the top cover, the slide has something clean to rest on. Wipe/blow off any dirt from the carb body before slackening the bottom screws to allow trapped fuel to escape then move to the bench to remove the bowl. The carb needs to be inverted so that the brass overflow pipe fitted to the bowl will not foul the floats



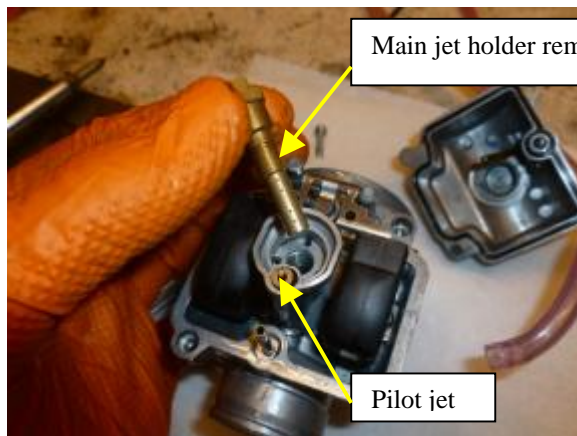
This overflow pipe has a vee cut out of it to prevent siphoning if overflow occurs.

You can now remove the pilot jet with a screwdriver and the main jet holder with a 10mm spanner.



Main jet in main jet holder

Brass overflow pipe in float bowl.

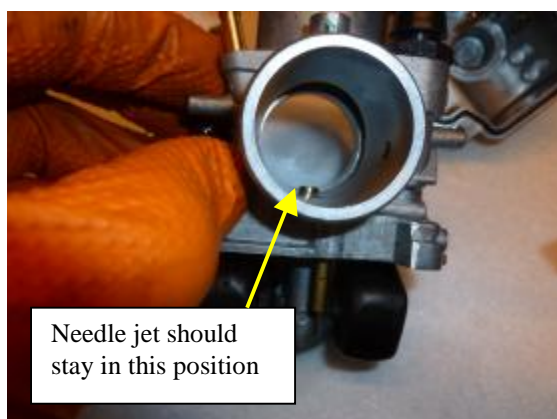


Main jet holder removed

Pilot jet

The main jet holder bottoms on the needle jet in the body of the carb. This jet does not normally come out, but it has been known, so make sure you do all the work on a clean bench, and check that the brass jet, seen in the centre of the bore below is still there when you come to reassemble! Symptoms of missing needle jet, ticks over ok, but will not rev out.

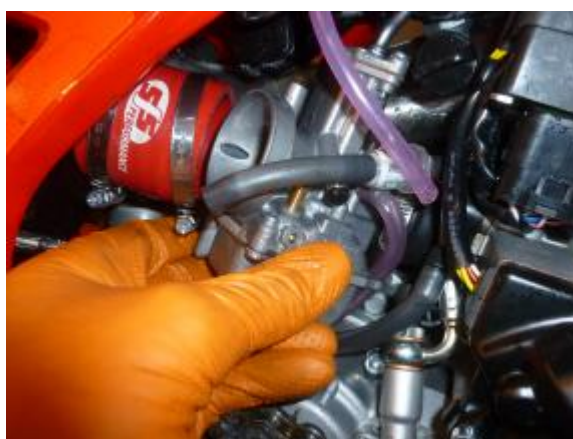
Before removing the airscrew, check the setting. Screw it clockwise until to bottoms counting the turns taken (could be between 1.25 – 2.5 turns out) then screw it all the way out to remove it (don't lose the spring). Now all the passages in the carb can be blown through and proved clear



Blow through the airscrew & pilot jet holes as they allow the mixing of fuel and air for low throttle openings and are often overlooked resulting in poor carburetion. Blow through the hole for the main jet holder and the removed pilot & main jets before refitting.



When handling the carb be careful not to squeeze the floats together as the brass overflow tube fitted to the carb bowl has to pass the inside of the left float during fitting of the float bowl. Again keep the carb body inverted to fit the bowl and after assembled, give it a gentle shake up and down so that you can hear that the floats are free to move.



Refit the carb body to the slide, fit the top screws, offer the carb up to the engine side whilst gently pulling the throttle cable through from the top of the tank then twist the carb into position. Connect up the vent and fuel inlet pipes and slide the carb inlet tube forward and secure. Poke the small overflow pipes down through the wire guide under the carb and down behind the gearbox.

*Check the throttle for free operation with bars lock to lock before starting the engine!*

JA/Beta/Technical/Evo Carb-Removing & Cleaning