

DAIHATSU
TYPE CB
ENGINE

[CB-23, CB-61 & CB-80]

6

SECTION 6
FUEL SYSTEM

| | |
|--------------------------------|------|
| CARBURETOR | 6- 2 |
| FUEL LINE [CB-23 Engine] | 6- 9 |
| FUEL LINE [CB-61 Engine] | 6-11 |
| FUEL PUMP [CB-61 Engine] | 6-13 |
| FUEL PUMP [CB-80 Engine] | 6-14 |
| FUEL TANK | 6-15 |

WM-06001

FUEL SYSTEM

CARBURETOR

COMPONENTS OF CARBURETOR [CB-23 & CB-61 Engines]

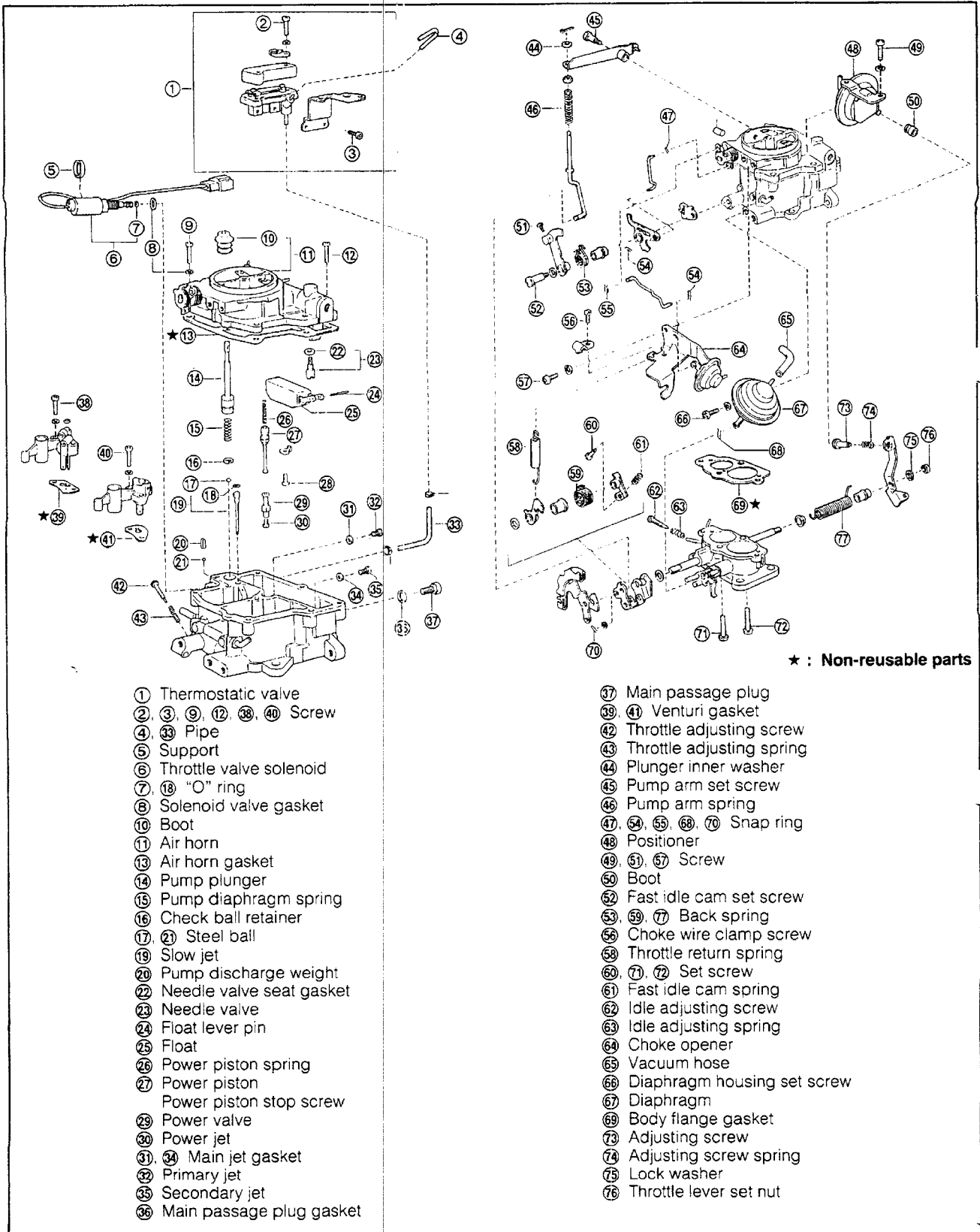


Fig. 6-1

WM-06002

ARBURETOR SCHEMATIC DIAGRAM [CB-23 Engine]

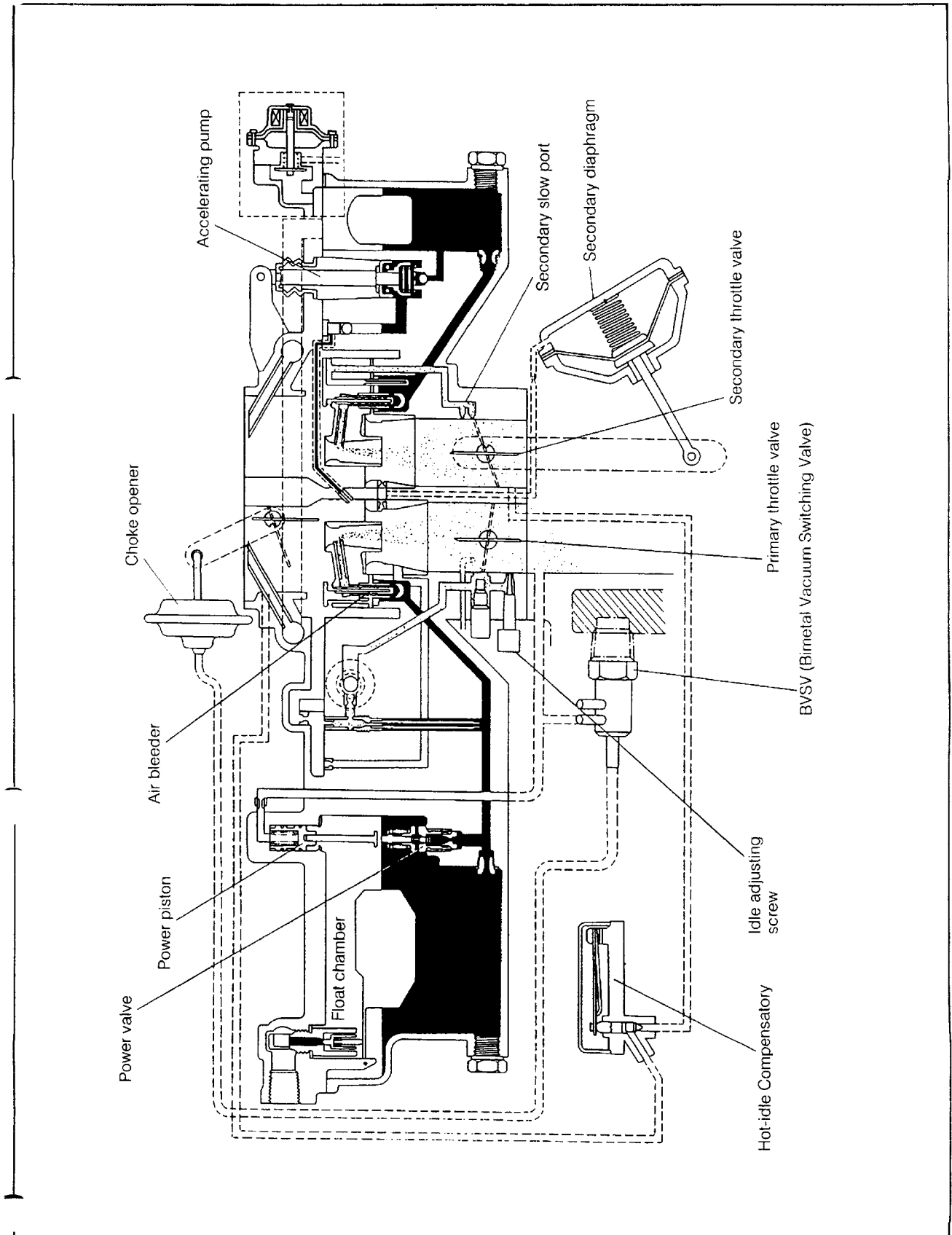


Fig. 6-2

WM-06003

FUEL SYSTEM

CARBURETOR SCHEMATIC DIAGRAM [CB-61 Engine]

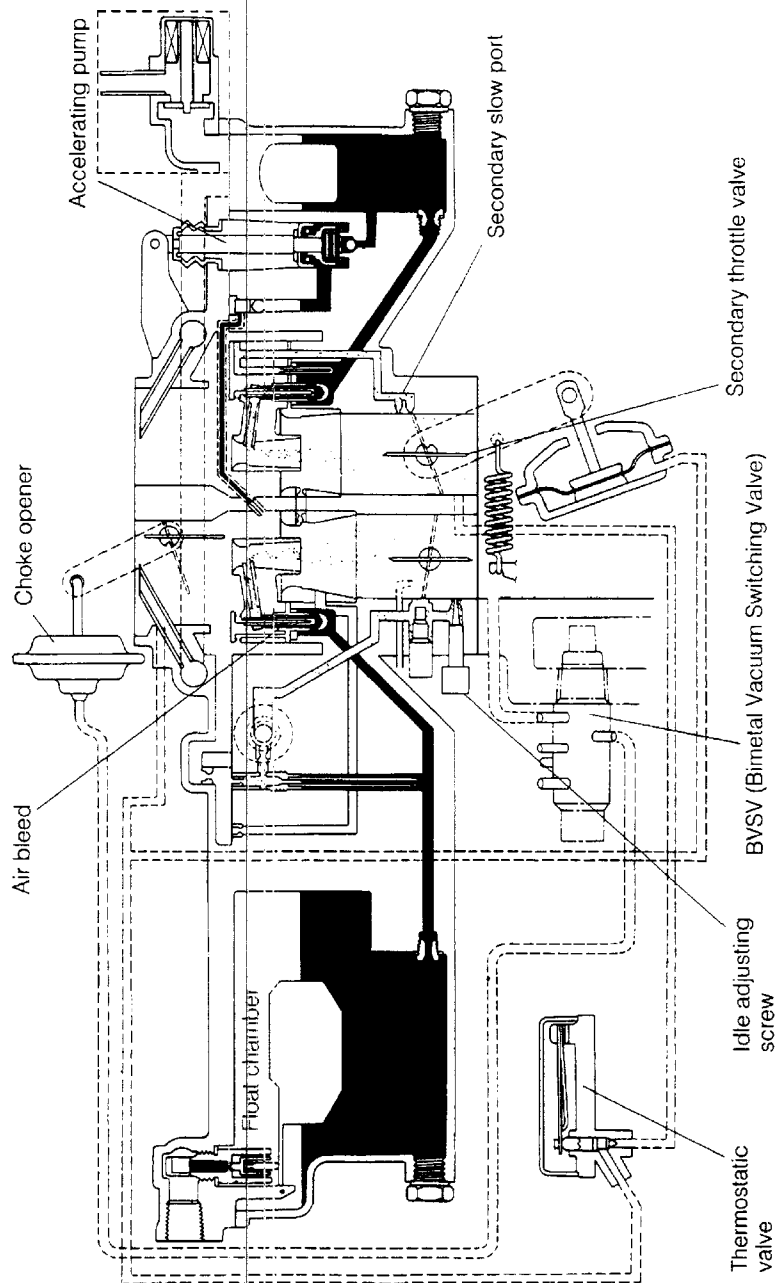


Fig. 6-3

WM-06004

INSPECTION

NOTE:

- (1) Before inspecting the parts, wash them thoroughly in gasoline. Using compressed air, blow all dirt and other foreign matter from the jets and similar parts, and from the fuel passages and apertures in the body.
- (2) Never clean the jets or orifices with wire or drill. This could enlarge the openings and result in excessive fuel consumption.

Body

- (1) Check the body for cracks. Check each hole for distortion.
- (2) Check the small venturi for restriction.
- (3) Check the large venturi for looseness or excessive wear.

Air Horn

- (1) Check the air horn for distortion or damage.
- (2) Check each passage of the air horn for restriction.
- (3) Check the choke valve for proper function.

Float

Check to see if any gasoline ingress is present. Also, check the lever pin hole for wear.

Needle Valve and Seat

Check for the contact surfaces.

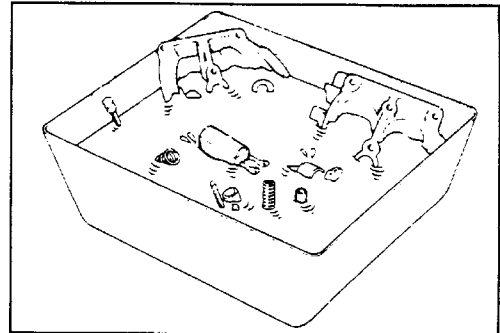


Fig. 6-4

WM-06005

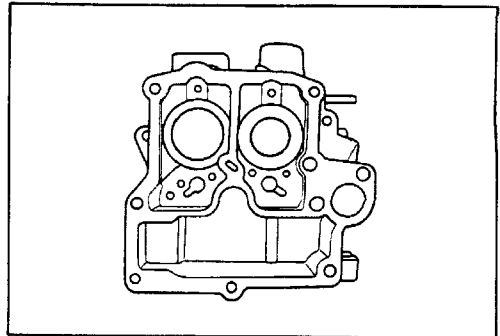


Fig. 6-5

WM-06006

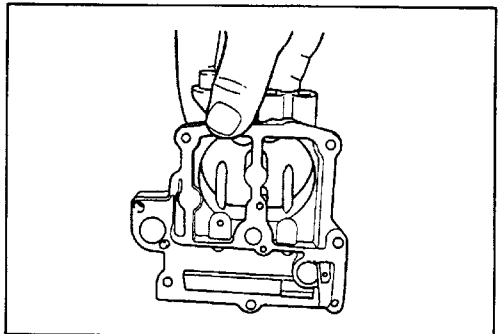


Fig. 6-6

WM-06007

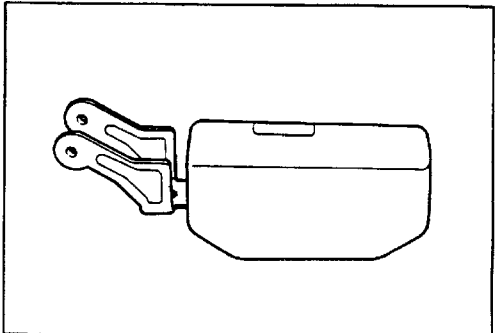


Fig. 6-7

WM-06008

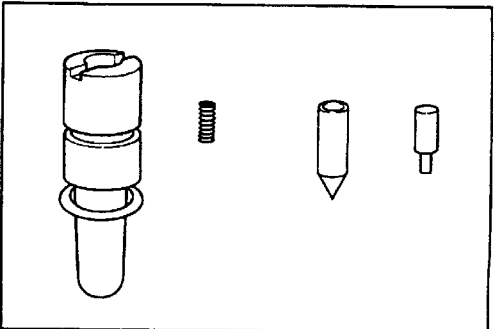


Fig. 6-8

WM-06009

FUEL SYSTEM

Jets

Check the holes, threads and screw driver grooves for signs of damage.

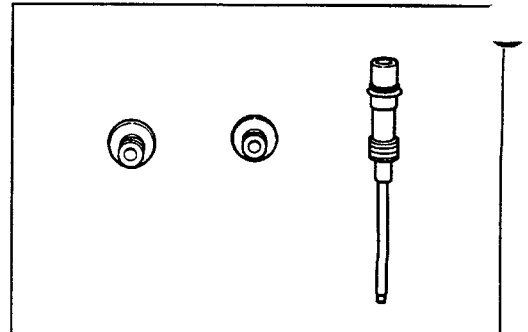


Fig. 6-9

WM-06010

Idle Adjusting Screw

Check the tapered section or threads for damage.

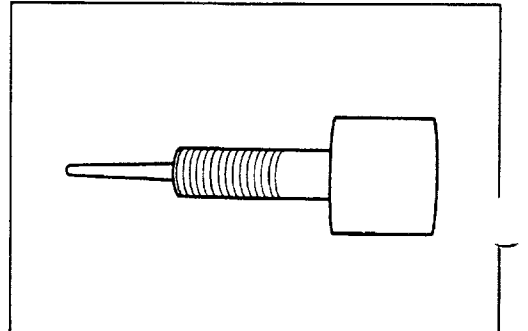


Fig. 6-10

WM-06011

Power Valve

Ensure that no leak is seen when your breath is blown through lower part.

Check for smooth operation.

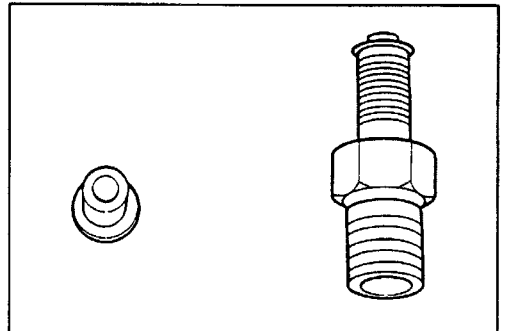


Fig. 6-11

WM-06012

Solenoid Valve

Check the solenoid valve connecting wire to the battery positive \oplus terminal for proper operation by grounding the body. The needle valve should be pulled in.

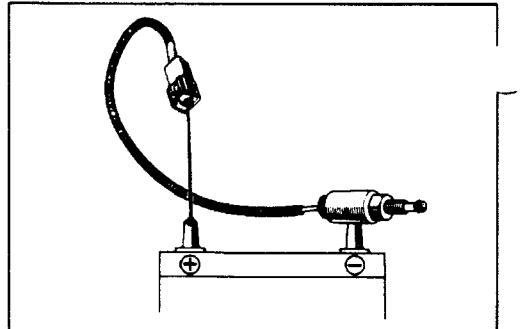


Fig. 6-12

WM-06013

Diaphragm

Connect a hose to the diaphragm and suck the hose. The diaphragm should move. If not, replace the diaphragm.

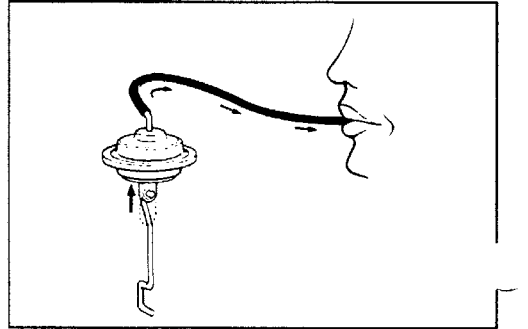


Fig. 6-13

WM-06014

Thermostatic Valve

Lightly blow into the thermostatic valve through the (A) side. If there is no air continuity, it indicates a satisfactory operation.

UNIT CHECK

NOTE:

When the carburetor has been disassembled, be certain to install new seals and gaskets during the reassembly.

1. Float Level Check and Adjustment

(1) Detach the clip that has been attached on the needle valve. Reinstall the needle valve. Carry out the float level check and adjustment.

(2) Float ascent position check and adjustment

- ① Invert the air horn and allow the float to hang down by its own weight.
Measure the minimum gap between the projected section of the float and the air horn.
Specified Gap: 8.0 mm (0.315 inch)

- ② If the gap does not conform to the specification, bend the section A in order that the specified gap may be obtained.
When the float is at the ascent position, the minimum gap between the projected section of the float and the air horn should be measured as shown in the right figure.
When the float's right end is higher than the float's left end, the left end of the projected section will be measuring point. Conversely, when the float's right end is lower than the float's left end, the right end of the projected section will be measuring point.
Adjustment is made by bending the section A.

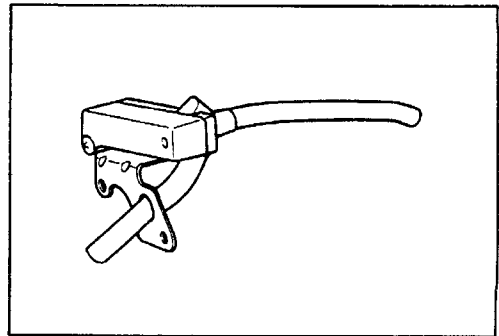


Fig. 6-14

WM-06015

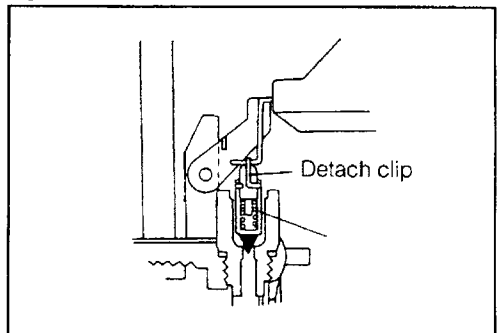


Fig. 6-15

WM-06016

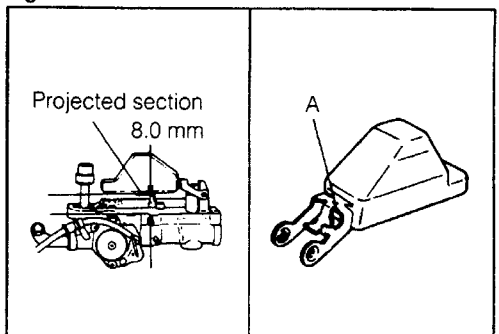


Fig. 6-16

WM-06017

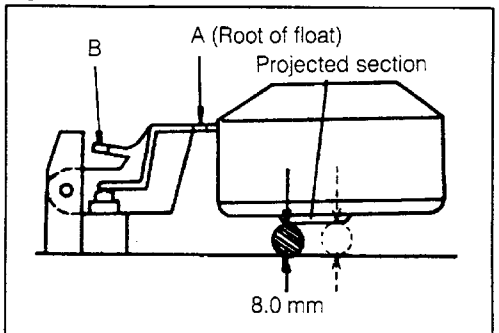


Fig. 6-17

WM-06018

FUEL SYSTEM

(3) Float descent position check and adjustment

- ① Raise the float and measure the lip clearance.

Specified Clearance: 1.6 mm (0.063 inch)

- ② If the clearance does not conform to the specification, bend the section B in order that the specified clearance may be obtained.

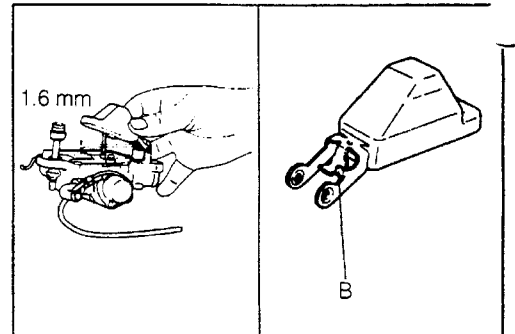


Fig. 6-18

WM-06019

2. Secondary diaphragm check (CB-61)

Disconnect the vacuum hose at the diaphragm side.

Connect the turbo charger pressure gauge and apply a positive pressure of 0.2 kg/cm² (2.8 psi). If the link moves, it indicates that the secondary diaphragm is functioning normally.

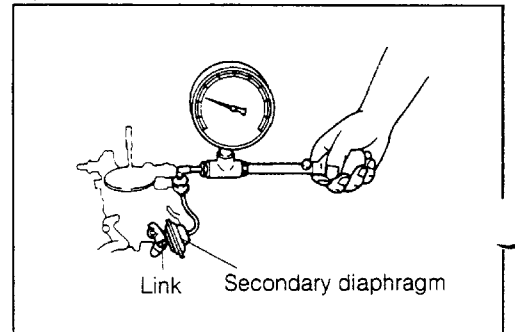


Fig. 6-19

WM-06020

3. Checking of jet operation

- (1) With the white-colored (or orange-colored) port plugged, connect a MityVac to the orange-colored (or white-colored) port. Apply a negative pressure of 500 mmHg. If the pointer is steady, it indicates a normal operation.

- (2) Replace the white-colored (or orange-colored) port. Measure the time required for the negative pressure to drop from 400 mmHg to 200 mmHg.

Time Required for Dropping: About one second

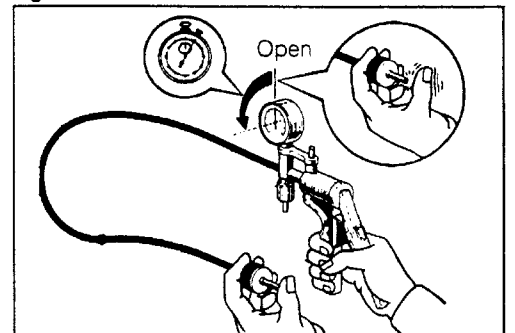


Fig. 6-20

WM-06021

FUEL LINE

COMPONENTS OF FUEL LINE [CB-23 Engine]

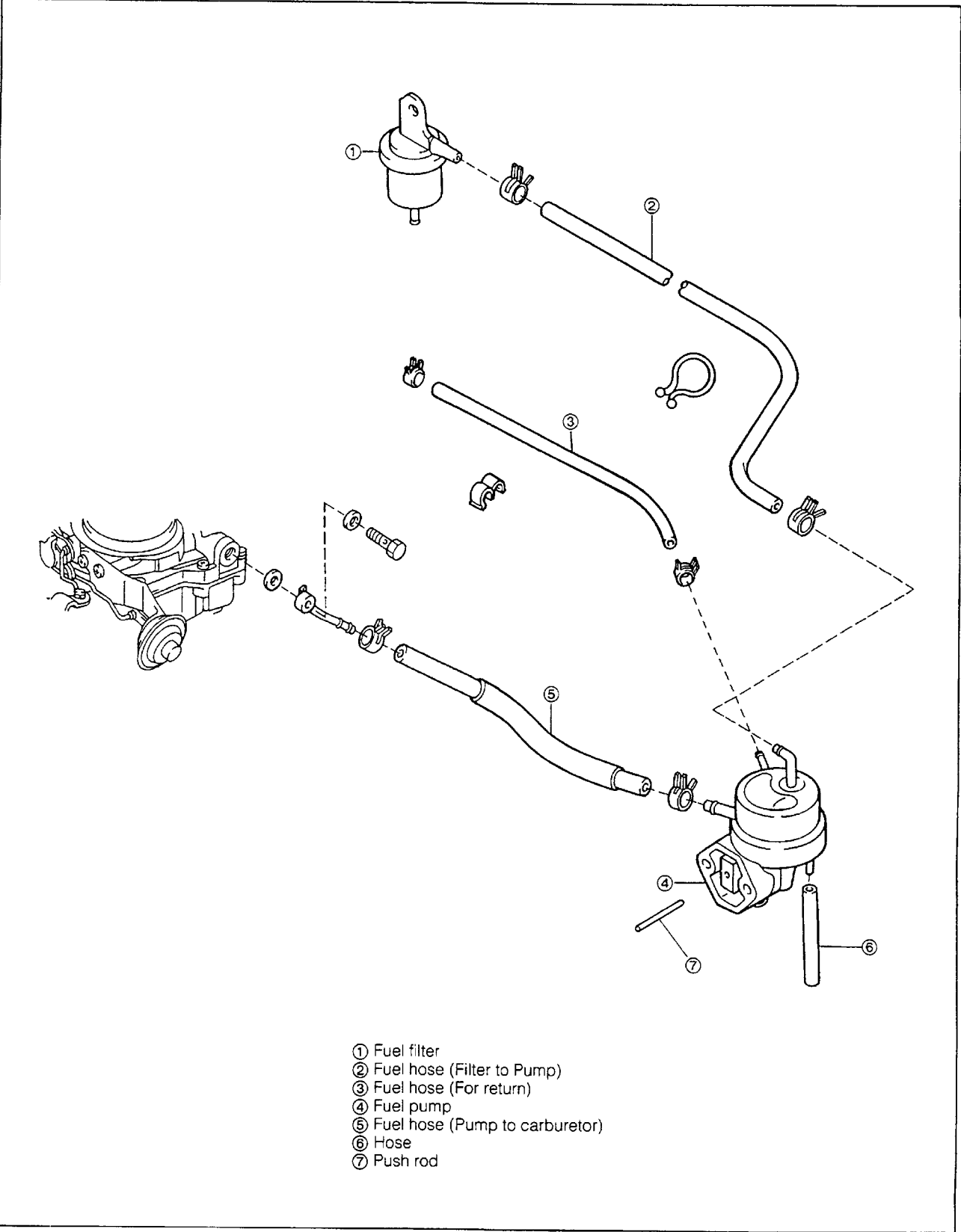


Fig. 6-21

WM-06034