

3ml

MarkNet - KLR650



Kawasaki klr KLR 650 klr650 valve valves horn upgrade pictures procedures lift easy tips tricks adjust check log maintenance repair motorcycle bike corbin saddle mt wash washington fork oil tube safety switch shim shims storage table tables torque value brace superbrace super throttle lock vista-cruise vista cruise idler shaft lever doohickey horn wiring tuned for performance demand driven

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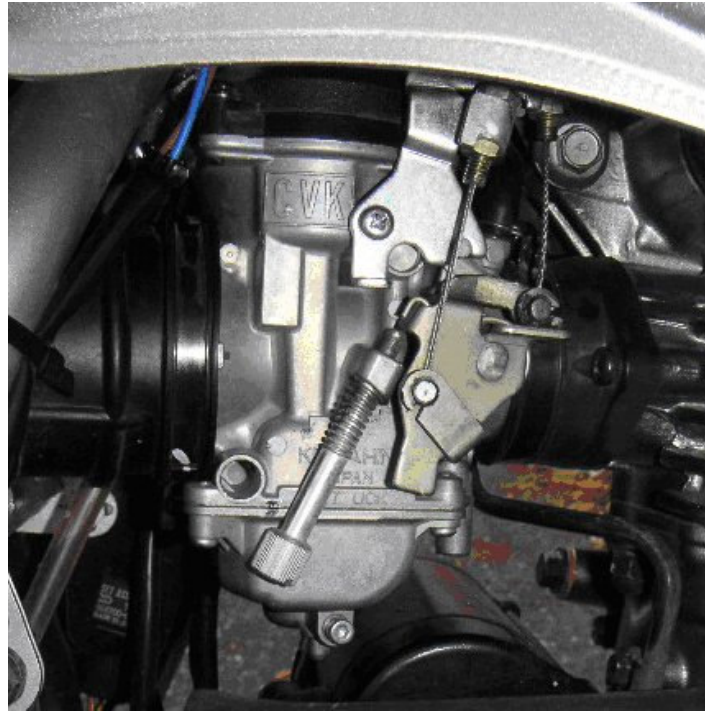
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CARBURETOR AIR MIXTURE ADJUSTMENT

This is the side view of my KLR650 carb. Everything can be done from this perspective with 4 tools



Notice the hose clamp holding the inlet side of the carb to the rubber intake. The clamp was formerly turned so the screw was facing upward toward the gas tank, so reaching it was not gonna happen. After this procedure is over, you'll do yourself a favor on future projects by setting it to face out, as shown below.

Links

Miscellaneous Info

[D.I.Y. Tips](#)

[Grease 101](#)

Technical Articles

[A1 Brochure](#)

[Conversions](#)

[KLR650 FAQ](#)

[Painting Plastic](#)

Forms

[Maintenance Log](#)
[Shim Record Chart](#)

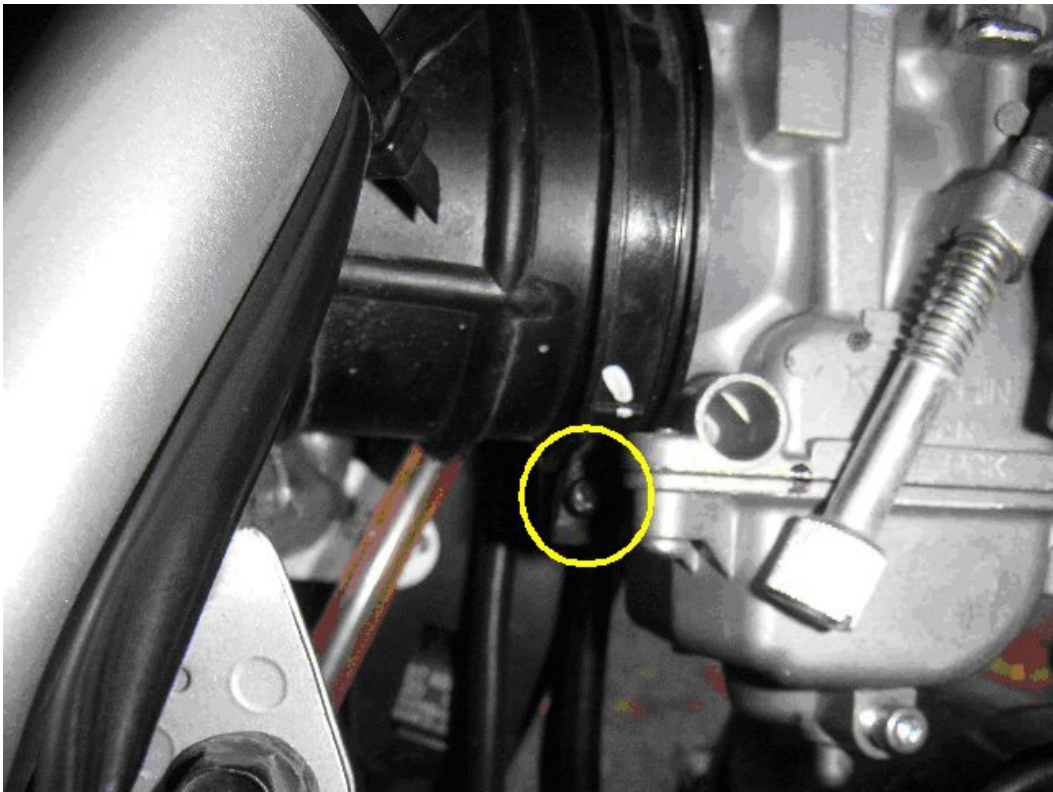
Pictures

[Corbin Saddle](#)

Procedures in PDF

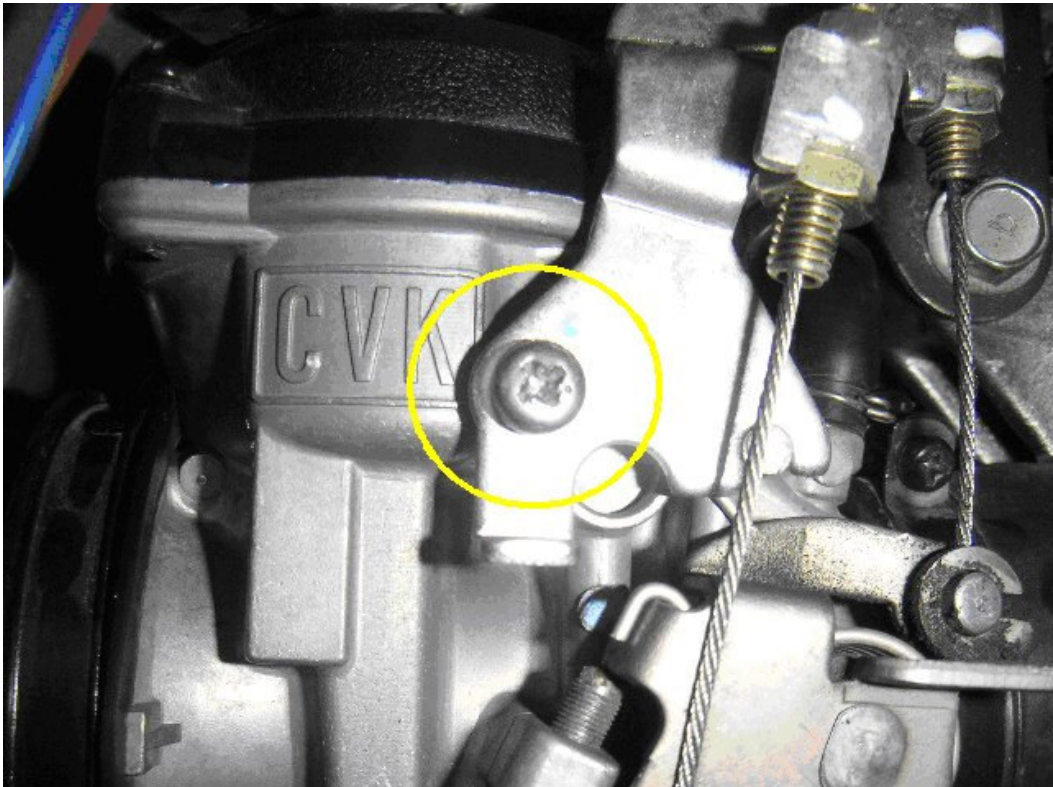
Procedures

[12v Waterproof Outlet](#)
[Acerbis Disk Installation](#)
[Balancer Adjustment](#)
[Brake Pads](#)
[Cam Chain Timing](#)
[Carb Air Mixture](#)
[Carb Rain T-Mod](#)
[Decalifornication](#)
[Doohickey Upgrade](#)
[Easy Lift](#)
[Fork Oil Change](#)
[Horn Upgrade](#)
[Hydraulic Clutch](#)
[JC Whitney Trunk](#)
[Mirror Mount Repair](#)
[Oil Screen Cleaning](#)
[Radiator Cooling Mod](#)
[Ramp Loading](#)
[Safety Switch Bypass](#)
[Shark Fin Installation](#)
[Shim Storage Box](#)
[Shim Value Table](#)
[SuperBrace](#)
[Swingarm Maint](#)
[Torque Values](#)
[Tube Valve Tools](#)
[TWC Acc Fuse Kit](#)
[TWC Fuse Relocation Kit](#)
[Valve Adjustment](#)
[Vista-Cruise Lock](#)
[Water Pump Seals](#)
[Wheel Alignment](#)



Now loosen the other clamp, and remove the big bright screw holding the throttle linkage on. Notice the chewed head. In the future I dream of replacing every screw in this bike with a decent grade allen head.

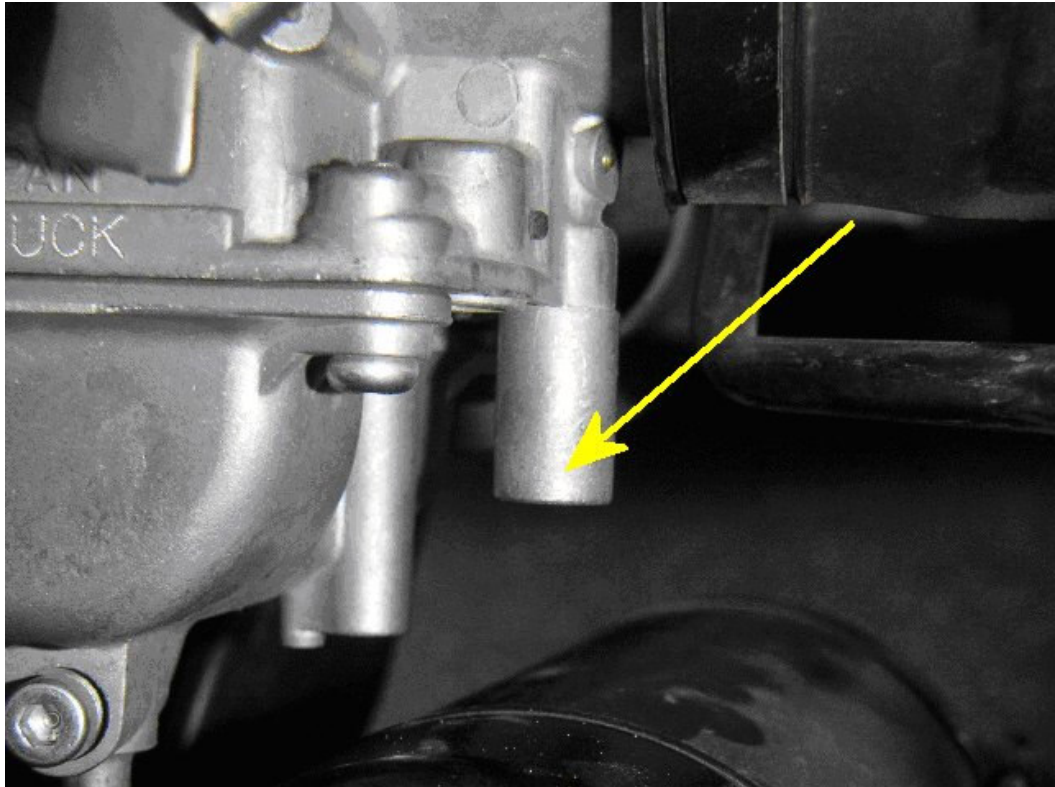
Detach the cables by rotating until they mate with the slot and push them under the gas tank and out of the way. Now all you have to do is rotate the entire carb counter-clockwise until you can see the plug.



This is the part of the carb you're looking for. The plug is inside this tube and is $\frac{1}{4}$ " by $\frac{1}{4}$ ", roughly. I drilled a pilot hole with a much smaller bit first so as not to cause any damage. After that used a $\frac{1}{4}$ " bit and the plug spun out easily. The plug is aluminum so drilling is easy. **GO SLOW** as the adjustment screw is delicate and you wouldn't want to jam a spinning drill bit into it.

For the adjustment, turn the screw all the way in. Don't gorilla hand it, just lightly turn to a full stop. Then, with a common screwdriver, back that air/fuel screw out $\frac{3}{4}$ turn and put it all back together.

The only hard part is holding the carb on an angle as the intake tubes do resist. Removing them seemed to be too much work so I left them. But if yours are already off then now is a good time to do this.



While I was tinkering under the left side cover that day, I found this rubber tube thingy in the air filter housing. From what I can deduce, it silences the air box and restricts flow as this is the only way for air to enter the air box. Since I had just increased fuel, why not increase air. Pull it out go for another ride. This, in combination with the richer mix, made a big difference in drivability, power and sound. Not sure about milage yet though. Best FREE mod ever.



