

KLR650

Homepage

Contact Me

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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

12v Waterproof Outlet

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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.

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

Maier Woods Pro

Mirror Mount  
Repair

Oil Screen  
Cleaning

TIME-SERT

Radiator Cooling  
Mod

Ramp Loading

Safety Switch  
Bypass

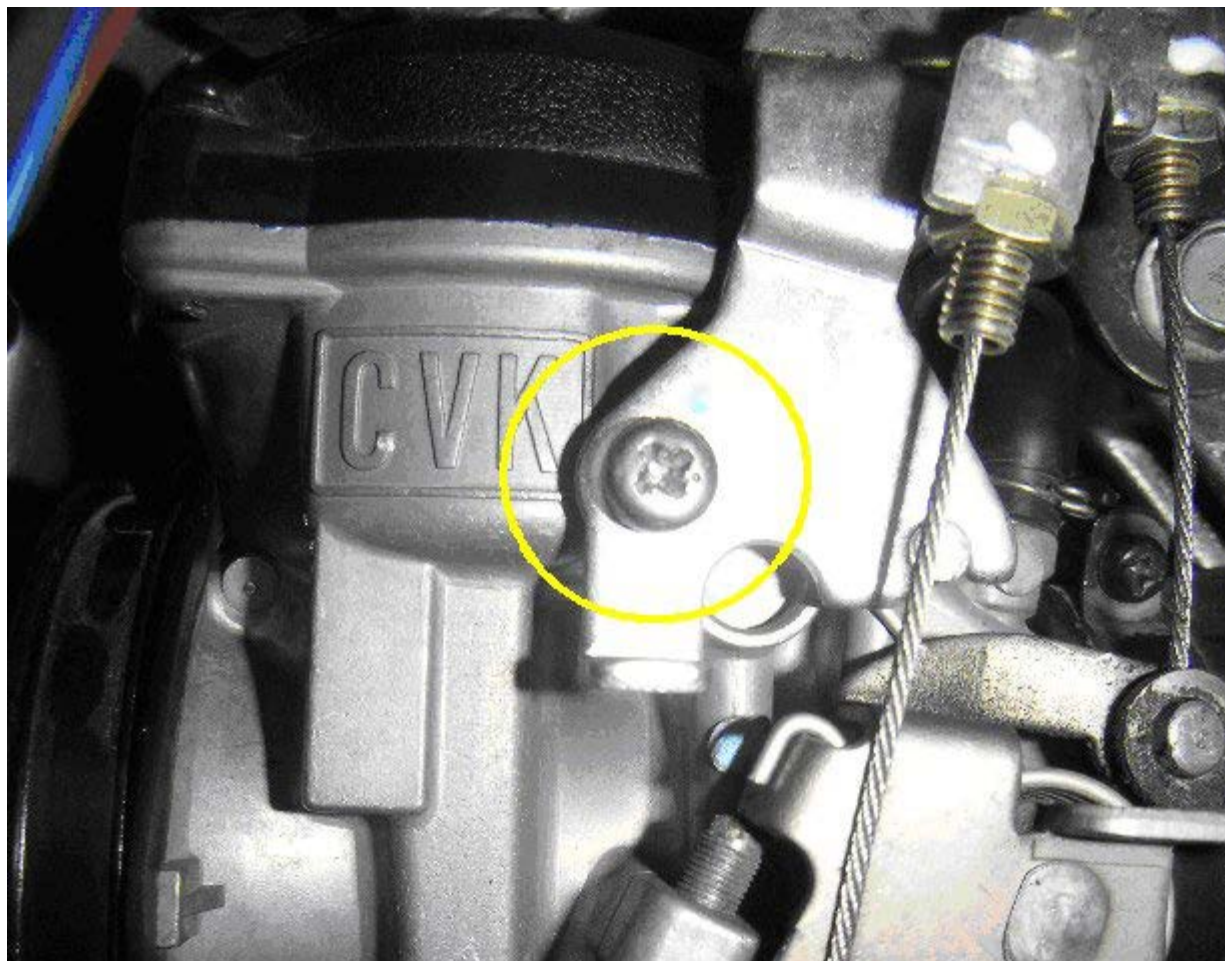
Shark Fin  
Installation

Shim Storage



Now loosen the other clamp, and remove the big bright screw holding the throttle linkage on. Notice the chewed head. I dream of replacing every screw on 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.



Box

Shim Value  
Table

SuperBrace

Swingarm Maint

Torque Values

Tube Valve  
Tools

Valve  
Adjustment

Vista-Cruise  
Lock

Water Pump  
Seals

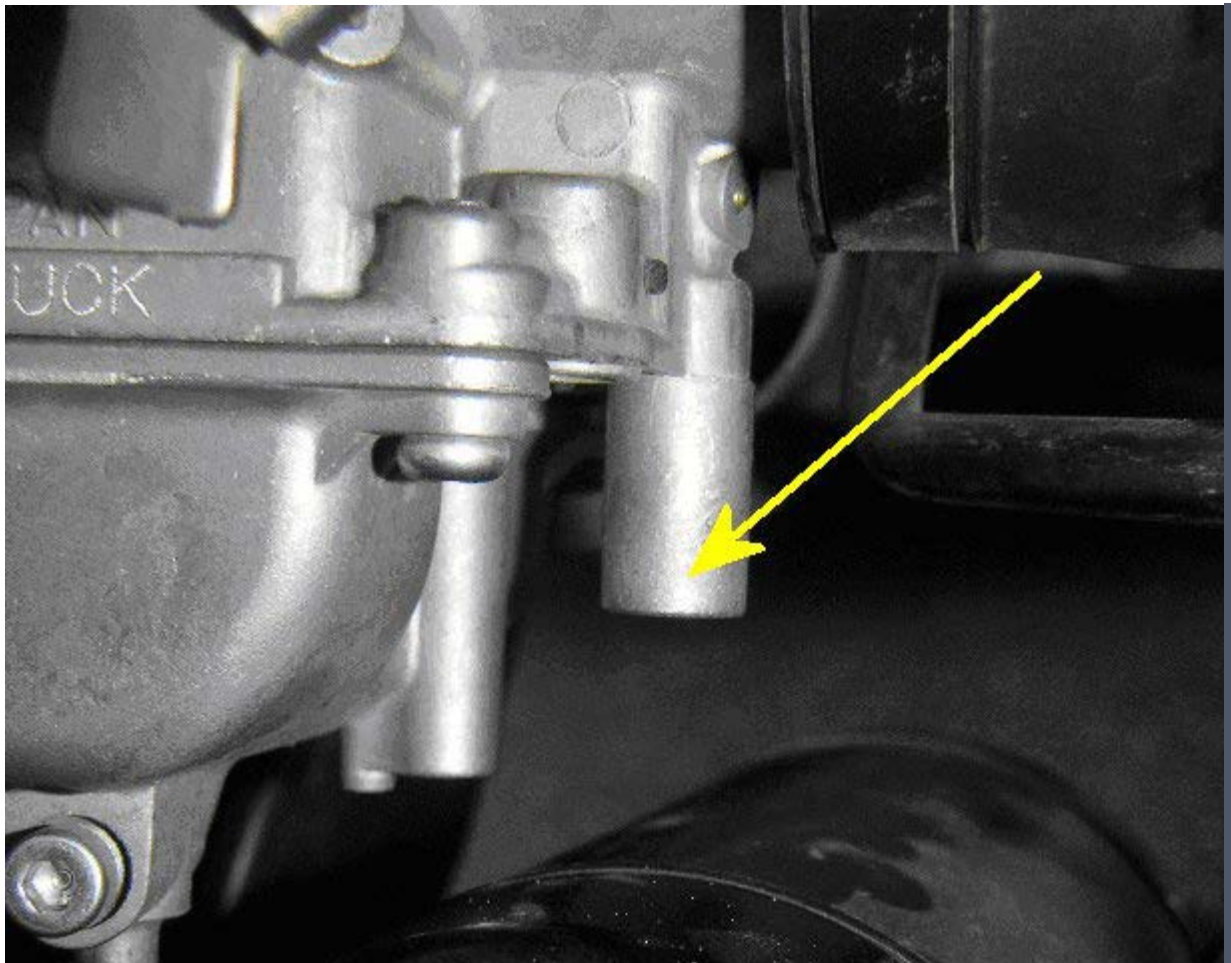
Wheel  
Alignment

This is the part of the carb you're looking for. The plug is inside this tube, and is roughly  $\frac{1}{4}$ " by  $\frac{1}{4}$ ." I drilled a pilot hole with a much smaller bit first so as not to cause any damage. After that, I 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  $\frac{3}{4}$  to 1 full turn and put it all back together. It should be noted that worked well for my 2001 KLR; you may need to tweak & adjust for your specific bike.

(On **my** bike, the original factory setting was 2  $\frac{1}{2}$  turns.)

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!



