

# Pilot Screw Adjustment

## Idle Drop Procedure

'90-'93:

**▲ WARNING**

- If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

**NOTE**

- Make sure the carburetor synchronization is within specification before pilot screw adjustment (page 3-11).
- The pilot screws are factory pre-set and no adjustment is necessary unless the pilot screws are replaced.
- Use a tachometer with graduations of 50 rpm change.

1. Turn each pilot screw clockwise until it seats lightly, then back it out to the specification given.

**CAUTION**

- **Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.**

This is an initial setting prior to the final pilot screw adjustment.

- Initial Opening:** 49 states type '90-'91: 1-1/2 turns out  
 '92-'93: 1-7/8 turns out  
 California type '90-'91: 2-1/2 turns out  
 '92-'93: 2 turns out  
 Canada type '90-'91: 2-1/4 turns out  
 '92-'93: 1-7/8 turns out

2. Warm up the engine to operating temperature. Stop and go riding for 10 minutes is sufficient.
3. Attach a tachometer according to its manufacturer's instructions.
4. Adjust the idle speed to the specified rpm with the throttle stop screw.

**Idle Speed:** 49 state/Canada type: 1,000±100 rpm  
 California type: 1,200±100 rpm

5. Turn all pilot screws 1/2 turn counterclockwise from the initial setting.
6. If the engine speed increases by 50 rpm or more, turn all pilot screws out by successive 1/2 turn increments until engine speed does not increase.
7. Adjust the idle speed with the throttle stop screw.
8. Turn the No.2 carburetor pilot screw in until the engine speed drops 50 rpm.
9. Then turn the No.2 carburetor pilot screw counterclockwise 1/8 turn from the position obtained in step 8.
10. Adjust the idle speed with the throttle stop screw.
11. Perform steps 8,9 and 10 for the No.1,3 and 4 carburetor pilot screws.
12. U.S.A. only: Apply Loctite 601 or equivalent to the inside of the limiter caps. Place the caps over the pilot screws so that they can be turned clockwise only. This will prevent adjustment in the counterclockwise direction which richens the fuel mixture.

**NOTE**

- Be careful not to turn the pilot screw when installing the limiter cap.

