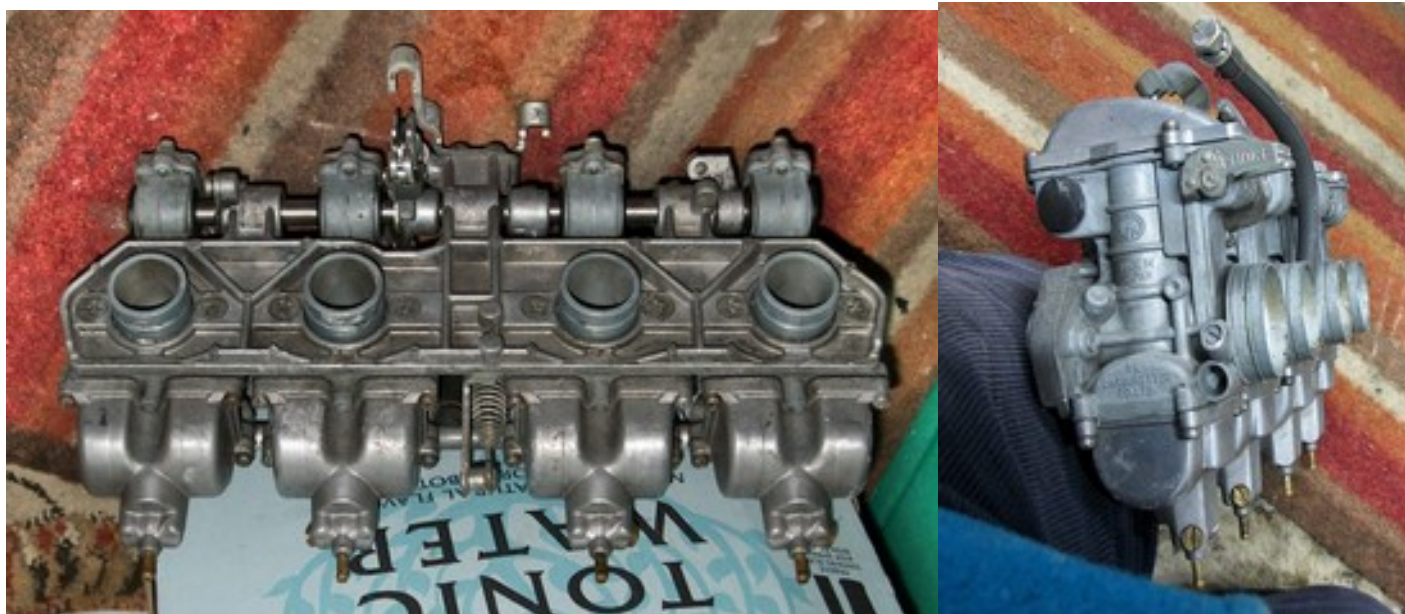


Carburetor and Exhaust

Carburettor

As you can see from the pics below the carbs are in pretty good shape.



It was very tempting to split the banks and strip them completely. I decided to leave things alone and do a good inspect and clean. The fuel gallery 7 mm “O” rings part number 92055-1072 now superseded by 670B1507 are quite cheap and available so will order 2 sets (24) for my spare carbs just in case I pluck up the courage to split them. The main fuel hose 92059-1098 (7x12x180mm), vacuum tap hose 92059-1101 (5.4x11.4x280mm) and overflow pipes x 4 92059-1102 (3.5x6.5x550mm) will all be replaced as they show signs of cracking and are splitting at the ends. The little hose clamps are a fortune so will replat the ones I have.

Below is the results of a 30 minute soda blast with the carbs fully assembled.



After soda blasting the carbs were soaked in warm water and given a good scrub with a tooth brush and small bottle brushes, the float bowls and tops and jets were removed and cleaned separately, followed by a dry with the air line.

The throttle cable choke links and various bits were then removed for replating. Made sure I took plenty of pics before disassembly.



Idle screw



Throttle cables mount plate



Throttle shaft stopper plate screw



Throttle return spring top



Return spring bottom



Fast idle and throttle stop screws



Fast Idle screws in situ



Choke lever ball bearing and spring

All linkages and bits cleaned and replated.



Bits and bobs refitted.



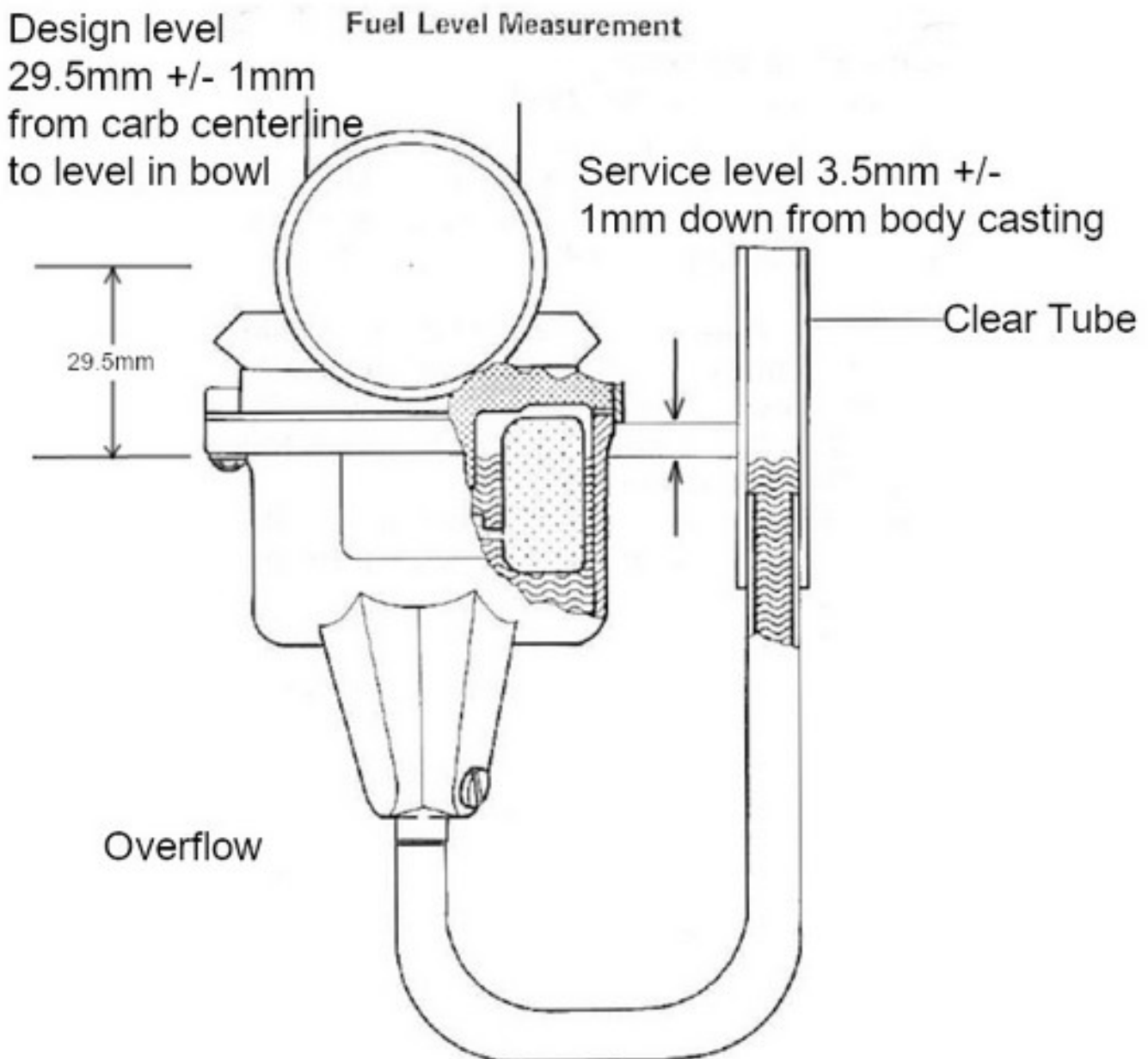
Fuel level and float height relationship

In the manual it gives you a service level for the fuel, on other bikes in the past I have just had to measure the float heights and that was it. In some ways this is easier and some was not. I think I need to explain.

Table H4 Carburetor Specifications

Type	Main Jet	Jet Needle	Pilot Jet	Pilot Screw	Throttle Valve Cutaway	Fuel Level	
						Design	Service
K22P-2A	#90	#4C91-2	#32	$1\frac{1}{8} \pm \frac{1}{4}$	2.5	$29.5 \pm 1 \text{ mm}$	$3.5 \pm 1 \text{ mm}$

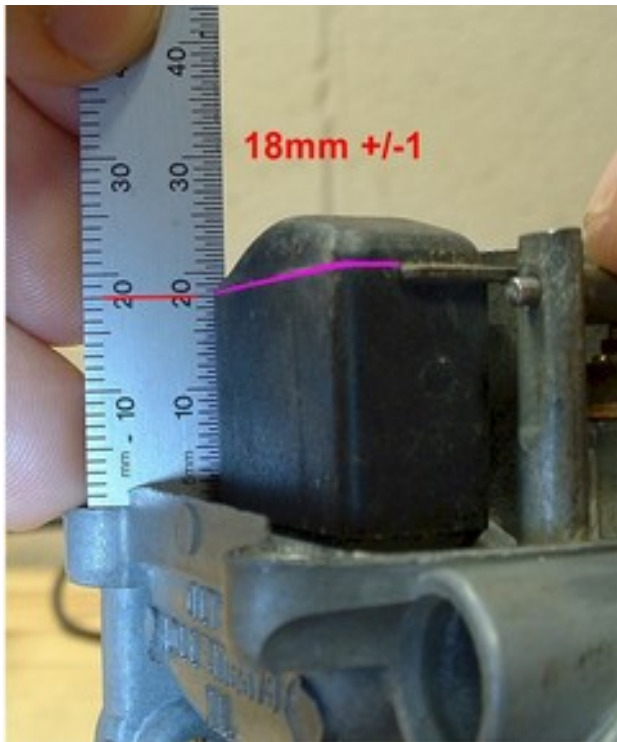
In the fuel level section the **Design** measurement is , from what I can gather is the distance from the centreline of the carb bore to the fuel level in the bowl. The **Service Level** is the distance down from the carb body casting. The diagram below modded from the service manual hopefully makes this clear.



Unless any of the float system has been changed, i.e. after-market needle valves, the fuel level should not change from the factory. Thanks to a post and web site info from a KZRiders forum member loudhvx there is a of info on these TK-22 carbs and other Z500 - Z550 related bits. Here is the link to his TK-22 site.

<https://s3.amazonaws.com/gpzweb/TK22mainPage/TK22mainPage.html#home>

From the info on this site it is possible to set a rough float level by a measurement of the floats height. This will get you somewhere near the correct level but a check with a clear tube is always good to be 100% sure of the correct fuel level.



The method:

Gently press down on the float frame at the hinge pin to take out any play in the hinge.

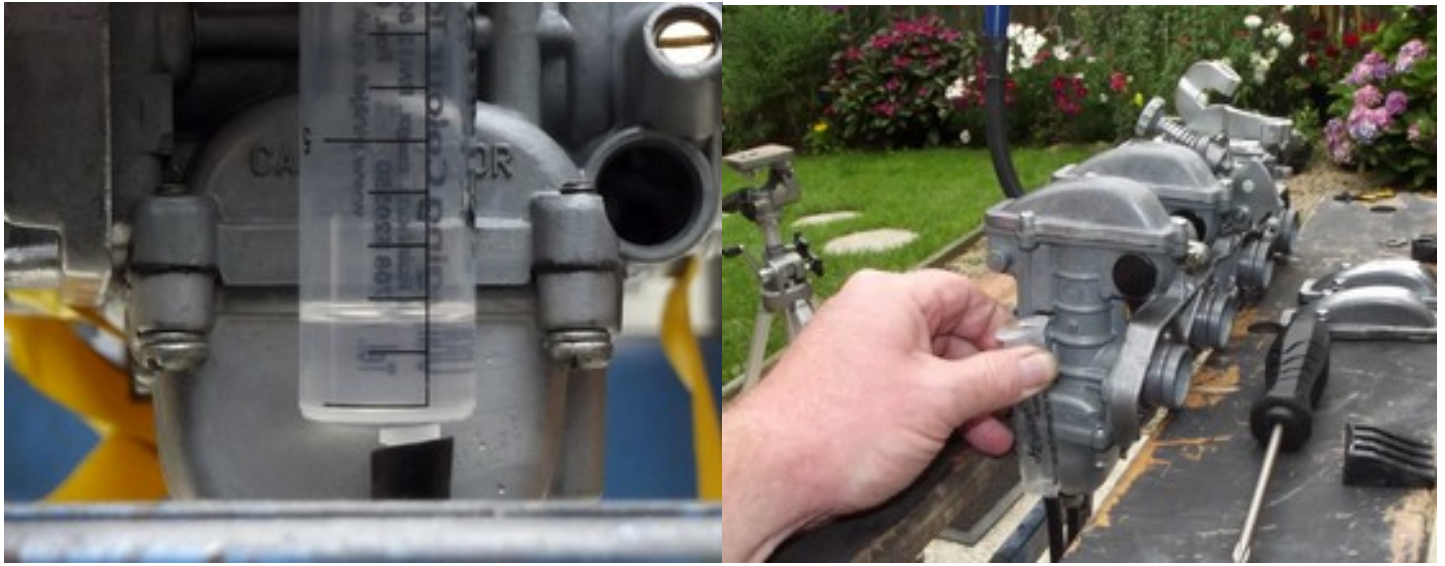
Then lift the far end of the float until the needle's spring-loaded pin is just barely making contact with the floats tongue.

The casting seam of the float should be at 18mm from the carb body's gasket surface (See pic for reference).

With the initial measurement set the float bowls were re-fitted with the 16 replated M4 x 16 screws. The bank was then secured into my workmate and levelled up.



Carbs filled up with fresh fuel and each bowl level in turn checked against the body carburettor.



As always when reading a fluid level you take the reading from the bottom of the meniscus. Lucky there is a line at the correct level on the float bowl to make life a lot easy.

Carbs ready to refit.



Carburettor inlet rubbers and airbox

The inlet rubbers to the cylinder head were showing signs of age (splitting) so a new genuine set was bought, there are pattern parts available but did not want to take the chance. The carb to airbox boots had become almost solid and had a few large tear's. New pattern parts this time were bought. These are the same as the Z650 oddly enough.



The screws clamps were cleaned and replated together with the springs holding the airbox boots to the carbs.



Carb to head screws before and after plating



Inlet boots old and new



New inlet rubbers and replated hardware fitted to the engine.

Airbox and Carburettor Install



The old airbox to carb rubbers were removed, all the internal oil separator parts also removed cleaned and refitted. Spring clips and fasteners replated.



The finished irbox cleaned with the new pattern trumpets fitted.



To fit the airbox back in once the engine is installed the it's and frame mouted baffle plate are removed. The airbox is first slid in on it's side and then lifted into place.



To give you as much room as possible the airbox is clamped as far back as possible. With the throttle close cable fitted first, the carb bank is then installed from the right hand side. Use red rubber grease on the insides of all the rubbers and push carbs into inlet stubs.



With new air trumpets it is a lot easier to slip on the inlets, in future I will use a hair dryer to heat up these before removal and fitting. Once carbs on and clamps fitted the crankcase breather tube is refitted and airbox secured with the 2 small angle brackets on either side of the battery box. A new air filter was fitted and the baffle plate screwed to the frame with the replated M6 bolts.

Petrol Cap

Luckily over the years there has been fresh fuel or light oil in the tank depending on the time of year so there has never been a problem with dirt or rust. The cap on the other hand has accumulated a fair amount of gunk

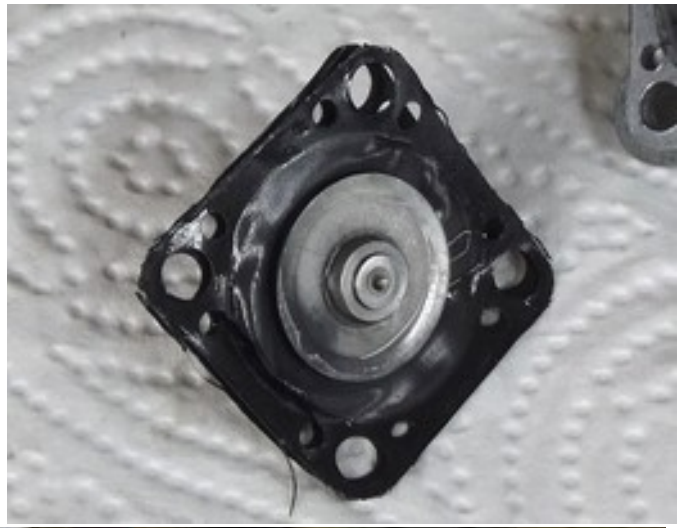


So with the aid of a few pics on how it went together it was striped cleaned and refitted.



Fuel Tap

After 40 years it was no surprise to find a small tear in the vacuum diaphragm. A tap repair kit was ordered and the fitted after the tap got a good clean.



Tap reassembled with the plenty Red Rubber grease