



Figure 2-15

tubes" which lead into the venturi. When the engine is running, the pressure in the venturi is less, and the pressure in the feed tubes is also less. The atmospheric pressure acting on the

The float level is important at low speeds. If too low, the decreased pressure in the venturi would not be able to pull enough fuel up out of the bowl and into the air stream. This would cause hard starting and lean mixture ratios. If the fuel level is too high, too much fuel is pulled into the venturi and the engine would run too rich. The float level is adjusted by bending the tab. Bending the tab towards the needle valve lowers the fuel level, and bending it away from the valve raises the level. Always set the fuel level at the correct level.

# Metering System

Four separate systems meter the fuel and mix it with the air; The main system for normal running. the pilot system for low speed running, the econo jet system for additional fuel requirements during full throttle operation, and the enrichener system to assist starting a cold engine.

Metering the fuel and air in the proper amounts is performed by a number of components. Each component has a range of throttle positions in which it is effective, but the division between where one takes up and another leaves off is gradual. This "overlap" insures the transition from one range to another will be smooth. The metering components are pilot jet, throttle valve outaway, jet needle, needle jet, main jet, and econojet (econo jet-SA340 and SB440 only). Figure 2-17 illustrates the overlap between the components.

# **Kawasaki 340 Drifter Manual**

**Yicheng Fang** 

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