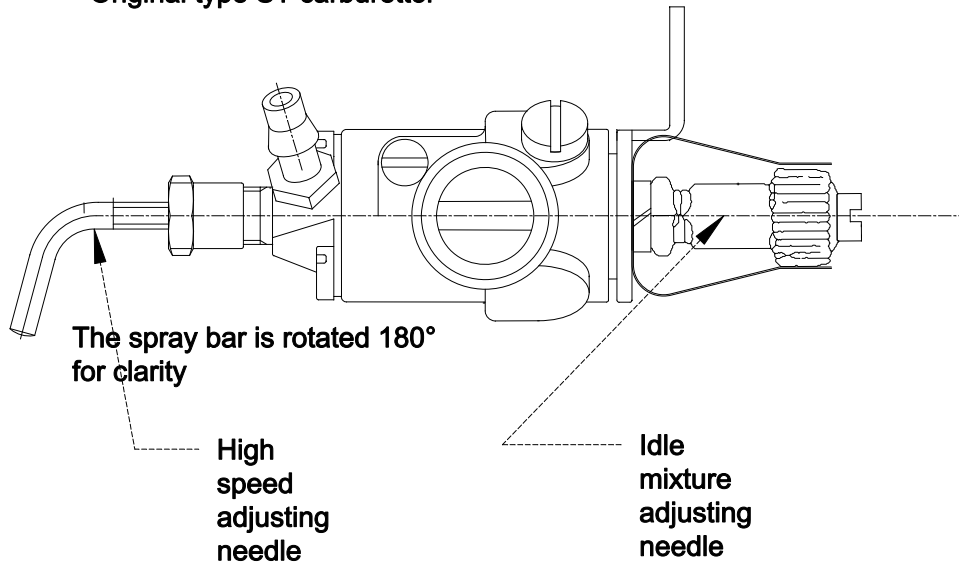


Original type ST carburettor



Work sequence:

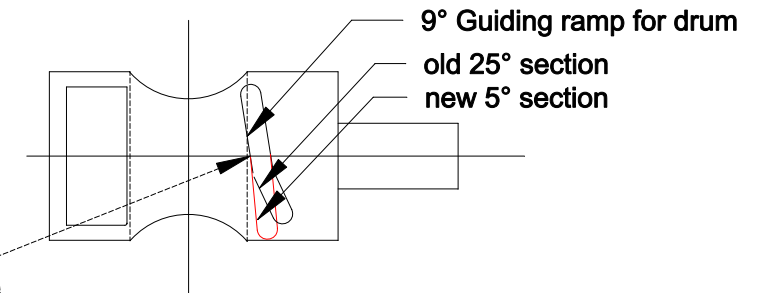
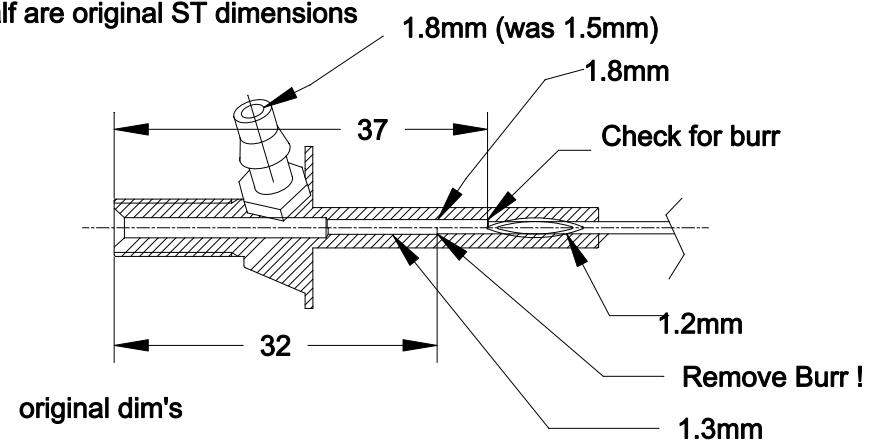
- 1) ream drill the fuel nipple to 1.8mm, starting from the threaded side
- 2) ream drill the spray bar to 1.8mm. Chuck the drill such, that it stays just short of the spray bar outlet
- 3) insert a 1.2mm drill into the spray bar to remove any inside burrs
- 4) insert the shank of the 1.2mm drill into the spray bar, and using a sharp pin, remove all burrs from the spray bar jet
- 5) with a Dremel cutting disk, reshape the drum groove as shown in the drawing. The new groove should not reach further than half way

First draw a 5° angle on paper to practice the angle at which to keep the Dremel tool.

- 6) carefully deburr the edges
 - 7) fit all parts, start the engine, and set high speed and idle.
 - 8) fix the throttle at $\frac{1}{2}$ full, and check the engine for lean or rich running by tweaking the IDLE needle
 - 9) if the engine is too rich, grind some more off the groove, if the engine is lean, grind some material off the old 9° groove
- The amount of tweaking determines the amount of correcting. If you stick to the drawing, no correction should be needed.

Spray bar for the ST G20/23

Top half of the drawing are modified dimensions
Lower half are original ST dimensions



Drum translation groove modification

Grind with Dremel disk
should end about midway