

EMISSION CONTROL INFORMATION

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EMISSION CONTROL CARBURETOR COMPONENTS

VL1500 motorcycles are equipped with precision, manufactured carburetors for emission level control. These carburetors require special mixture control components and other precision adjustments to function properly.

There are several carburetor mixture control components in each carburetor assembly. Three (3) of these components are machined to much closer tolerances than standard machined carburetor jets. These three (3) particular jets – MAIN JET, NEEDLE JET, PILOT JET – must not be replaced by standard jets. To aid in identifying these three (3) jets a different design of letter and number are used. If replacement of these close tolerance jets becomes necessary, be sure to replace them with the same type close tolerance jets marked as in the examples shown below.

The jet needle is also of special manufacture. Only one clip position is provided on the jet needle. If replacement becomes necessary the jet needle may only be replaced with an equivalent performing replacement component. Suzuki recommends that Genuine Suzuki Parts be utilized whenever possible for the best possible performance and durability.

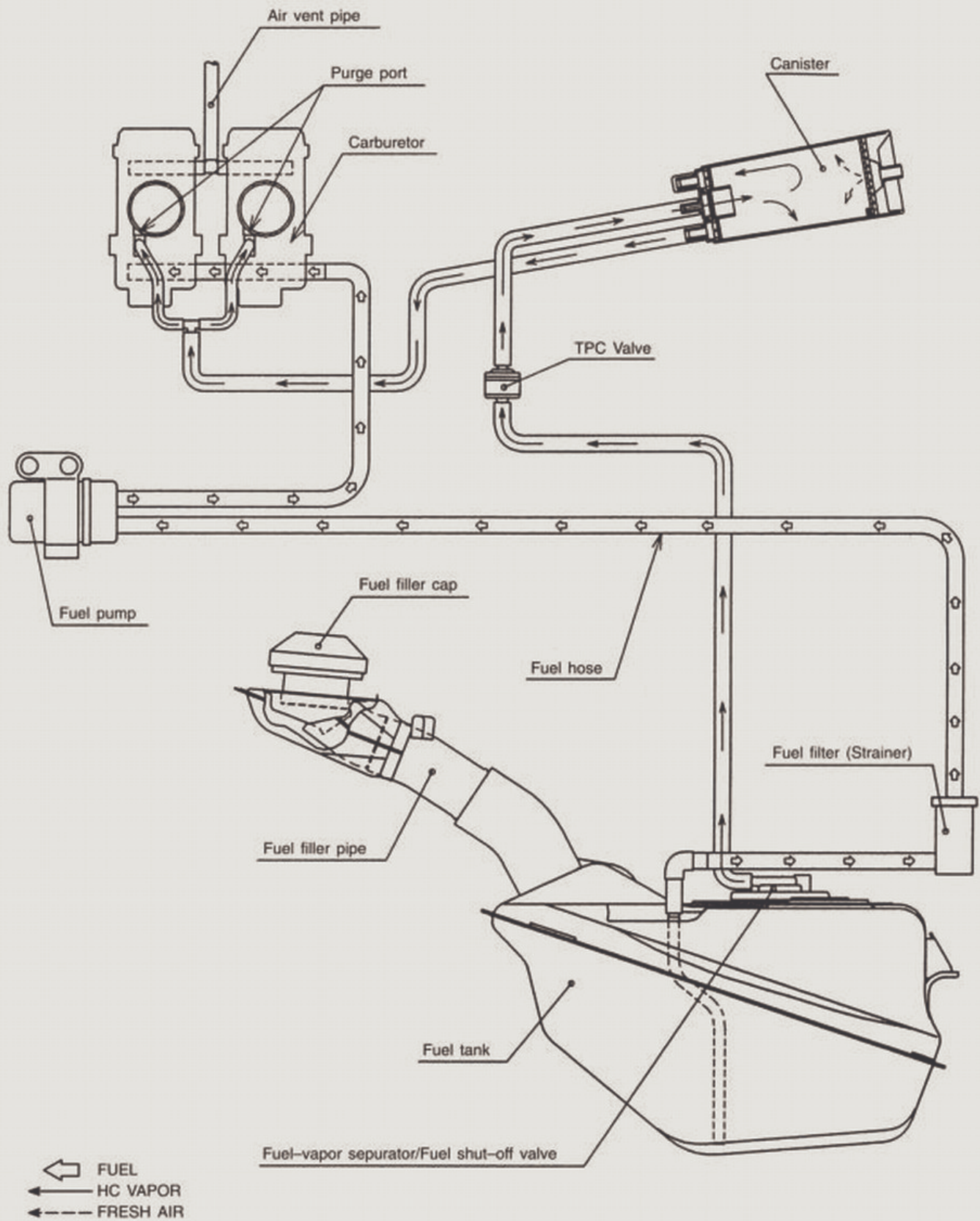
Conventional Figures Used on Standard Tolerance Jet Components	1 2 3 4 5 6 7 8 9 0
Emission Type Figures Used on Close Tolerance Jet Components	1 2 3 4 5 6 7 8 9 0

The carburetor specifications for the emission-controlled VL1500 are as follows.

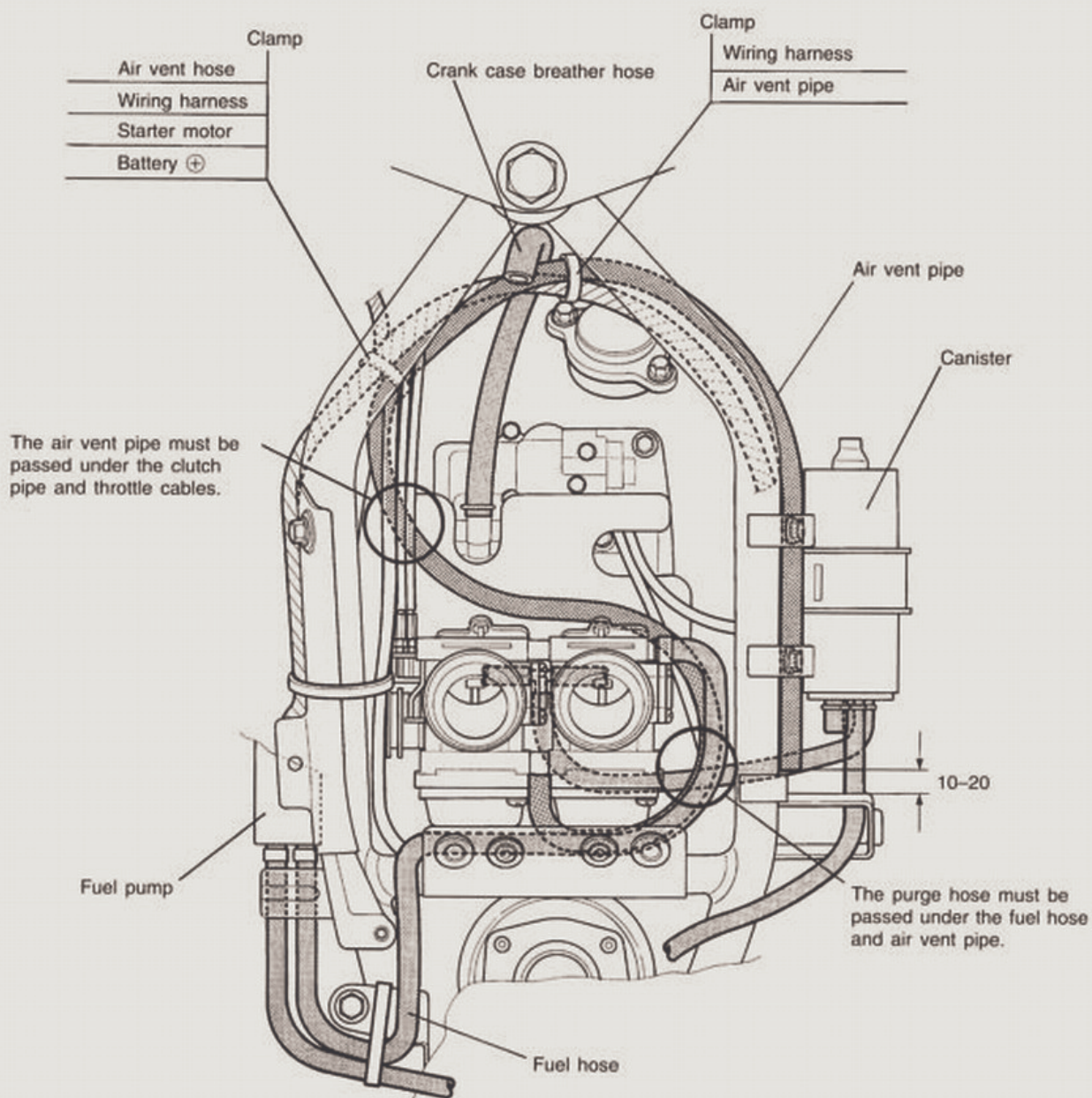
Carburetor I.D. No.	Main Jet	Needle Jet	Jet Needle	Pilot Jet	Pilot Screw
10F4 (California model only)	#100 (NO.1) #112.5 (NO.2)	P-DM	5E9-56 (NO.1) 5D95-56 (NO.2)	#32.5	PRE-SET DO NOT ADJUST
10F1					

Adjusting, interfering with, improper replacement, or resetting of any of the carburetor components may adversely affect carburetor performance and cause the motorcycle to exceed the exhaust emission level limits. If unable to effect repairs, contact the distributors representative for further technical information and assistance.

EVAPORATIVE EMISSION CONTROL SYSTEM (CALIFORNIA MODEL ONLY)



CANISTER HOSE ROUTING (CALIFORNIA MODEL ONLY)



EVAPORATIVE EMISSION CONTROL SYSTEM INSPECTION (CALIFORNIA MODEL ONLY)

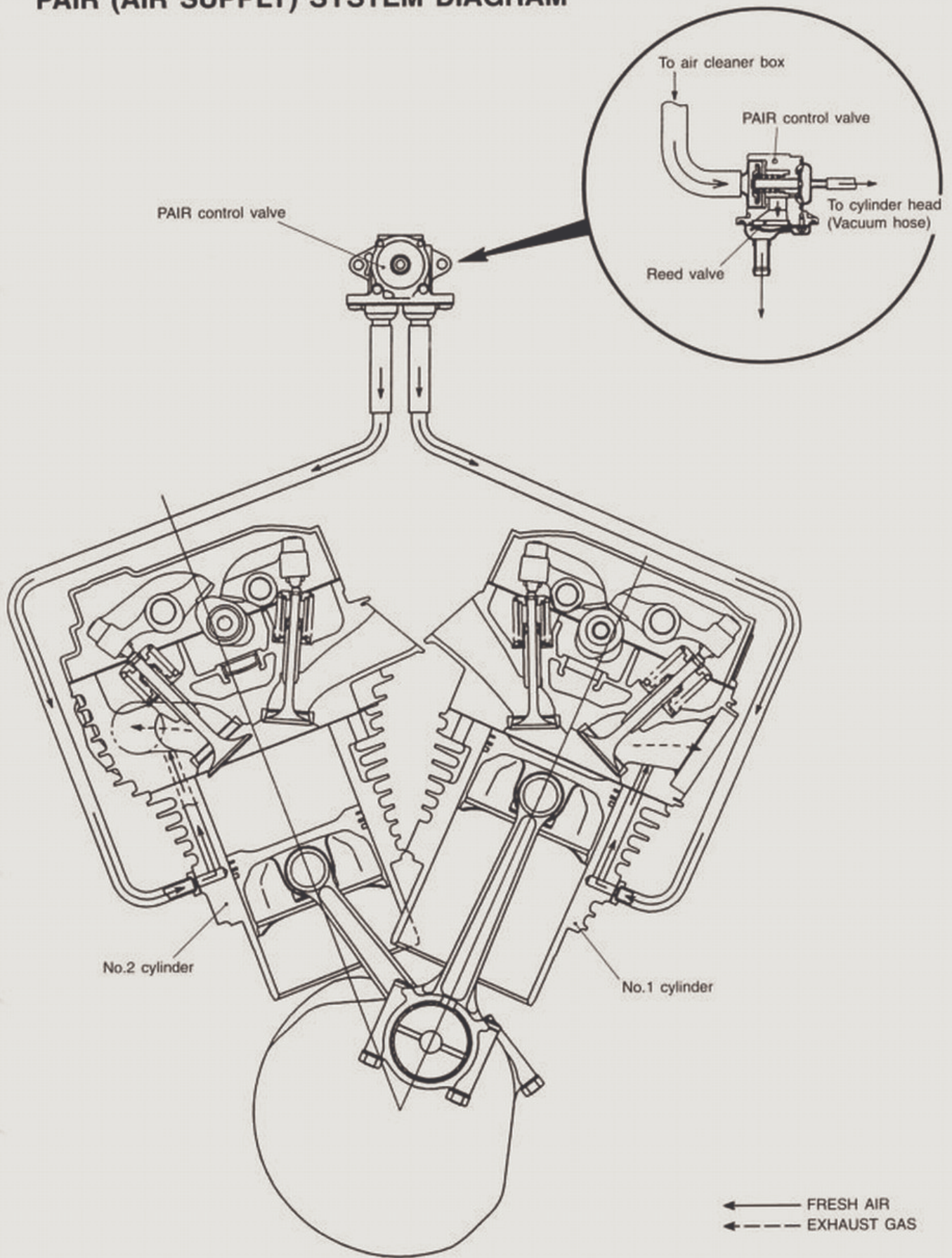
- Remove the seat, covers, meter and fuel inlet cover. (See pp. 6-2 to -4.)

HOSES

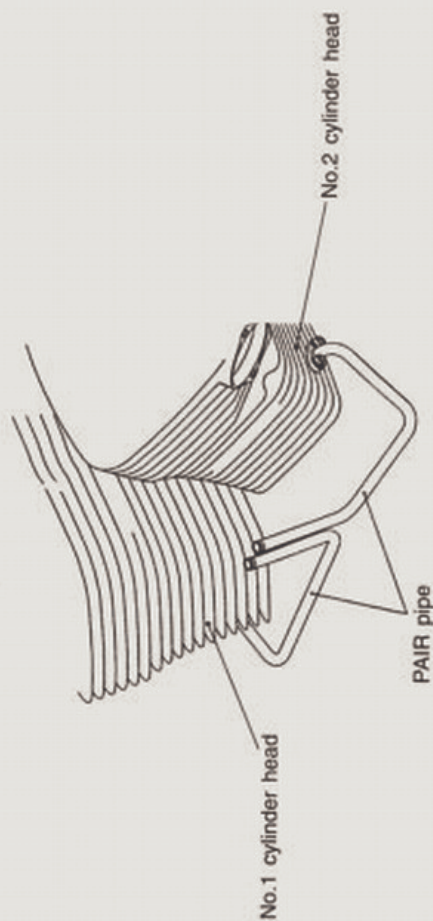
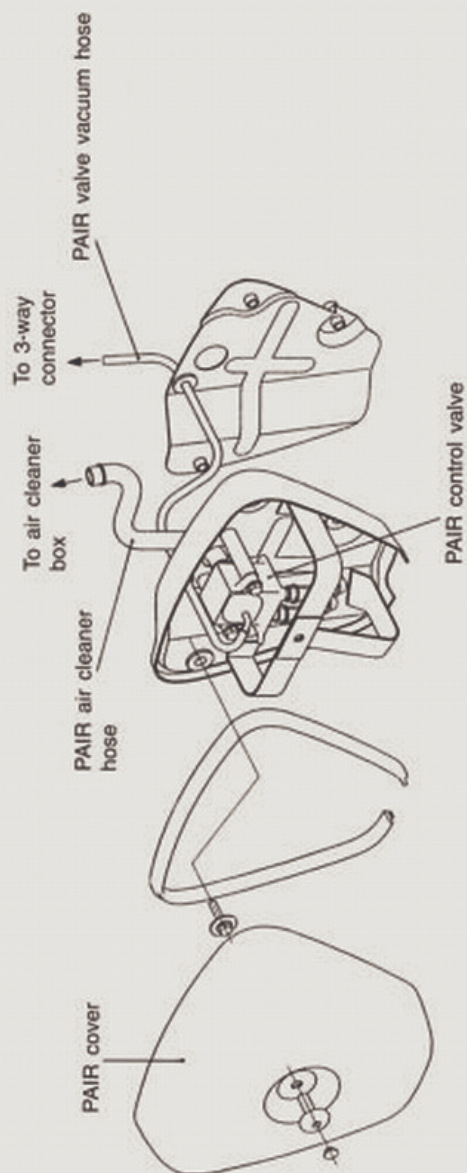
Inspect the hoses and pipes for wear or damage.
Inspect that the hoses and pipes are securely connected.

CANISTER

Inspect the canister for damage of the body.

PAIR (AIR SUPPLY) SYSTEM DIAGRAM

PAIR (AIR SUPPLY) SYSTEM HOSE ROUTING



PAIR (AIR SUPPLY) SYSTEM INSPECTION (CALIFORNIA MODEL ONLY)

- Remove the PAIR cover. (See p. 3-3.)

HOSES AND PIPES

Inspect the hoses and pipes for wear or damage.
Inspect that the hoses and pipes are securely connected.

PAIR CONTROL VALVE

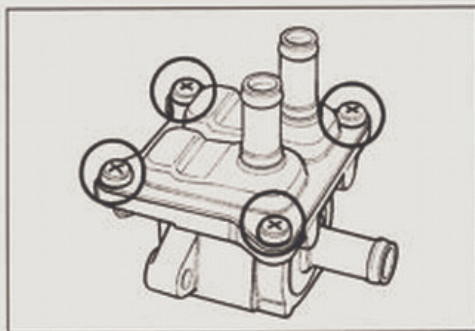
Inspect the PAIR control valve for damage of the body.

REED VALVE OF PAIR CONTROL VALVE

- Remove the PAIR control valve.
- Remove the reed valves.

Inspect the reed valve.

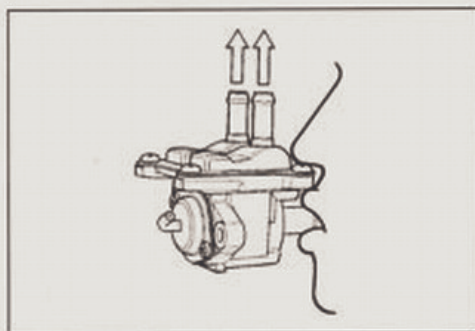
If the carbon deposit is found in the reed valve, replace the PAIR control valve with a new one.



PAIR CONTROL VALVE

- Remove the PAIR control valve.


Blow the air inlet port of the control valve as shown in the illustration. If air does not flow out, replace the control valve with a new one.



Connect the vacuum pump to the vacuum port of the control valve as shown in the illustration. Apply negative pressure slowly to the control valve and blow the above manner. If air does not become flow out within the specification, the control valve is normal condition.

If the control valve does not function within the specification, replace the control valve with a new one.

Negative pressure range: 30.7–40 kPa (230–300 mmHg)

 09917-47010: Vacuum pump gauge

CAUTION

Use a hand operated vacuum pump to prevent the control valve damage.

