

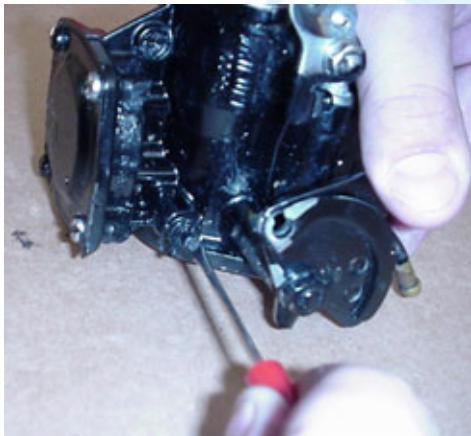
Mikuni Carburetor Rebuild

SBN Series

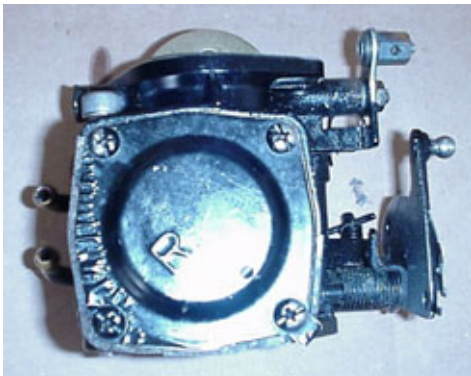
Mikuni SBN

Disassembly

1.1 (Below) First note the position of both your high and low speed screws. Use a screwdriver to lightly set the screw, noting how many turns in it takes. NOTE: Some Sea-Doos may be seated fully (zero turns) to begin with; do not force the screws. After noting the screw positions, remove the screws.



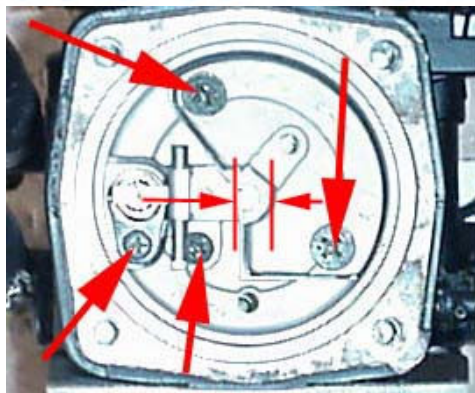
1.2 (Below) Remove the four bolts securing the regulator chamber cover, and remove the cover.



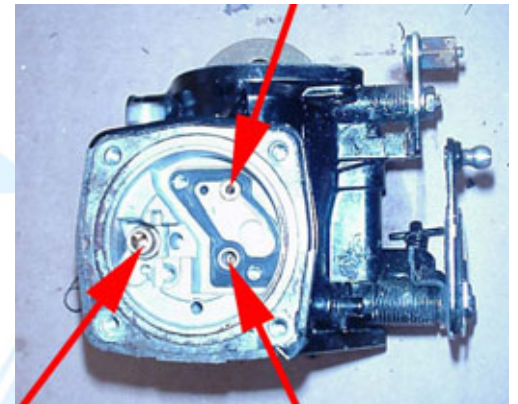
1.3 (Below) Remove the regulator diaphragm.



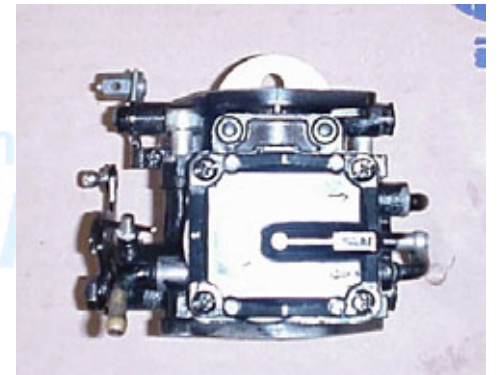
1.4 (Below) Inspect the control arm assembly for damage. Remove the pivot arm retaining screw, and remove the pivot arm and shaft. Remove the seat assembly retaining screw and remove the retaining plate. Remove the two screws securing the fuel manifold plate and remove it.



1.5 (Below) Remove the rubber gasket, the high & low speed jets, and the needle & seat. Pull the seat straight out with needle nose pliers, gripping the outside of the seat.



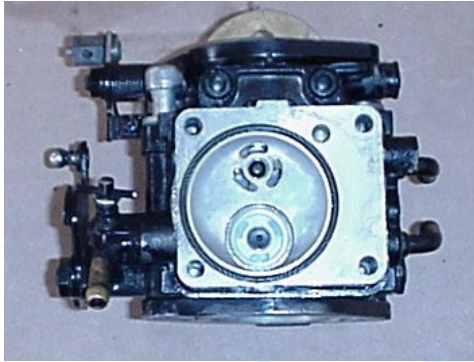
1.6 (Below) Remove the four screws securing the fuel pump (or pump plate) assembly.



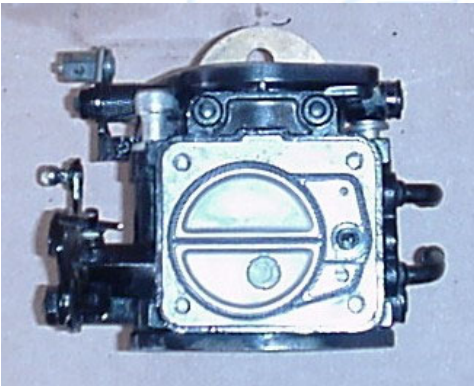
Mikuni Carburetor Rebuild

SBN Series

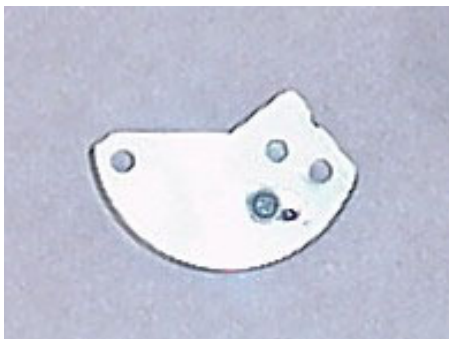
1.7 (Below) Remove the rubber o-ring and remove the pump body. Remove the pump diaphragm.



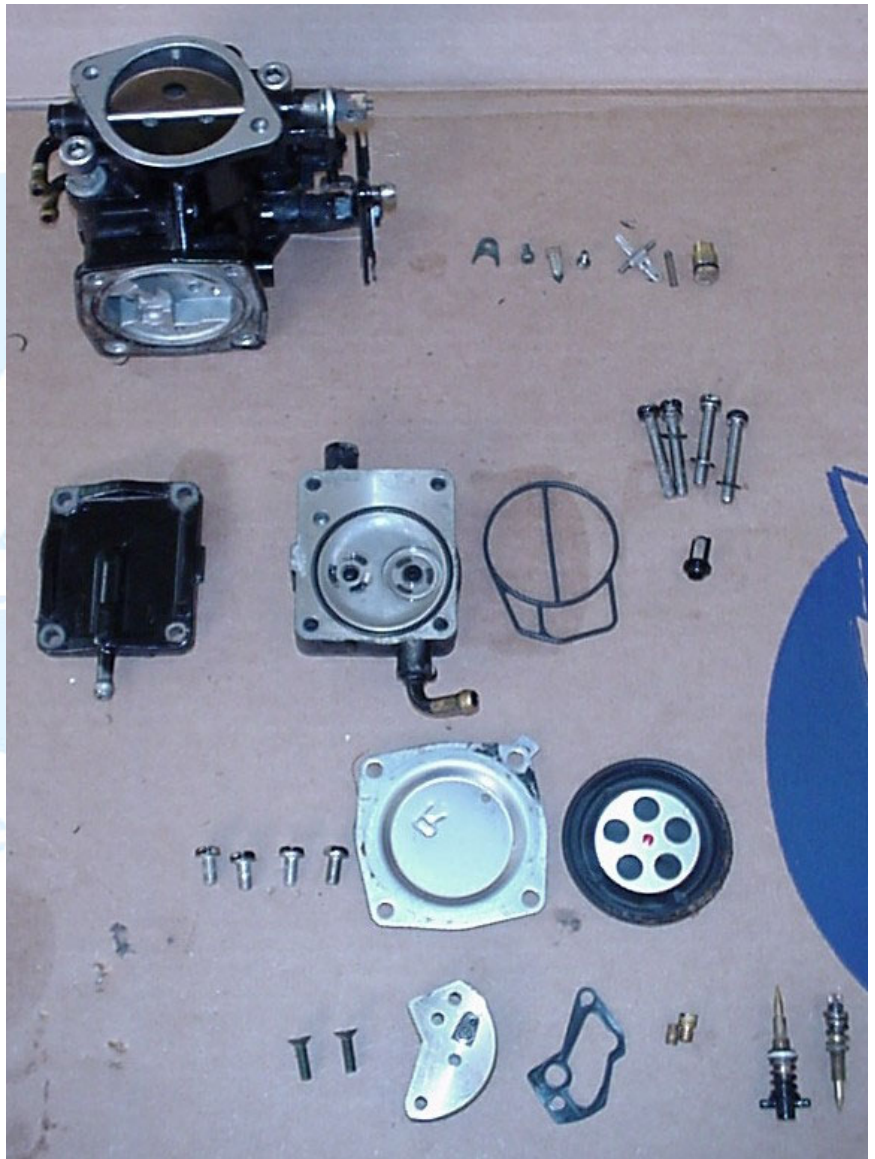
1.8 (Below) Remove the o-ring seal, and pull out the fuel filter.



1.9 (Below) Remove the retaining screw and the high-speed check valve.



1.10 (Below) Your carb should now be free of all fuel pump parts and regulator chamber parts.



Mikuni Carburetor Rebuild

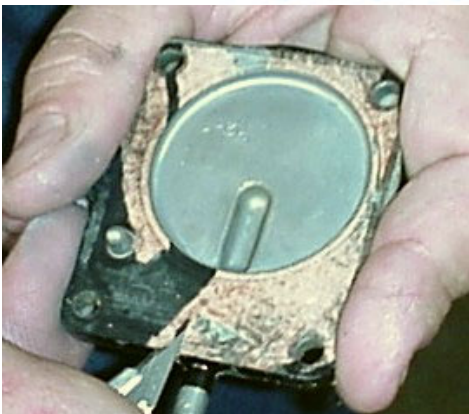
SBN Series

Cleaning / Inspection

2.1 (Below) Use carb cleaner to clean out all the internals of the carb. Inspect all shafts, fittings, rockers, etc. for wear and broken parts. Replace as necessary.



2.2 (Below) Remove all gasket material from all mating surfaces. Some require scraping with a razor knife. NOTE: Use of chemical gasket remover will, in most cases, also remove the paint from the parts being serviced. Any paint removed must be replaced or you risk oxidation.



2.3 (Below) Use the tip of a screw driver to push the rubber check valves through the pump body.



2.4 (Below) Inspect the high and low speed screws for wear and damage. The tips should have a smooth even chamfer without any mushrooming of the tips.



2.5 (Above) Inspect the fuel filter. Use compressed air to blow any sediment back through the filter. If the filter is clogged enough that debris will not release, replace the filter. NOTE: Do not use carb cleaner to try to clean the filters – damage to the plastic may occur.

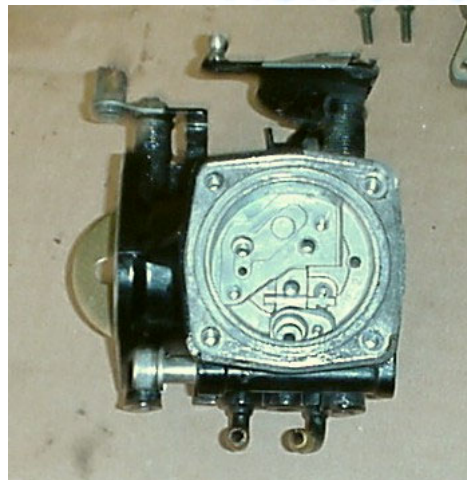
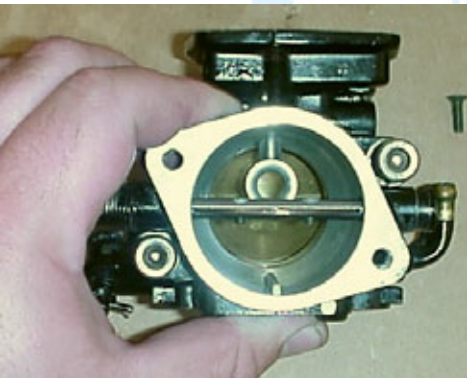
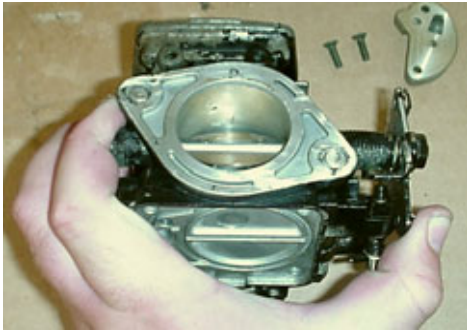
2.6 (Below) Inspect the needle and seat. The needle should have a smooth edge with no signs of grooving or wear. If present, replace the needle and seat combo. Inspect the seat internally for signs of corrosion and sediments. It should have a polished brass appearance. If not, take a small piece of sand paper, roll it into a small tube and sand the inside clean. Rinse with carb cleaner.



Mikuni Carburetor Rebuild

SBN Series

2.7 (Below) Use compressed air, or a straw if you don't have access to it, to make sure there are no obstruction in the internal passages.

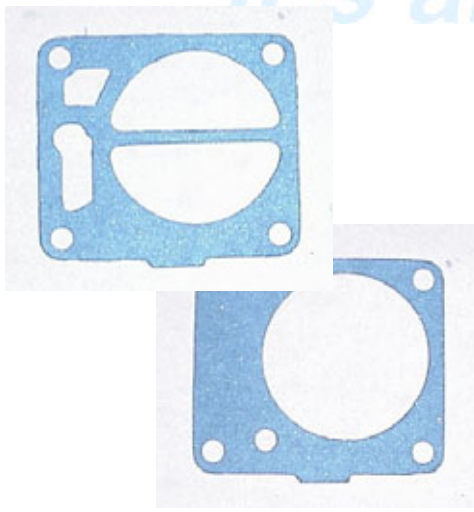


Re-Assembly

3.1 (Below) Replace the o-rings on the two screw adjusters, the seat and the pump plate. Replace the plastic valve on the grommet. Assemble the new check valves to the pump body. Use lubricant, such as new oil on the rubber to easily push it through.



3.2 (Below) When assembling a pump assembly, you will have a choice of three gaskets. One type is for 38mm carbs, the other is for anything above. Of the latter type, there are two choices – one has a slightly different cut-out shape. Make sure you match the new gasket to the old one correctly.



3.3 Re-assemble the regulator chamber parts. Install a new spring (start with the weakest), the fuel manifold assembly and a new gasket. Re-seat the needle & seat assembly.

3.4 (Below) To check pop-off pressure, you need a pop-off pressure gauge capable of registering up to 50 p.s.i. Wet the needle & seat assembly with WD-40 or gas. Place the pump nozzle in the center hole and pump until the pressure unseats the needle. Re-pump a few times to verify what point the pressure holds at. It is important that each carb be as close as possible to all others on the craft. If pressure is too high on a particular carb, you can lower it by snipping parts of spring coils. Remove the spring and start by cutting 1/2 a coil at a time and re-testing. You can increase pressure by using a heavier spring. Never stretch a spring!



3.5 Re-assemble the pump assembly and regulator chamber covers. Use Medium Strength Loctite (Blue) on all external screws.