

NOTE: Late 1974 100cc F500K engines will be changed to produce more horsepower and torque. The changes are a cylinder with different port timing, and a 22mm carburetor.

The only way to determine the "new" engine is by measuring the throat of the carburetor. It is 22mm I.D.

The following specifications are the only changes to the engine. All other specifications remain the same.

Carburetor: 22mm - VM22

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|---------------------|-----------------------------------------------------------------|
| 1. Pilot Jet: | #30 |
| 2. Main Jet: | #120 |
| 3. Needle Jet: | #145 N-6 |
| 4. Needle: | #4E1 |
| 5. Needle Position: | Mid-notch |
| 6. Slide: | #1.5 |
| 7. Float Needle: | #1.5 |
| 8. Air Screw: | Out 3/4 to 1-1/2 turns |
| 9. Float Height: | 11/16" from C of float to gasket surface (upside down) |

NOTE 2: In the "new" 1974 100cc F500K engine the piston, piston pin, piston pin clips, and the rod are the only parts in the engine that are not interchangeable with the "old" F500K engine.

