Ural (Урал) - Dnepr (Днепр) Russian Motorcycle Carburetors Part 12: Jikov Carburetors

(see also Part 12A - Jikov Manual in German)

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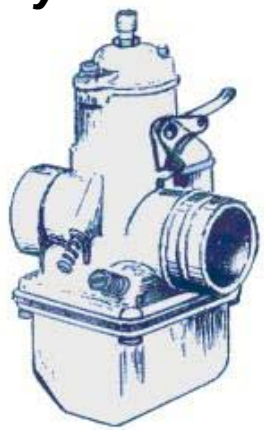
Jikov 2928CE Carburetor (www.cossackmotorcycles.com/ural650.html)

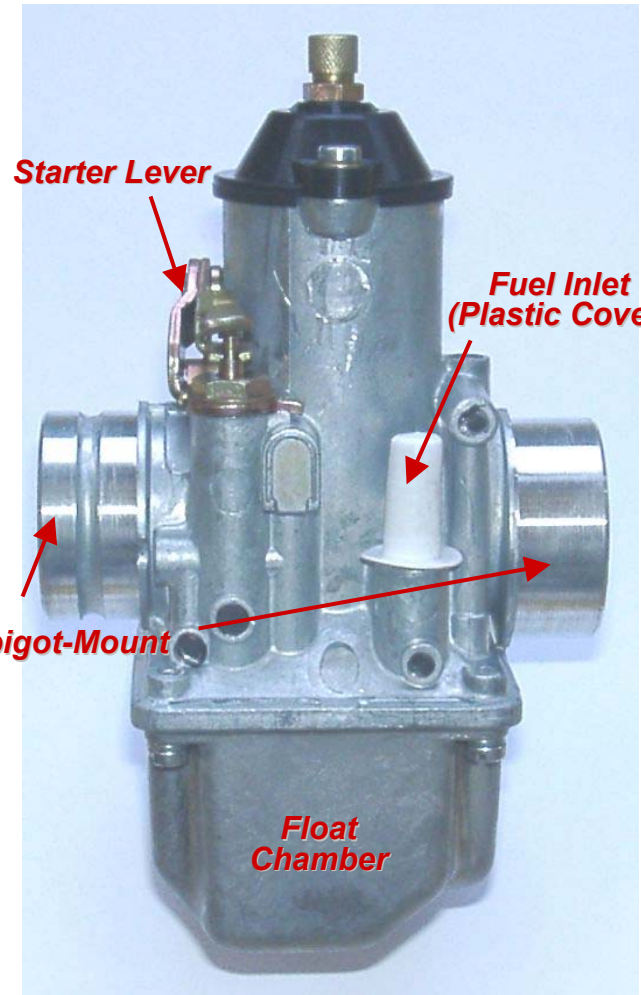
- Jikov 2928CE Replaced Dreadful Russian K-301 / K-302 Carburetors
  - Fitted on 1998-to-2000 Urals (650cc) Exported to United Kingdom
  - Used on Ural IMZ-8.1030 / IMZ-8.1230 / IMZ-8.401
  - Central Float Chamber to Reduce Foaming and Sloshing of Fuel
- Used on Java-638, 639, 640 and 688; Voskhod-SM and IZH-Jupiter-5-01
- Nice Carb, Mixes Fuel Well, Even Power-Delivery and Good Economy
- Few Spares Available Today
- Manufactured in Czechoslovakia
- Properties
  - Bore: 24 mm diameter
  - Main Fuel Jet (Nozzle):
    - Jawa 638 and 639: 92 (0.92 mm)
    - Jawa 640: 100 (1.0 mm)
    - Jawa 688: 90 (0.9 mm)
    - Voskhod-ZM ("Sunrise"): 88 (0.88 mm)
  - Enrichener (Choke) Starting Jet (Nozzle) (a.k.a. auxiliary system)
    - Originally (1972): 65 (0.65 mm) "Sunrise" to 72 (0.72 mm) Jawa
    - Later (Post 1985) Replaced with 85 (0.85 mm) Jet
    - Air Intake (duct) System for Starting Jet (Nozzle): 120 to 140 (1.2 to 1.4 mm)
  - Idle Jet (Nozzle): 40 (0.4 mm)
  - Channel Idle Mixture: 80 (0.8 mm)
  - Idle Mixture Screw Position: 1-1/2 turns
  - Location of Needle Jet: 2nd groove from the top
  - Ekonostat Jet (Nozzle): 50 (0.50 mm)



Float Chamber in Vertical Axis,
Not Mounted on the Side, as in K-37 and K-301 Carbs

The Jikov 2928 carburetor (карбюратор) is Czechoslovakia.

Carburetor for Jawa 638 / 639 / 640 / 688



Item #: 320824964612
List Price: $75.60
www.ebay.com

www.support.mz-b.info

Jawa used the Jikov 2928CE on its 638 / 639 / 640 / 688 motorcycles.
Ural used it on its 650 cc exported to the U.K., 1998 to 2000.

Jikov Carburetor for Ural or Dnepr

The Jikov 2928CE is easily cleaned without dismantling the carburetor or removing the control cable, by removing the rubber hose clamps and rotating the carb upward.

Russian Carburetor Time-Line (11/2012)

K-37 (M-72)

K-37 (M-72, M-72K, M-72M, M-72H, K-750)

K-38 (M-61, M-62, M-63)

K-301Б (M-63, M-66, K-650/MT-9)

K-301В (MT-10)

K-301Г (M-63, M-67, M-67.36)

K-301Д (MT-10, MT-10.36, MB-650M, K-650/MT-8/MT-9)

K-37

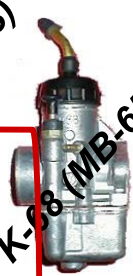
K-37A

K-38

K-301

Jikov 2928CE

1940 1945 1950 1955 1960 1965 1970 1975



K-302 (MT-11, MT-12, IMZ-8.103)

K-62 (MT-16, MT-12, MB-650)

K-63/K-65 (MT-11, MT-16)

28 mm Mikuni (8.103)

K-68 (MB-650)

CVK32 Keihin (8.103, 8.107)

Urals

Last of the Dneprs

K-302

K-62

K-63/K-65

K-68

1975 1980 1985 1990 1995 2000 2005 2010

The Czechoslovakian Jikov 2928CE replaced K-301 carburetors. It was fitted on 1998-to-2000 Urals exported to the United Kingdom (650cc), as well as the Ural IMZ-8.1030 / IMZ-8.1230 / IMZ-8.401.

Table I: KMZ (КМЗ) - Dnepr (Днепр) Sidecar Model/Year vs. Engine and Carb (10 / 2012)

Model	Use	Year	Engine Size (cm^3 / $inch^3$)	Compression Ratio	Horse Power BHP (hp / kW)	Max Power (rpm)	Voltage	Carburetor
M-72	Military	1952-56	746 / 45.3 SV	5.5:1	22 / 16.2	4,500-4,800	6-Volt	K-37A (1950)
M-72H	Military	1956-59	746 / 45.3 SV	5.5:1	22 / 16.2	4,500-4,800	6-Volt	K-37A (1950)
K-750	Military	1959-63	746 / 45.3 SV	6.0:1	26 / 19.1	4,600-4,800	6-Volt	K-37A (1950), K-38
K-750M	Military	1963-77	746 / 45.3 SV	6.0:1	26 / 19.1	4,500-4,800	6-Volt	K-37A, K-302, K-63Ф
MB-750	Military 2WD	1964-73	746 / 45.3 SV	6.0:1	26 / 19.1	4,600-4,900	6-Volt	K-37A, K-302
K-650/MT-8	Civilian	1967-70	649 / 39.4 OHV	7.0:1	32 / 23.5	5,000-5,200	6-Volt	K-301Б, K-301Д
K-650/MT-9	Civilian	1971-74	649 / 39.4 OHV	7.0:1	32 / 23.5	4,800-5,200	6-Volt	K-301, K-301Б, K-301Д, K-302
MB-750M	Military 2WD	1973-77	746 / 45.9 SV	6.0:1	26 / 19.1	4,500-4,900	6-Volt	K-302
MT-10	Civilian	1973-76	649 / 39.4 OHV	7.0:1 (7.5:1)	32 / 23.5 (36 / 26.5)	5,600-5,800	12-Volt	K-301В, K-301Д
MB-650M	Military 2WD	1969-1974	649 / 39.4 OHV	7.5:1	36 / 26.5	5,000-5,200	12-Volt	K-301Д
MT-10.36	Civilian	1976-87	649 / 39.4 OHV	7.0:1 (7.5:1)	32 / 23.5 (36 / 26.5)	5,600-5,800	12-Volt	K-301Д, K-65У
MT-12	Civilian 2WD	1977-85	746 / 45.3 SV	6.0:1	26 / 19.1	5,000-5,800	6-Volt	K-302, K-63Ф
MB-650	Civilian 2WD	1968-91	649 / 39.4 OHV	7.0:1	32 / 23.5	5,000-5,200	12-Volt	K-301, K-62, K-63T (1985), K-65T, K-68
MB-650-M1	Military (MT-16)	1985-2007	649 / 39.4 OHV	7.0:1	32 / 23.5	5,000-5,200	12-Volt	K-301Б
MT-16 (Dnepr-16)	Civilian & Military 2WD	1985-2005	649 / 39.4 OHV	7.0:1 (7.5:1)	32 / 23.5 (36 / 26.5)	5,600-5,900	12-Volt	K-301Д, K-62, K-63T (1985), K-65T, K-68
MT-11 (Dnepr-11)	Civilian	1987-2005	649 / 39.4 OHV	7.0:1 (7.5:1)	32 / 23.5 (36 / 26.5)	4,800-5,200	12-Volt	K-301Д, K-302, K-62, K-63T (1985), K-65T, K-68

Dnepr never used the Jikov 2928CE carburetor on its Russian sidecars.

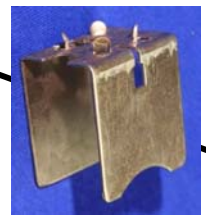
Table II: IMZ (ИМЗ) - Ural (Урал) Sidecar Model/Year vs. Engine and Carburetor (10 / 2012)

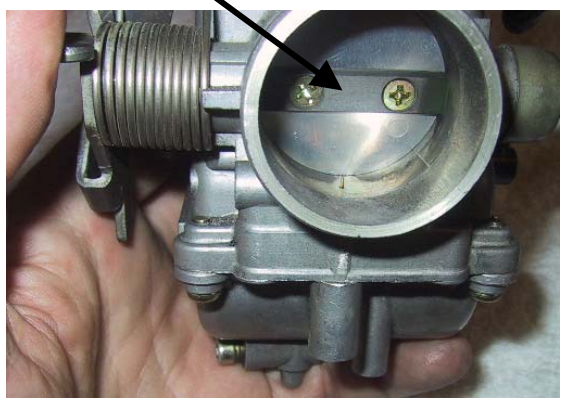
Model	Use	Year	Engine Size (cm^3 / $inch^3$)	Compression Ratio	Horse Power BHP (hp / kW)	Max Power (rpm)	Voltage	Carburetor
M-72	Military	1941-56	746 / 45.3 SV	5.5:1	22 / 16.2	4,500-4,800	6-Volt	K-37, K-37A after 1950
M-72K	Military	1954-60	746 / 45.3 SV	5.5:1	22 / 16.2	4,500-4,800	6-Volt	K-37A (1950)
M-72M	Military	1956-60	746 / 45.3 SV	5.5:1	22 / 16.2	4,500-4,800	6-Volt	K-37A (1950)
M-61	Civilian	1958-60	649 / 39.4 OHV	6.2:1	28 / 20.6	4,800-5200	6-Volt	K-38
M-62	Civilian	1961-65	649 / 39.4 OHV	6.2:1	28 / 20.6	4,800-5,200	6-Volt	K-38
M-63 (Ural-2)	Civilian	1965-68	649 / 39.4 OHV	7.0:1	32 / 23.5	5,200-5,800	6-Volt	K-38, K-301, K-301Б, K-301В, K-301Г, K-301Д, K-62
M-66 (Ural-3)	Civilian	1968-72	649 / 39.4 OHV	7.0:1	32 / 23.5	5,600-5,900	6-Volt	K-301, K-301Б, K-301Г
M-67	Civilian	1973-75	649 / 39.4 OHV	7.0:1	32 / 23.5	5,000-5,200	12-Volt	K-301Г
M-67.36	Civilian	1976-95	649 / 39.4 OHV	7.0:1	36 / 26.5	4,600-4,900	12-Volt	K-301Г
8.103, 8.107 Series “650”	Civilian	1994-2002	649 / 39.4 OHV	7.0:1	36 / 26.5	5,000-5,200	12-Volt	K-302, K-63Y, 28mm Mikuni (1994), Jikov 2928CE (1998-2000), Keihin CVK32 (2000)
8.103 “750”Series	Civilian	2003-present	745 / 45.2 OHV	8.6:1	45 / 29	5,600	12-Volt	Keihin CVK32 (2000)

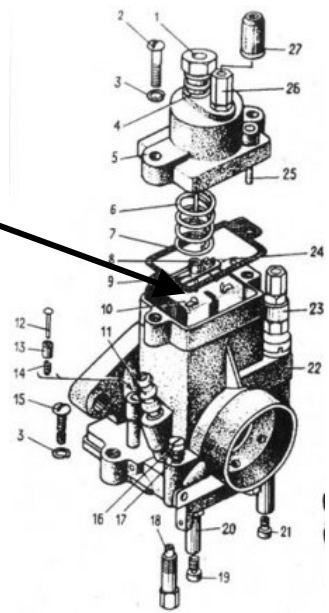
Ural fitted the Jikov 2928CE carburetor on its 650cc Urals exported to the United Kingdom from 1998 to 2000.

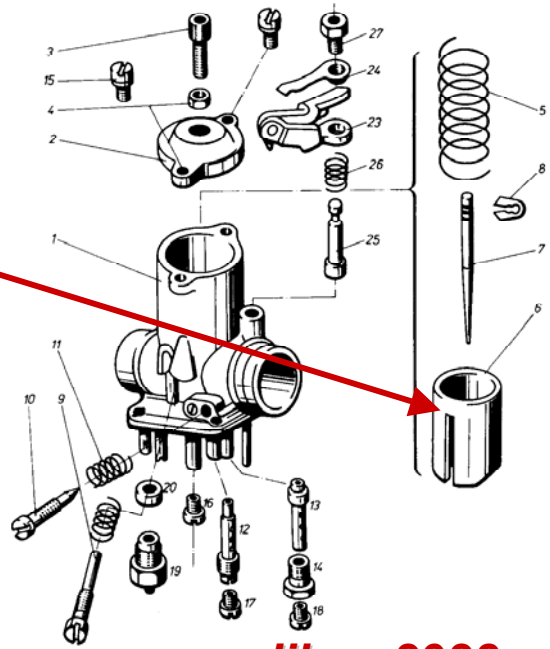
Carburetor Characteristics: Round-Slide vs. Flat-Slide vs. Butterfly Throttle Valves

- **Round-Slide Throttle Valve**
  - K-37, PZ-28, K-38
  - Kaptex VDC-RAM
  - K-68
  - Mikuni VM-28
  - Jikov 2928CE
- **Flat-Slide Throttle Valve**
  - K-301 / K-302
  - K-62 / K-63 / K-65
- **Butterfly Throttle Valve**
  - Keihin CVK32









Jikov 2928

One term describing carburetors is round-slide, flat-slide or butterfly throttle valves.

Carburetor Characteristics: Flange-Mount vs. Spigot-Mount

- Flange-Mount
  - Bolts Directly on Cylinder Head or Adapter
  - K-37, PZ-28, K-38,
  - K-301 / K-302
  - K-62 / K-63 / K-65 / K-68
  - Kaptex VDC-RAM

Jikov 2928CE

- Spigot-Mount
  - Rubber Compliant Mount to Cylinder Head
  - Mikuni VM-28
  - Jikov 2928CE
  - Keihin CVK32

Another term describing carburetors is flange-mount or spigot-mount.

Characteristics: In-Line vs. Off-Axis Float Chamber

- Older Float Chamber (Bowl) Offset from Carburetor Body
  - Vertical vs. Slanted Float Chamber (Bowl) Mount
    - Vertical: K-37 / K-37A / K-38 / PZ-28D, K-301 / K-302

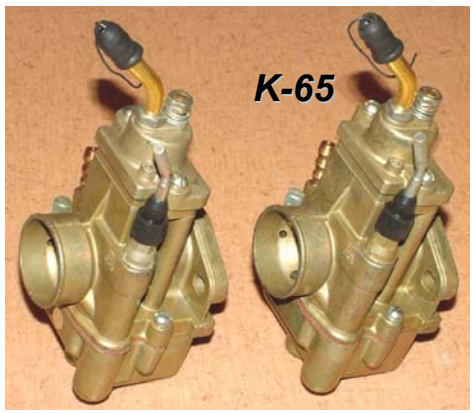
- Modern Float Chamber (Bowl) In-Line with Center of Carburetor Body
  - K-62 / K-63 / K-65 / K-68, Mikuni VM-28, Jikov 2928CE, Keihin CVK32

Older Russian carburetors had external float bowls, with some built on a slant, with greater foaming of the fuel under vibration.

Characteristics: Left-or Right-Hand vs. Similar Construction

- **Left-Hand or Right-Hand Construction (mixture-adjust on opposite sides)**
  - **K-37 / PZ-28D, K-301 / K-302, K-68, Kaptex VDC-RAM** *(Ukrainian Copy of Pekar K-68)*

- **Identical Construction (mixture-adjust on same side, top or bottom)**
  - **K-62 / K-63 / K-65, Mikuni VM-28, Jikov 2928CE, Keihin CVK32** *(L22A)*



A few Russian carburetors (L/R) were built so that the mixture-adjust screw was always on the outside, but not the Jikov 2928CE.

Jikov 2928CE from the Jawa 350/640 Manual

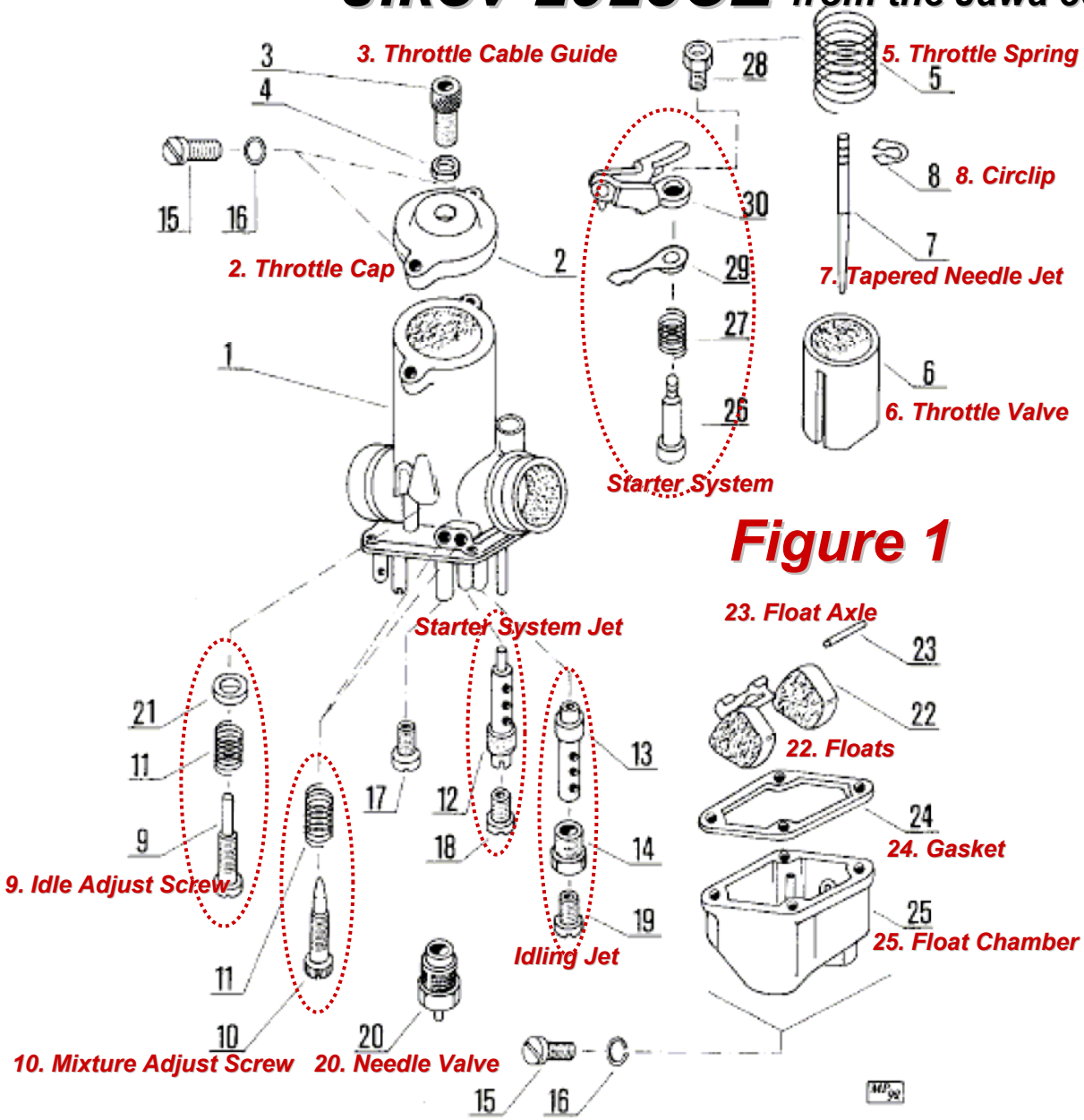


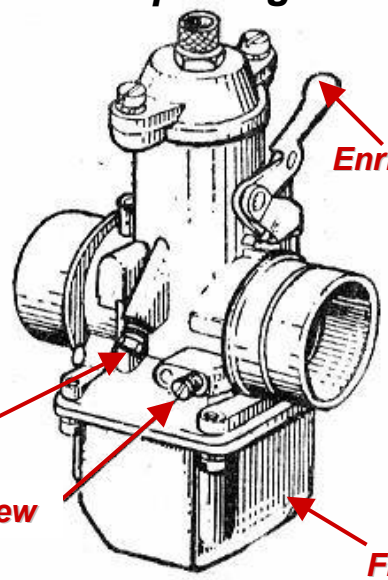
Figure 1

Item #	Jawa Part #	Description
1	443919741719	Carburetor Body
2	443915560938	Throttle Cover (Lid)
3	443911033604	Control Cable Guide
4	443911300115	Nut
5	315116097570	Throttle Spring
6	443919374304	Throttle Valve
7	443912091704	Tapered Needle Jet
8	443916013704	Securing Clip (Circlip)
9	443911013503	Idle Adjust Screw
10	443911014902	Mixture Adjust Screw
11	315116095070	Spring
12	443913062302	Tube of Starter System
13	443913060702	Idling Tube
14	443911036002	Jet Holder
15	309231140411	Screw M4X12
16	311214010041	Washer
17	443911124100	Main Jet
18	443911124072	Starter System Jet
19	443911122040	Idling Jet
20	443919300308	Needle Valve
21	722923110101	Sealing Joint
22	443919460150	Float
23	443912034903	Float Spindle
24	443916256401	Float Chamber Gasket
25	443919370930	Float Chamber
26	443919300314	Starter Valve
27	315116169090	Starter Valve Spring
28	443911031112	Screw
29	443916449615	Lever Spring
30	443919344703	Starter (Choke) Lever

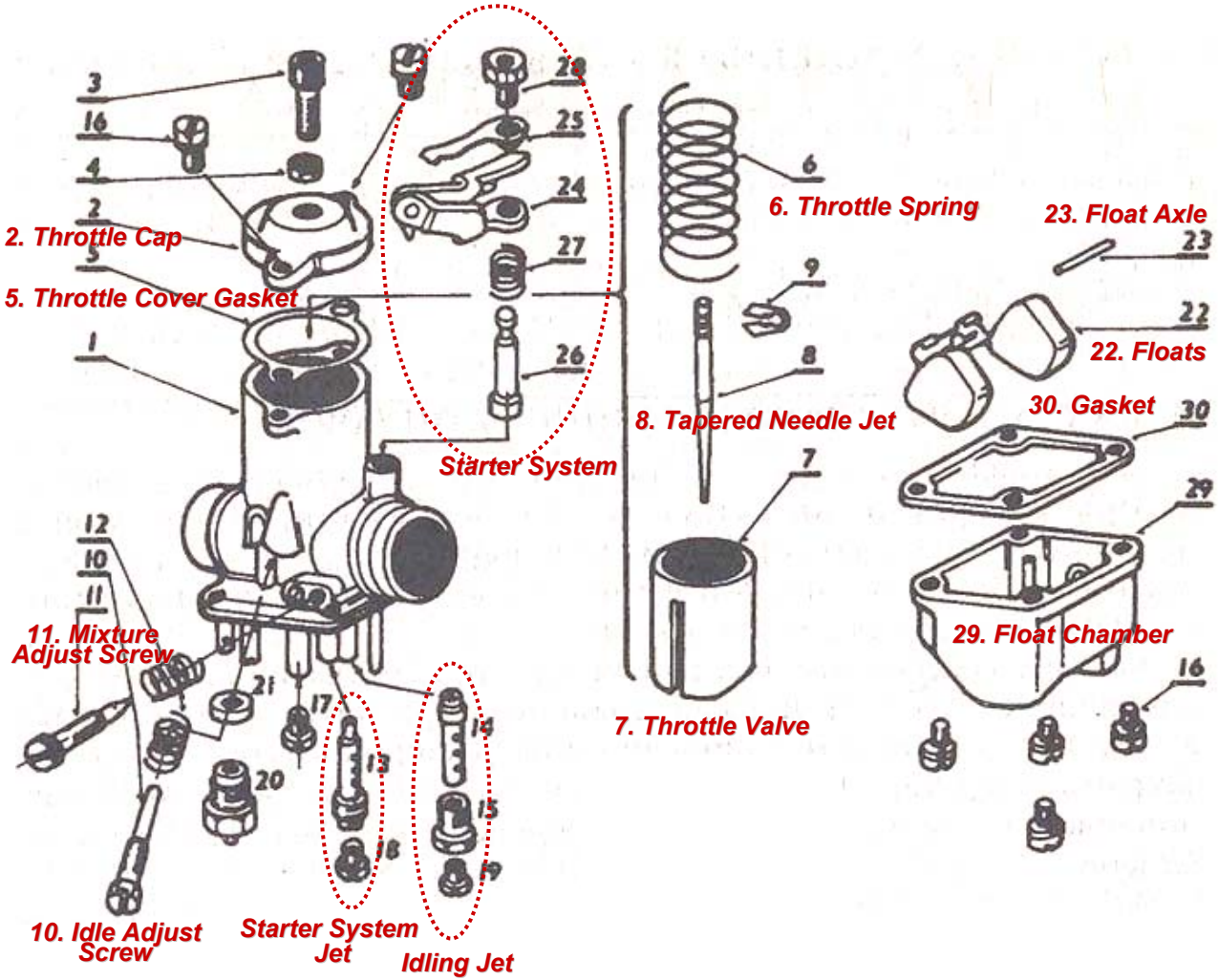
Carburetor maintenance begins with recognition of the basic components.

Carburetor Action (Figure 1)

- Throttle Valve (6) Controlled by Wire Control Cable
  - –Opens or Closes Flow of Air/Fuel Mixture to Cylinder
- Main Nozzle (17) Affects Composition of Mixture at Higher Throttle Setting
  - –Access Possible After Removing Carburetor
  - –If Nozzle Is Dirty, Difficulties in Starting
- Tapered Throttle Needle Jet (7) Placed in Round-Slide Throttle Valve (6)
  - –Cone Reaches the Hole and Main Nozzle
  - –Lifting Throttle Increases Fuel Flow to Channel Inlet
  - –Needle Location Changeable, Fixed with Fastener Clips (8) and Grooves
  - –If Clip Is In Bottom Groove, Mixture Is Richer; If In Top Groove, Mixture Is Leaner
- Idling Nozzle (18) Affects Composition of Mixture at Idling Speed and Low Throttle
  - –Idle Adjust Screw (9) Regulates Idling Speed of Cross-Section Air Duct
  - –Flows Additional Air to Idling Engine
  - –Tightening Screw: Mixture is Richer; Loosening Screw: Mixture Is Leaner
- Choke (30) Enabled Only for Starting, to Enrich Mixture into Cylinders
  - –Lever (30) Activates Enichener (Starter), which Increases Opening of Starter Valve (26), Allowing Fuel Flow thru Main Jet (17)
  - –After Engine Warms, Lower Starter Lever (30)



Illustrated Jikov 2928CE Parts Breakdown (motovelosport.ru)

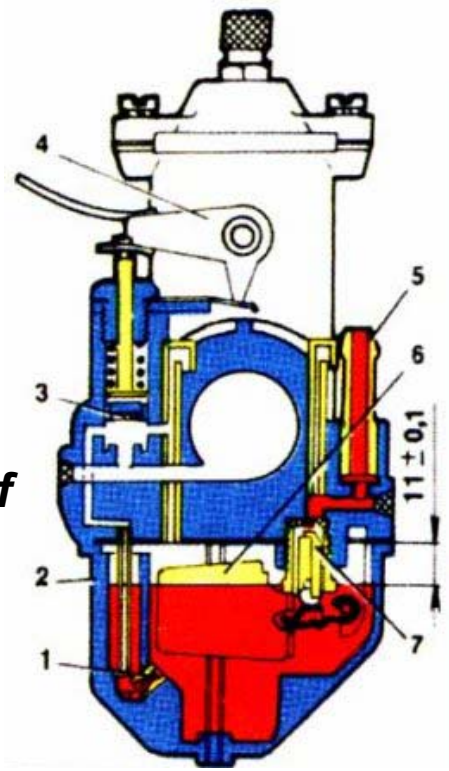


Item #	Part #	Description
-	662-943090	2928CE Carburetor
1	662-943100	Carburetor Body
2	662-942190	Throttle Cover (Lid)
3	699-943580	Control Cable Guide
4	699-943711	Nut
5	-	Throttle Cover Gasket
6	650-943470	Throttle Spring
7	622-943230	Throttle Valve
8	662-943290	Tapered Needle Jet
9	630-943550	Securing Clip for Jet
10	699-943642	Idle Adjust Screw
11	699-943614	Mixture Adjust Screw
12	193-940472	Spring
13	662-943431	Tube of Starter System
14	662-943430	Idling Tube
15	662-943370	Jet Holder
16	-	Screw M4X12
17	193-951092	Main Jet (Nozzle)
18	193-951072	Starter System Jet
19	193-95340	Idling Jet
20	133-940450	Needle Valve
21	113-940720	Sealing Joint
22	662-943200	Float
23	662-943220	Float Spindle
24	662-943300	Starter (Choke) Lever
25	662-943480	Lever Spring
26	662-943450	Starter Valve (Plunger)
27	662-943470	Starter Valve Spring
28	662-943630	Screw
29	662-943110	Float Chamber
30	3850662-94	Float Chamber Gasket

The carburetor consists of a body (1), float chamber (9), cylindrical, spring-loaded, round-slide throttle valve (7), tapered throttle needle jet (8) and fuel injectors (17-19).

Jikov 2928CE Float Mechanism (moto.z16.ru/obshee and www.zid-voshod.narod.ru)

- Jikov 2928CE Is a Horizontal, Single-Chamber Carburetor
  - –Attached to the Engine and Air Cleaner via a Rubber Sleeve
  - –Protecting Carburetor from the Effects of Vibration
    - Reducing Fuel Foaming in Float Chamber
  - –Float Chamber in Vertical Axis
    - Minimizes Effect on Fuel Level during Motorcycle Turns
- Float Mechanism Maintains Fuel Level in Float Chamber
  - –Consists of Dual Plastic Float (6) Rotating on an Axle Fastened in Carburetor Body
  - –Spring-Loaded Float Needle Valve (7)
- Level of Fuel in Float Chamber (2) from the Reference Plane of the Chamber Is 11 ± 1 mm.
- To Check the Level, Remove the Float Chamber, Carburetor Body (2) with the Float Set on the Edge of a Glass Vessel
  - –Pour Gas Through the Fuel Inlet Fitting (5)
  - –Check Level with a Ruler
  - –Bend Tab to Achieve Desired Level and Evenness between Floats
  - –If Fuel Needle Valve Is Clogged, Blow Compressed Air thru It



1. Enrichener Jet
2. Float Chamber Body
3. Starter (Enrichener)
4. Starter Lever
5. Fuel Fitting
6. Dual Plastic Floats
7. Float Needle Valve

The Jikov 2928CE is a further development of Czech carburetors, with a central rather than sidebar float chamber (bowl). In addition, the carburetor flange is not attached, but elastic, through the rubber interface tubing, reducing transmission of vibrations from the engine, which reduces foaming in the float chamber.

Adjustment of Fuel Level in Jikov 2928CE (www.jawamania.info)

- Maximum Fuel Level should be 11 mm (+/-1 mm) between Separation Plane and Carburetor Float Chamber
- To Find Level, Dismantle Carb from Motorcycle, using the Four M4 Screws Underneath, and Remove the Carburetor Float Chamber Lid
- Put Carburetor Base on Half-Liter Jar, so Float Does Not Touch the Walls of the Jar (Figs. 1 and 2)

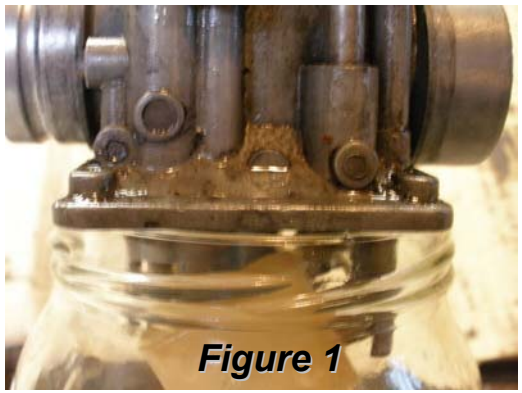


Figure 1

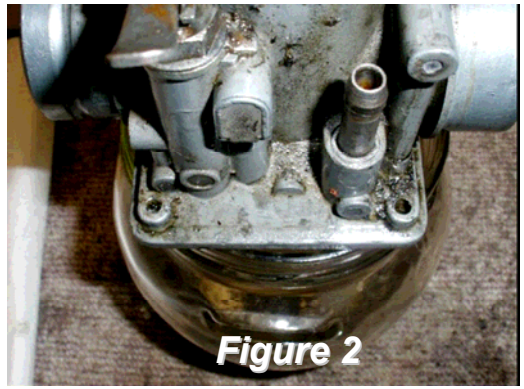


Figure 2

- Fill the Simulated Float Chamber with Gasoline
- Continue until Float Needle Valve Completely Closes the Flow of Gasoline
- Check under the Lines Glass (Fig. 3) (tolerance of +/- 1 mm)
- If Not, Remove the Carburetor from the Jar, and Remove the Spindle (axle) Holding the Float (Fig. 4) and Then the Float Itself
- If Level is Adjusted Wrong, Gently Bend the Float (Fig. 5), which Controls Needle Valve

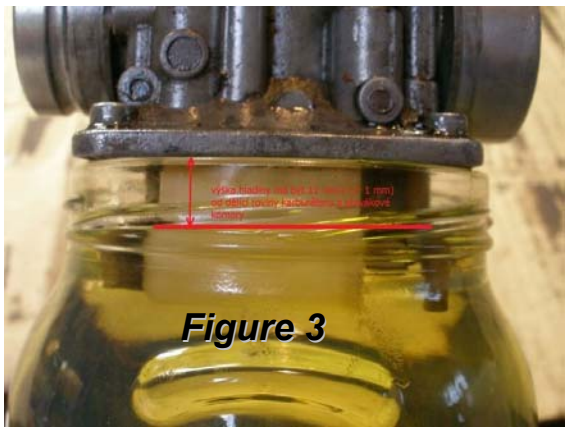
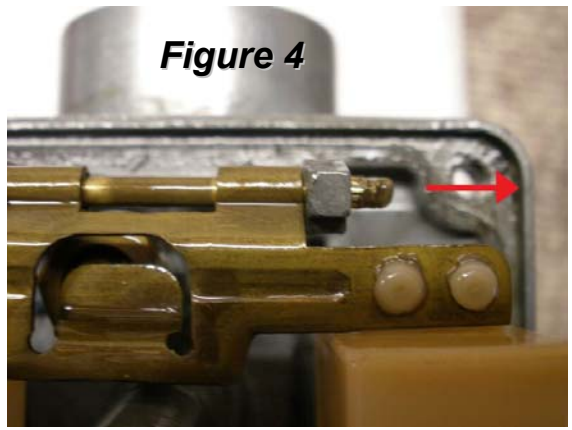


Figure 3

Figure 4



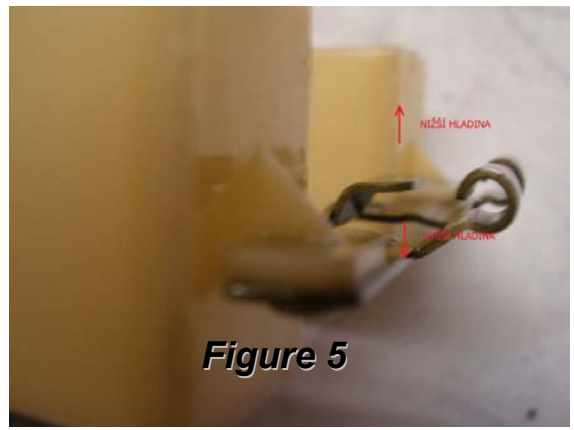
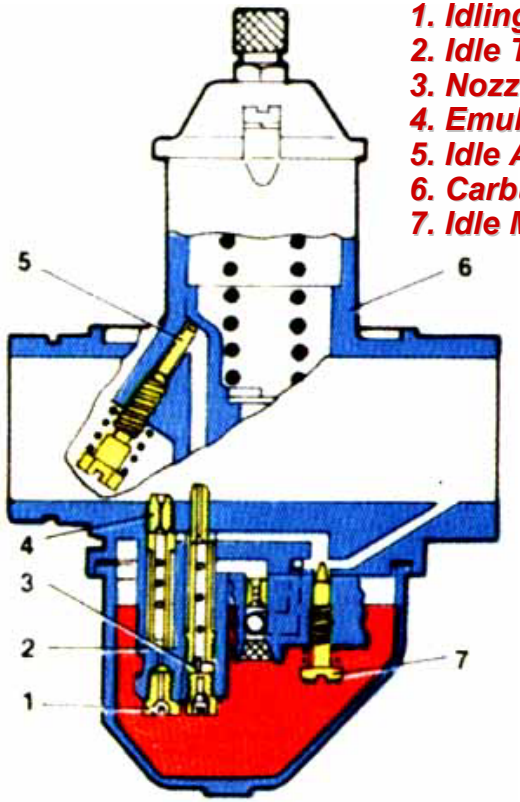
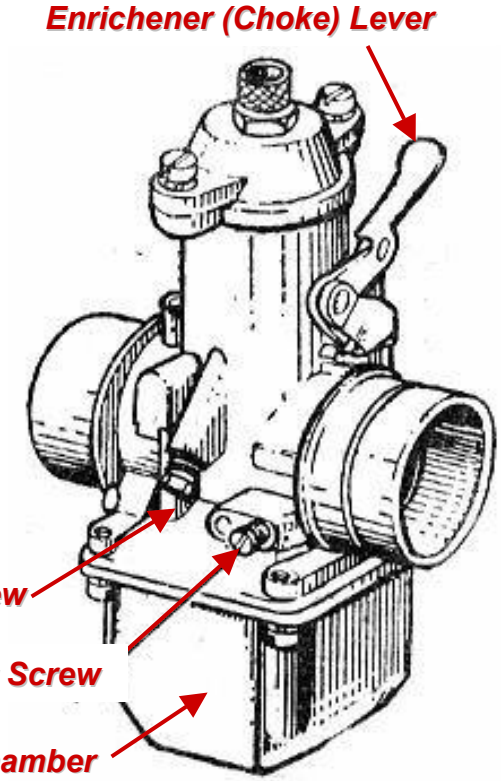


Figure 5

Idling and Transition Systems (www.zid-voshod.narod.ru and moto.z16.ru)



1. Idling Jet
2. Idle Tube
3. Nozzle Transition System
4. Emulsion Tube
5. Idle Adjust (Throttle Stop) Screw (quantity)
6. Carburetor Body
7. Idle Mixture Adjustment Screw (quality)



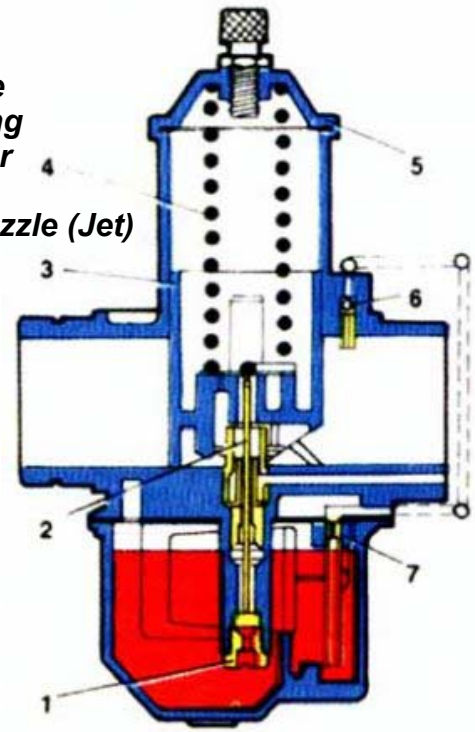
- Idling Functions when Throttle is Closed to 0.5 mm Open
- Transitional System Provides Smooth Operation at Low Engine Speeds
- Consists of a Jet transition System (3), Emulsion Tube (4) and Channel system
- System transients Takes Air from Same Channel as the Idle System, but without Participation of the Idle Mixture Adjustment Screw (quality)
- Fuel Supplied thru a Single Nozzle (3) and Cavity Formed in the Intermediate Air-Fuel Mixture Fed by the Throttle Valve

Jikov 2928CE carburetors were used on the Java-638, 639, 640 and 688, as well as the Voskhod-SM and the IZH-Jupiter-5-01.

Main Metering System and Ekonostat (moto.z16.ru)

- Size and Position of Needle Jet (3) Influences Composition of Mixture:
  - –Operation at Full Throttle
  - –Needle Position Affects Quality of Mix: Higher-Elevated Needle: Richer Mixture
  - –Easiest Way to Check the Different Provisions of Needle and Choose the Best
  - –Main Fuel Jet (Nozzle): Jawa 638 and 639: 92 (0.92 mm), Jawa 640: 100 (1.0 mm), Jawa 688: 90 (0.9 mm), Voskhod-ZM “Sunrise”: 88 (0.88 mm)
- Ekonostat
  - –Further Enriches Mixture When Lifting Throttle More than Half (14 mm) Air Flow at the Nozzle
  - –Will Increase and Supply Fuel thru the Ekonostat
  - –Fuel Drawn from Float Chamber thru Brass Tube, Passes thru Orifice Size of 50, then thru Channels in the Body, Rises above Throttle and Injected thru the Spray, Located at Top of Diffuser to the Throttle
  - –Fuel Enters into Special Spray to Throttle Valve, via the Cut Nozzle at the Top of the Diffuser
  - –When Lifting of the Throttle Valve Is Less than Half, the Nozzle Is “Shadowed" and Does Not Work
  - –With the Rise As More Throttle Is Applied at High Engine Speeds, Airflow in the Spray Zone Is Enhanced and Makes Additional Fuel from the Ekonostat Nozzle into the Engine
  - –Thru This Arrangement with a Small Throttle Opening, Movement of Air Passes It Slightly and Ekonostat Does Not Work

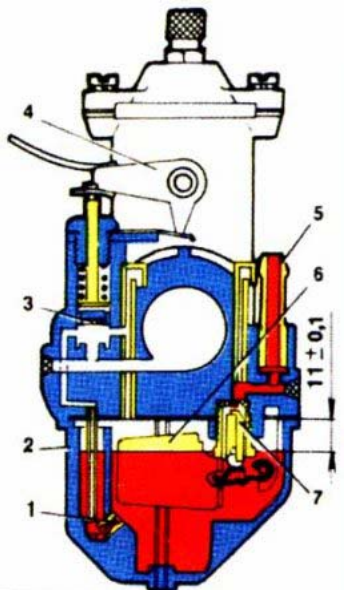
Main Jet and Ekonostat:
1. Main Jet
2. Needle Jet
3. Throttle Valve
4. Throttle Spring
5. Throttle Cover
6. Ekonostat
7. Ekonostat Nozzle (Jet)



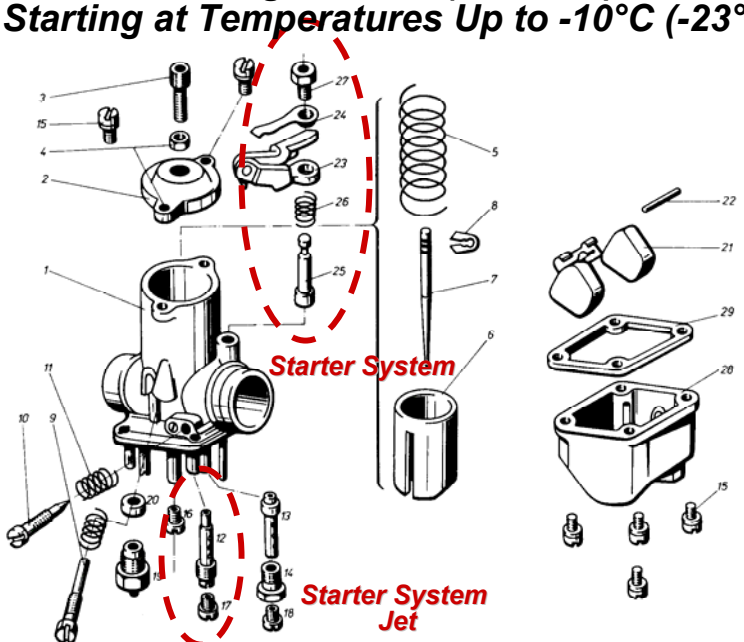
The Jikov 2928CE carburetor has one device, never seen before; the ekonostat, serving to further enrich the mixture when lifting the throttle more than 14 mm.

Jikov 2928CE Carburetor Enrichener (Cold-Start) (moto.z16.ru)

- Also Known As Corrector, Auxiliary System, Starter
- Starting System Undergone Significant Changes
  - Instead of the Usual Tickler Float, Carburetor Equipped with Enrichener (Corrector)
  - Represents an Additional Carburetor, Built-In Default
  - Fuel Is Fed into Special Pit Thru Nozzle Pressed into the Float Chamber and then to Brass Tube into Mixing Nozzle
  - Mixes with Air, with Resulting Mixture Injected Directly into the Mixing Chamber
- Enrichener Designed to Enrich the Mixture during Cold Engine Start
  - When Enrichener Lever (4) Is Lifted, Piston (26) Is Raised, Extra Fuel Flows thru the Starter Jet (1) and Flows thru Channel into Mixing Chamber
  - Enrichener Works Effectively Only when the Throttle Valve Is Down (Idle), Up to 0.5 mm
  - The Lower the Throttle Is, the Greater Is the Vacuum and the More Enriched Is the Mixture
- Enrichener (Corrector) Lever
  - Two Positions: On (lever raised) and Off (lever lowered)
  - After Engine Warms Up, Lever Must Be Lowered (off) After 1 or 2 minutes or ½ km
  - Use of Enricheners on a Warm Engine Not Recommended
  - Starter Jet Is Located Near the Bottom of the Float Chamber
  - Starter Jet Is Possible to Clog: Remove and Rinse the Float Chamber and Blow Out the Nozzle
- Carburetor Enricheners Manufactured during 1984-1985 Had Jets Designated 72 (0.72 mm)
  - Replaced with 85's (0.85 mm), Yielding No Problems Starting at Temperatures Up to -10°C (-23°F)

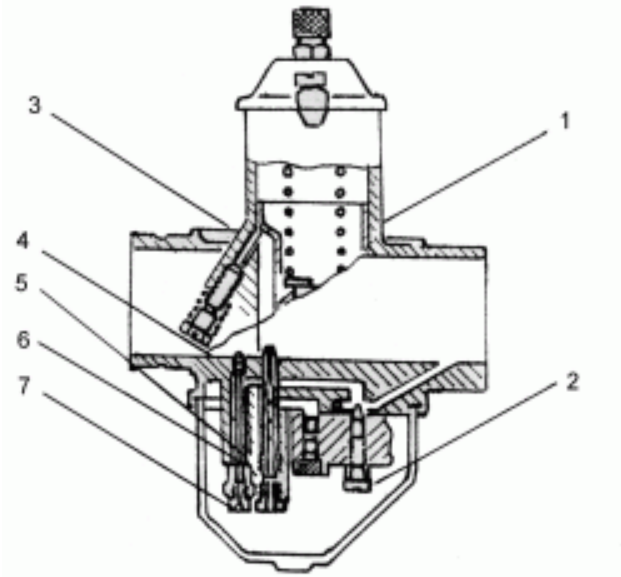


1. Enrichener (Starter) Jet
2. Float Chamber
3. Trigger
4. Enrichener Lever
5. Fuel Fitting Inlet
6. Float
7. Needle Valve



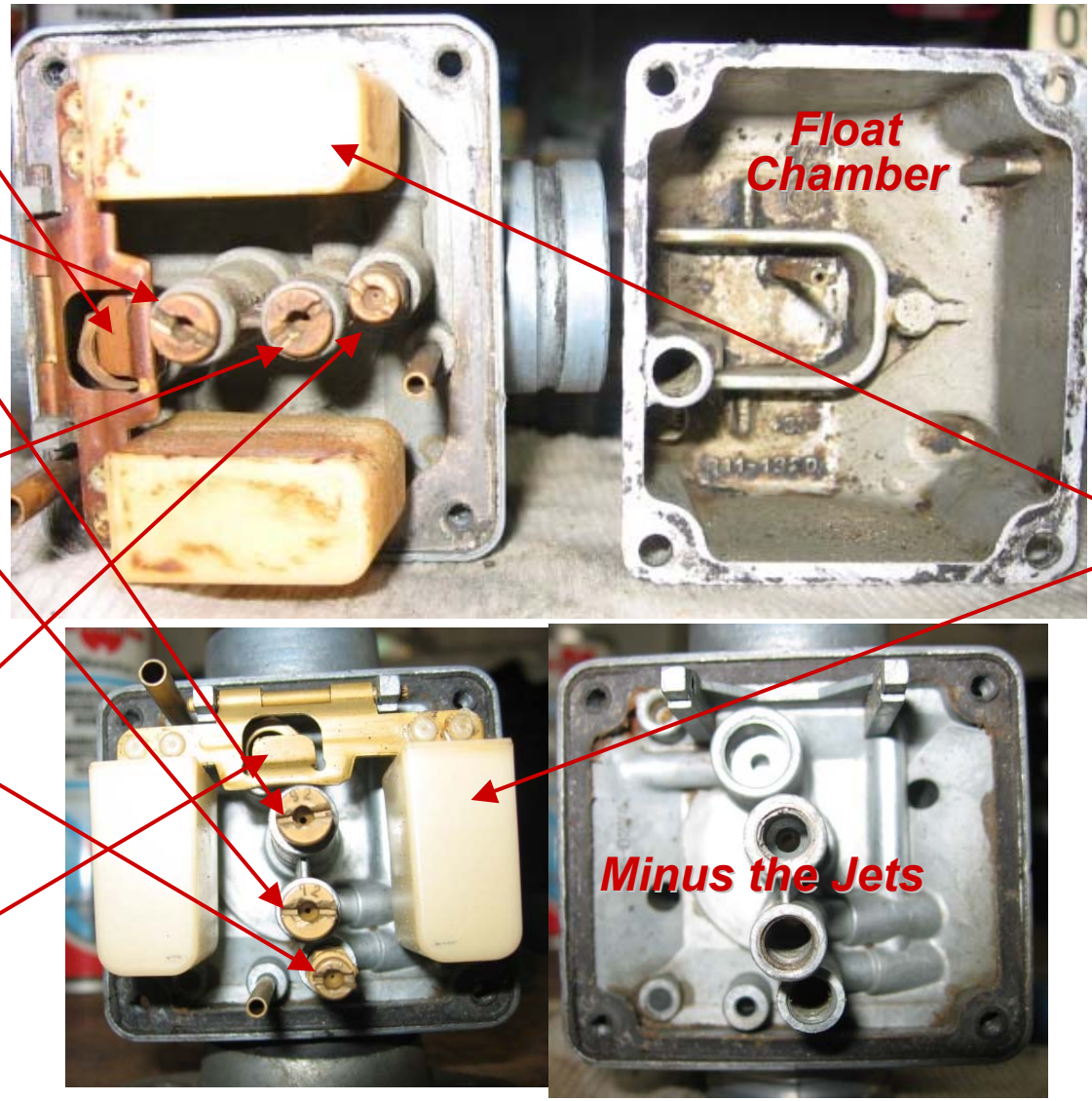
Jikov 2928CE Adjustment

- *Mixture Adjust:*
  - *Adjust "Throttle Adjusting Screw" (3) to Keep the Engine Running Smoothly with Minimum Speed*
  - *Screw Air "Idle Mixture Adjusting Screw" (2) All the Way In and Locate the Position in Which the Engine Runs Smoothly*
  - *Place "Throttle Adjusting Screw" (3) for Minimum Speed in the No-Load Condition*
- *Carburetor Sync Adjustment*
  - *Synchronous Operation of the left and right cylinder with different modes of operation begins with simultaneous lifting throttles of each cylinder*
  - *Synchronous Tuning with hearing can a speedometer be used*
    - *For this purpose on the measuring conditions place the motorcycle, that Engine start and into Fourth Gear*
    - *With 50 kmh and during that the engine on two Cylinders accumulates, the spark plugs one after the other one interrupts and the carburetors synchronous run stop*
    - *Permissible is not an asynchronous value of any more than plus/minus 5 kmh.*
- *Carburetor Parts*
  - *1. Carburetor Body*
  - *2. Idle Mixture Adjusting Screw*
  - *3. Throttle Adjusting Screw*
  - *4. Emulsion Pipe*
  - *5. Passage System Jet (Nozzle)*
  - *6. Idle Emulsion Pipe*
  - *7. Pilot (Idle) Jet*

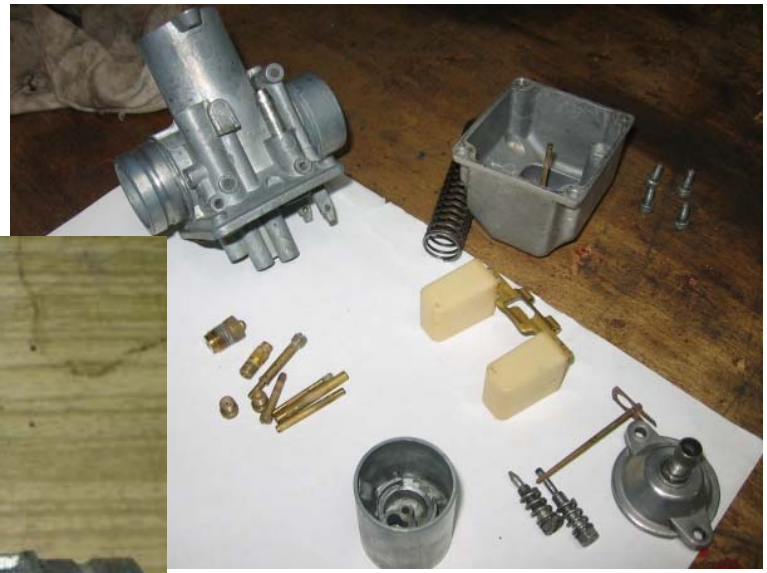


The Jikov 2928 is adjusted similar to most Russian carburetors.

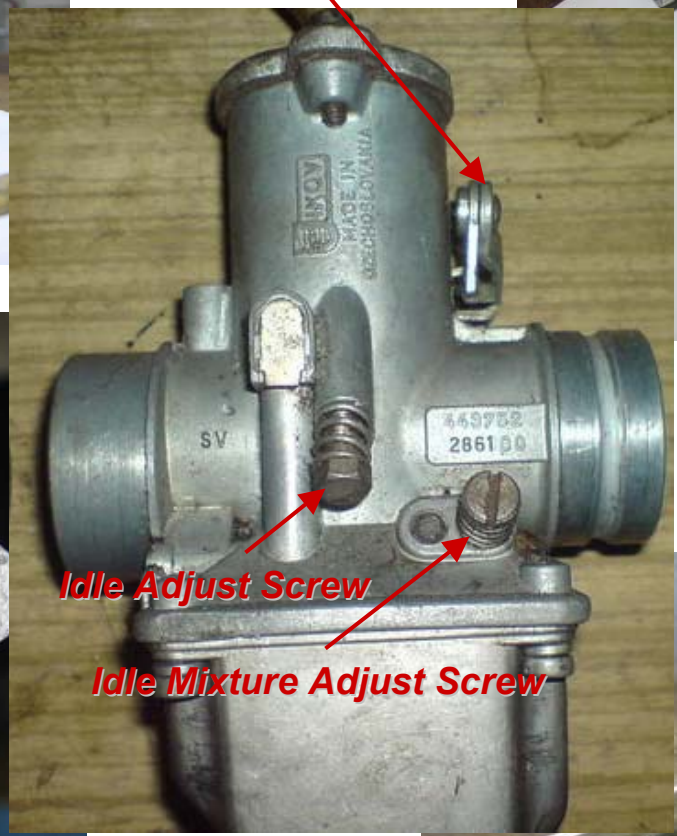
Float Chamber Opened



The bottom view of the Jikov 2928CE with and w/o the floats and jets.



Enrichener Lever



Idle Adjust Screw

Idle Mixture Adjust Screw

Top View

The disassembled Jikov 2928CE is thoroughly cleaned before adjustment.

F2 Motorcycles Carb Mount: Ural 650-to-Jikov

(www.f2motorcycles.ltd.uk)

- *Jikov Carburetor Mounts: No Longer Available thru the Factory*
- *F2 Motorcycles Manufactured a Small Quantity as Pattern Part*
  - *Will Fit Ural 650 cc Cylinder Heads with Stud Center Spacing of 51 to 57 mm*
  - *Also Used to Mount Other Carbs with Approximately 34 mm O.D. Stubs*
  - *Part #: F23806/JIKOV pair*
  - *List Price: £55.00 pair*

- *F2 Motorcycles Also Produced Dnepr Carb Mounts*
  - *Take-Off Spigots for Temporary Vacuum Gauge or Permanent Inertial Super-Charger (see Part 19: Inertial Super-Charger) Balance Hose*
  - *Mounts Not Left-Handed or Right-Handed*
  - *M8 x 1.25 Stud Spacing Adjustable from 52 mm to 60 mm at Centers*
  - *List Price: £60.00 pair*

F2 Motorcycles Ltd produces several compliant fittings for transitioning Jikov carburetor spigot to Ural 650 cc cylinder heads.