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### Book Descriptions:

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## Book Descriptions:

# Drz400 Manual Petcock

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- **drz400 manual petcock, drz400sm manual petcock, drz400sm vacuum petcock, drz400 petcock vacuum line, drz400 manual petcock.**

In the vacuum type there was basically a square one and another that was pointed with five screws. I found a seller on fleabay and sent an email with some measurements and he thought the one I picked would work and even offered a refund if it didnt. Heres some pics of the rebuild. Original Replacement Cleaned up with a little polishing with the dremel and rubbing compound on the sealing surface New diaphragm on old spacer Couldnt stop with the Dremel, had to purty it up a little Today I probably spent an hour so on the bike and so far no leakage. The part I used was listed for a GSF600 and GSF1200. Ill post an Ebay link if anyone is interested and no against forum rules. Diaphragms included. Hardly nobody is carryinng these but I did find it stock at jetsrus.com. They have no cust service or ph. The picture lines up perfect. Anyone ordered from them before. This petcock turned out to be a real POS. The bike is 7 yrs old so wow.Its a quick bolt on and now I can turn the fuel off instead of dealing with a vacuum system. Its less likely to fail, and now I know the fuel is off. I had a vacuum petcock failure in Baja, so Im not taking any more chances. Please try again.Please try again.Please try again later.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Page 1 of 1 Start over Page 1 of 1 In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Please try your search again later.Fits ModelsSUZUKI DRZ40020002003.To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews

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Please try again later. Kyle Martin 1.0 out of 5 stars. Just remember to be a good neighbor. This a pet peeve I have. Always employ the KISS concept Keep It Simple Stupid. In this case its the Suzuki engineers for creating a vacuum actuated fuel petcock. Not only is this device unnecessary and doomed to fail, as found on every Suzukish machine Ive owned, its down right annoying. Every time you remove the fuel line you have to clamp off the line with a hemostat. It can also ruin your day as I have seen several times. Today was my day. I pull the uptonow trusty KLX400 out for a leisurely ride to work. I notice a slight fuel drip, uh oh. I have a sinking feeling I know whats wrong. I go ahead and hit the starter. Kerchunk at TDC.liquid lock. I drain the oil after work, good news no gas in the oil. Pull the spark plug and hit the starter. At this point my advice is to stand upwind which I wasnt. Oh the joy of getting soaked with a shower of gas. Heres what happens With the fuel always on, the float needle can leak flooding the bowl. The fuel slowly migrates through the jets into the intake. When I cranked the engine it got a full gulp of solid fuel and couldnt get past TDC. Hopefully this is all that happened. I have witnessed the vacuum petcock fail on a brand new bike and fill the crankcase completely full of gas. Ill be ordering a replacement manual petcock this weekend. Right now I could use a Suzuki engineer. I can think of a prime location to stick his petcock. Heck, my LC4 has sat for months with the petcock open and no fuel gets past the Mikuni. My float needle keeps gas out of the engine. So that is one problem. Could your float level be set too high. Might there be some dirt between the float needle and seat. Although a vacuum petcock seems like a nice safety feature, that is only true if it works consistently and doesnt fail. Obviously this doesnt fulfill the latter requirement.

MXC 400; 05KTMEXC450 Gone and missed but no regrets 01KTMLC4E400Grey Gone and not missed 73YamahaAT3, 85BMWK100RS I did a bunch of internet reading last night. Seems to happen even on brand new bikes, you never know when the float valve might not do the job. On the three Suzukis I owned, all of them had faulty vacuum petcocks, I had no problems until now. I figure its not worth the risk, plus the annoyance of clamping off the fuel line whenever you remove the tank. The DRZ400e offroad model does not have a vacuum actuated petcock. Internet threads suggested going to a Yamaha dealer and picking up a petcock for one of their offroad models. Before I took the bike apart, I opened the float drain and ran some fuel. Afterwards there was no leak, so most likely I had a piece of garbage in the float chamber from winter storage. Glad it didnt happen a couple weeks ago in Arkansas. I simply leave the petcock in the ON position and yank the fuel line off. It doesnt leak a drop on me and I have done this many times. I simply leave the petcock in the ON position and yank the fuel line off. It doesnt leak a drop on me and I have done this many times. Now that is just bassackwards. But good to know if you own a DRZ. MXC 400; 05KTMEXC450 Gone and missed but no regrets 01KTMLC4E400Grey Gone and not missed 73YamahaAT3, 85BMWK100RS. Something went wrong. View cart for details.User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Something went wrong.Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable.

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follow our item condition policy for returns, you may not receive a full refund. Refunds by law In Australia, consumers have a legal right to obtain a refund from a business if the goods purchased are faulty, not fit for purpose or don't match the seller's description. More information at [returns](#). All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Electric start. Sometimes called the ES. This will bring out the beast in the DRZ. Once complete they are given a polished finish or coated with a superdurable black polymer. You have your choice of the standard compression ratio of 12.21, or a high compression ratio of 13.51. This manual tensioner is a good upgrade for any modified motor, especially if it is ridden hard. A new gasket is included. You are going to need it if you work on your starter motor. It is not a good idea to reuse this gasket. If it blows out, it will dump a large amount of oil onto your right foot. This can make it difficult to install as it wants to extend before you have it bolted into place. This handy tool will back off the cam chain tensioner mechanism and hold it for you. No more awkward 3handed contortions are required to get the tensioner installed. New cams, big bore kit, high mileage motor, you might want to think about a new cam chain. Direct replacement for stock unit.

Complete with everything you need to add the kick starter to your bike. Everything you will need when doing a complete engine reassembly. Includes both the timing mark plug and the crankshaft access plug. This package gives you the three most important oil filter cap and the one behind the filter as well as the one on the filler cap. All are new OEM Suzuki ORings. OEM oil filters only filter particles down to 90 microns, leaving behind the most harmful particles to circulate through your engine. The FLO filter pleat seam is welded and able to withstand up to 600 deg. F. Filter maintains consistent flow under all conditions including extreme heat, the presence of water and cold startups where paper filters can flow so poorly that they often cause the bypass valve to open and allow unfiltered oil to enter your engine. The filters are also supplied to original equipment manufacturers as well as private label brands. These 10 piece kits are made up of 5 Copper washers and 5 Aluminum washers. The manufacturer recently decided to make half of the kit Copper washers as that is the material of choice for many OEM manufactures. This gives you the opportunity to decide which you prefer, but either will work great at creating a leakfree seal between the case and the drain plug. Replace your sealing washer at every oil change to prevent a leak. Strong magnet at the end of the plug picks up ferrous metallic flakes in your oil, protecting your engine! This hands on experience combined with extensive research results in a manual that is both userfriendly and detailed. Hundreds of original photos and illustrations guide the reader through every job. Its ideal for holding clutch hubs, flywheels, gears, sprockets, etc. Made by Motion Pro. This holder is the quickest and easiest tool out there to get a grip on that hard to handle hub. Laser cut to the exact pattern that EBC makes their clutch plates from, it makes loosening and retightening the clutch nut easy.

All of that and no worries about doing any damage to your expensive clutch hub. Adjustable arms allow it to be used on multiple bolt patterns found on a variety of makes and models of motorcycles. Industrial grade steel construction with black oxide finish for long service life. Comes with 8mm mounting bolts and 6mm adapters. Protective carrying case included. This will bring out the beast in the DRZ. These two needles allow a wide range of tuning possibilities and provide correct fuel delivery at any throttle position. Complete instructions with photos, jetting suggestions for different setups and situations, 5 Main Jets, a Pilot Jet and a drill bit complete the package. Kit contains Genuine Mikuni replacement parts. This screw is made specifically for the stock OEM Suzuki carburetor. Its a great addition to installing a jet kit or any other performance mods. Universal application. These are great for fuel lines, controlling wires, and can be used many times. Available in multiple color choices. Choose Natural if you wish to easily see the fuel level of your bike. 4.0 gallons. The ProCycle Natural Tank LED Light Kit will add more light to your bike with the push of a button. It allows air into your tank but prevents fuel from sloshing out. Machined from billet alloy

and anodized for good looks. Includes 2 keys. Internally vented with a check valve that prevents spillage in case of a tip over. Newly redesigned to resist damage from new fuel additives that were hard on the seal in the old style cap. You do need some parts from the stock cap, so don't throw it away yet. It is not difficult and this kit includes the additional hardware required. Also included is a vent tube with a matching cap. This is NOT a locking cap. Does not fit California model DR650. Replace your stock vacuum operated petcock with this manual one. Must be shut off any time the bike is parked for more than a few hours. Fits stock or aftermarket tanks.

Plastic tanks may need the hole ovalized to fit the dual standpipes. Manually operated. Must be shut off any time the bike is parked for more than a few hours. Fits stock tank or aftermarket tank and has both main and reserve. Fully rebuildable. This filter lives in your tank to trap dirt and debris as it is poured into the tank. Features a custom shaped adapter that fits securely under the gas cap, creating a leakproof seal. If it stays out of your fuel, it can't get into the carburetor. Created by the filter experts at Twin Air, this filter fits IMS, Acerbis and Safari brand gas tanks. How about a set of fresh zinc plated clamps to go with it. Solid brass construction. Can be used to route or repair fuel lines, oil lines or air lines. Barbed ends provide a secure fit. A water and a fuel Two waters Already have a RotoPax Mount for a single container. Get this extender to work in conjunction with a pack mount and that will be no problem. Single mount, two containers. A water and a fuel Two waters Get the extender which allows you to stack two containers no problem. Single mount, two containers A water and a fuel Two waters Finally, you can stack multiple packs together. Use in conjunction with a pack mount. You will need to purchase the Single Mount as well as the Extender. The hose is resistant to gasoline and any other hazardous chemicals. Roll it up, stuff it in your bag and you will be very happy whenever you need it. Drilling of the cowling is required, hardware is included. Removal for trail riding is also quick and easy. Fully adjustable mounting brackets. Easy attachment to your headlight shroud with Velcro-like 3M Dual Locks. No drilling is required. The screen can be easily removed and replaced when needed. Its 15 inches wide and can be mounted to rise 7 to 10 inches higher than the top of the stock headlight shroud. Choose clear or smoke tinted. We include a nylon bolt kit should you wish to permanently mount your windscreen.

This is an upright rally type windscreen that looks aggressive and performs well under all types of riding. The shield is 14 inches tall, 11.5 inches wide at the bottom narrowing to 8.5 inches at the top. Made from military aircraft grade cast acrylic. Big enough to be functional without windsteering the bike like the stock fender does. Vacuum molded, these are a design improvement over stock. These are fully compatible in any combination with the original factory plastic. Smaller front reduces wind steer and improves high speed stability. A perfect match for the original gray plastic. Must be drilled to fit your mounting bolt pattern. We keep Black and White in stock. Please allow 2 weeks Gray, Blue, or Yellow. Replace those big white ones with black ones for a custom look, or you can just replace your trashed white ones with crisp clean new ones for that great stock look. Please choose color screen in drop down menu to complete the assembly. It is made in a sturdy cast aluminum, and is powder coated with a durable black finish. Helps stabilize your front fender. Gives additional strength for carrying a fender mounted tool bag. Fits on top of the fender and bolts between the fender and bottom triple clamp. Requires you to drill one hole in the fender for mounting. Stainless steel won't rust or corrode. Includes hardware. This is perfect to help stabilize the front fender at highway speeds or give you support for a fender bag. You are required to drill a hole in the fender at the end of the You can choose your preferred texture for the top and sides of the seat. Please give us a call if you would like other color options or materials. They are firm and supportive which allows you to ride all day without fatigue unlike the stock seat. Lead time on building a seat is 23 weeks. This is a replacement cover only, no seat foam and you must install on your existing pan with existing foam. Even a good touring seat can feel a bit firm after a couple hundred miles.

Sheepskin gives that little bit of cush and provides superior air circulation. Velcro straps allow easy

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Email direct to users is now CLOSED. Instead we have removed the minimum Private Message limits so you can send PMs easily. Get your entry in now and win! Extended Dates! Not only that, but when I slow down to stop, the bike makes a number of pops and bangs which it certainly didnt before with the original tank. Another thing, I ordered the blue tank but was assured that they were transparent no matter what colour it is. Did anyone else get this kind of tank. I noticed people with the other colour tanks were transparent, so how come mine isnt Im a tad worried about my problems. Thanks guys, Ive noticed the tube has to bend twice and aim upwards to meet where the petrol needs to go next. If thats the case, then maybe the tank has been fixed too low and I have to elevate it a bit

upwards so the tube is straight and it needs to be flowing the fuel downwards. The problem may be that you did not clean your tank before use and it had some plastic flakes inside from manufacturing and these are now blocking your fuel tap. Or there is problem with tap. Remove fuel hose from carb and open tap does fuel flows out easily. Try both ON and RES. If you had original tank before, it had vacuum operated petcock there were 2 hoses into petcock, one for fuel and smaller for vacuum to open the petcock when engine is running. New petcock is manual if you use the one that came with new tank, so did you plug the vacuum hose you removed from old petcock? I just took the tank back off, cleaned it out in case of plastic inside, had a look to see if I'd knocked anything else on the bike then fit back on. Is it worth trying to put original petcock onto the new tank. Or just this vacuum piece you're talking about. Also, I've noticed that came with the new tank isn't as spacious so I'll try fitting the old tube on as well, in case simply there isn't enough room for enough fuel being pumped in. I found a few pics from the net. This one shows vacuum lines. You probably have similar setup I have.

The one that goes to left goes to PAIR valve. These 2 at right one goes to carb back top and another goes to fuel tank petcock. Basically vacuum is taken from carb and then this vacuum goes to petcock and PAIR system. Since you now installed manual petcock then one vacuum tube is left over. You can't leave it open, then your carb will not work properly, I guess I'm not a specialist, sorry. It can be a small bolt or something like that. It must be air tight, so if vacuum is in the tube, it must not get any outside air through the plug. Here on next picture manual petcock is installed. Notice that there is a smaller tube visible on top of fuel line and it has a small bolt screwed into it. That is vacuum line that went to original vacuum operated petcock and is now blocked and you should do something like that. So if you disconnected the smaller tube that went to your original petcock, just you will need to plug its end. The bike on this photo seems not to have the PAIR system, so there is no additional vacuum line that goes to left on first picture only one line that comes from carb to petcock and now petcock end is plugged. That tube was just sticking out. Can't figure out how we didn't notice it was loose when we took the old tank off. Didn't even realise there was more than one tube attached to the original petcock. I've put a screw to block the tube so that should be fine. This is awesome. I can properly test this thing now. Many, many thanks my friend. ALL Dates subject to change. New to the HUBB site Confused Too many options Its really very simple just 4 easy steps! To keep it going and a roof over our heads, we run events all over the world with the help of volunteers; we sell inspirational and informative DVDs; we have a few selected advertisers; and we make a small amount from memberships. What you get for your membership contribution is our sincere gratitude, good karma and knowing that you're helping to keep the motorcycle travel dream alive.

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