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## 96 polaris magnum 425 carburetor adjustment

Weekend Warrior Thread Starter Join Date: May 2013 Posts: 15 Likes: 0 Received 0 Likes on 0 Posts help fine-tuning my 96 polaris magnum 425...please I've been trying to fine tune my 96 magnum 425 for about a month and something is still just not right. It starts up quickly, idles fine, but seems a little flat within the first 1/3 of the throttle range. Past that it speeds up until it gets to the top end and then it seems to lose power again. There is some infrequent backfiring through the exhaust but really not much. It's a little more sluggish (symptoms are worse) when it's cold. I recently replaced the carb (using the correct jets) but I had to drill out the brass plug covering the air/fuel screw. It was completely screwed all the way in so I backed it out the 2 ½ turns. I've checked the cam and it looks great. I adjusted the valves, replaced the plug and air filter. Airbox seems sealed, and yes, I have the snorkel and foam attached. So does this sound like a timing issue, bad coil, poor compression, improperly adjusted carb, or something else? Almost forgot to mention, my choke doesn't seem to work at all. It makes no difference at any time. I've adjusted it back and forth but I'm apparently not doing something right. Again, it starts up fine without it. Any idea what's going on? Thank you very much for your help! Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts You said you replaced the carb,new carb or used? Did you install a carb kit, new needle and seat? Plus a lot of people overlook the float arm and pin. If wobbly and worn it could be some of the problem. Plus it needs to be level with the carb body when held upside down. Around 2 to 2 1/2 turns out on the fuel air screw is about average.This mainly is just for the idle circuit. Pull the top cap off the carb and make sure the choke plunger is moving in and out properly and fully seating. You can adjust the choke cable at the carb to where you have about 1/8"- 1/4" play at the choke lever. If choking it doesn't affect running, then something is wrong somewhere. Ok, this is a little frustrating. I keep messing around with this thing but I just can't seem to adjust it correctly. I had the same problem with the original carb. If quad starts right up, why do I need it to work? Don't get me wrong. I want it to work. I'm just confused as to why its not, and why it seems to make no difference. Quote: Originally Posted by old polaris tech Backfiring still could be the beginning of a cam problem and just looking at the cam lobe is not an accurate way of telling. Have some one measure the exhaust lobe, can be done with a mic while it's still in the engine. Exhaust lobe should be between 1.2884 to 1.294 inches. Manual says wear limit is 1.2766. If below that, could be the cam is not opening the exhaust valves enough to obtain full power. Weekend Warrior Thread Starter Join Date: May 2013 Posts: 15 Likes: 0 Received 0 Likes on 0 Posts Quote: Originally Posted by old polaris tech You said you replaced the carb,new carb or used? Did you install a carb kit, new needle and seat? Thanks replying OPT. The carb is new. I actually bought one through ebay from a link you provided awhile back. Bought a carb kit too, but I had to order a new main jet separately. Quote: Originally Posted by old polaris tech Plus a lot of people overlook the float arm and pin. If wobbly and worn it could be some of the problem. Plus it needs to be level with the carb body when held upside down. This was the reason I bought the new carb. I apparently had broken one of the posts that holds the float when I was rebuilding the old carb. Quote: Originally Posted by old polaris tech Around 2 to 2 1/2 turns out on the fuel air screw is about average.This mainly is just for the idle circuit. That's what I adjusted it to, but as I stated in the original post I had to remove a brass plug to gain access to the screw. It was screwed in all the way. Why? Quote: Originally Posted by old polaris tech Pull the top cap off the carb and make sure the choke plunger is moving in and out properly and fully seating. You can adjust the choke cable at the carb to where you have about 1/8" - 1/4" play at the choke lever. If choking it doesn't affect running, then something is wrong somewhere. Ok, this is a little frustrating. I keep messing around with this thing but I just can't seem to adjust it correctly. I had the same problem with the original carb. If quad starts right up, why do I need it to work? Don't get me wrong. I want it to work. I'm just confused as to why its not, and why it seems to make no difference. Quote: Originally Posted by old polaris tech Backfiring still could be the beginning of a cam problem and just looking at the cam lobe is not an accurate way of telling. Have some one measure the exhaust lobe, can be done with a mic while it's still in the engine. Exhaust lobe should be between 1.2884 to 1.294 inches. Manual says wear limit is 1.2766. If below that, could be the cam is not opening the exhaust valves enough to obtain full power. The cam may be an issue. I'll need to borrow my dad's micrometer to measure it (thanks for the specs by the way), but I might just end up waiting on this. Its amazing to me how a few thousandths of an inch can be such a pain in the rear! Thanks for your help again OPT. You really should get compensated for all your time on this forum. Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts The main thing is that the choke plunger does slide back and forth and seats properly in the channel at the top of the carb blocking off any fuel from the choke circuit getting into the carb with the lever off. I know also that the Magnums didn't seem to need choking hardly at all as they got older,maybe only on the coldest days! Plus the fuel air mixture screw shouldn't have been screwed in all the way! Someone screwed up from the factory. I've found this to happen on a few early Trail Boss/Magnum 325s that were hard to warm up and idle correctly. You might try experimenting on the fuel air setting and start out at 1 turn and see how it idles and takes throttle and adjust accordingly.. A small screw driver OR a carb adjuster would help. Join Date: May 2013 Location: Dunnellon fl Posts: 14 Likes: 0 Received 0 Likes on 0 Posts I don't know if its the same but check the rubber intake boot off of carb front they are super prone to splitting that was my sporty 700 problem also try adjusting the throttle adjustment on the cable on your bars just throwing out some stupid maybes better than cam problems. Join Date: Oct 2000 Posts: 130 Likes: 0 Received 0 Likes on 0 Posts My 96 magnum 425 does similar things, starts with no choke, has a little stumble when moving and holding the throttle at about 1/8-1/4 throttle, backfires when moving fast and letting off throttle. Idles good cold, gets worse and wants to die after it runs awhile. Can someone provide all the specs on the adjustments and where to set them at. Such as choke adjustment, throttle cable, air screw, float level. I did find the valve clearance awhile back on a web site and set them. What went bad on these magnums that wore out the cam? Wasn't gas getting into the oil somehow? Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts Just a bad heat treatment on several years worth of cams was the problem. Seems like most Magnums I got a hold of would start with out the choke,plus were also bad on running rich. If you haven't installed a new carb kit I'd do so. Plus make sure the float arm and float needle in the carb aren't wobbly and worn.These don't come in the carb kits and have to be ordered from a dealer or online.The float just needs to be parallel with the carb body as far as adjustment. Even though you've adjusted the valves,if the cam is wearing down this could be part of your problem. Nothing like a good manual that can give you all the specs,dimensions and trouble shooting checks. Here's a pdf service manual link that can help you a lot.Index of /ORV Manuals/Polaris/1996-1998 - All Models Join Date: Oct 2000 Posts: 130 Likes: 0 Received 0 Likes on 0 Posts thanks for the help and link. Any suggestions on where to get carb rebuild kits? I also need a fuel shut off valve, one of the little rubber mounts with bolt in it that the carb mounts on, and the carb kit. I just got done taking apart the carb and everything was fairly clean. Some buildup may have come out one of the air openings on the airbox side of the carb through the main body of the carb. there is a large tear in the rubber boot that holds the black and yellow foam behind the gas tank. This is before the main air filter so its not sucking dirt but maybe running lean because not going through the foam? Seems to run better but not great after the carb clean, still backfires letting off the throttle. Plug is a NGK BKR6ES and is black, I have a BKR5E, is the 5E ok to run? Join Date: Jun 2013 Posts: 60 Likes: 0 Received 0 Likes on 0 Posts over time , weather , heat , moisture degrade the ignition wire coating use a 1/2 roll of electrical tape , and run the tape around the ignition wire starting at the coil all the way to the spark plug cap then back to the coil you spark plug wire is probably leaking electricity to the frame Join Date: Oct 2000 Posts: 130 Likes: 0 Received 0 Likes on 0 Posts I put in the 5E plug and it helped a ton, no more backfire, its like a completely new machine. Has anyone successfully rebuilt a fuel shut off valve on their own? Its probably just a simple o ring that goes bad but I can't see how it comes apart. Also, any ideas how to troubleshoot the radiator fan? Seems like it should have come on my last trip out and didn't. Page 2 Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts You can run either BKR5 or BkR6 with no problems.Sooty plugs are because it's running rich,too much fuel. If it's just leaking at the gasket on the fuel valve you can replace it,if the fuel valve is leaking,replace both! Item 22 and 23. Dirt Cheap Yamaha, Honda, Arctic Cat & Polaris OEM Parts & Accessories - Cycle Parts Warehouse Carb kits are available on Ebay if you need one. The foam behind the yellow prefilter is mainly for support for the air tube and holds the prefilter in place. Make sure the prefilter and main air filter are clean and the support foam isn't blocking the prefilter area. fveh=5413 The little rubber grommets on the carb brace are just rubber nutserts. You can get them at any hardware store. As far as the fan not coming on,turn the key on and jump the two spade connectors on the fan sensor at the top of the radiator. If the fan comes on,this eliminates the fan motor as a problem and the sensor usually has shorted out because of heat. #13. fveh=5413 You can pay \$36 for this sensor or get one at Napa or Auzzone cheaper. Just take it out and match it up.Here's one similar. 88134 Join Date: Oct 2000 Posts: 130 Likes: 0 Received 0 Likes on 0 Posts old polaris tech, do you have an email or PM's you help through? My dad has a '95 magnum 425 4x4 and its making a noise in the engine. I was thinking cam chain but seems tight, I've had the top cover of the engine and head side cover off and didn't see anything out of the normal. Its like a knocking sound, hardly noticeable when cold, gets louder when warmed up. Doesn't have that many miles on it. maybe around 1800. Ever see crank or rod bearings go bad in a 425? Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts Only time I've seen a rod go out on a 425 or a 500 was one(500) that the oil hadn't been changed in years and was thick as Stp. Noise could also be radiating from front clutch area. If guide buttons are worn too much,will have a slapping noise sounding like engine related. Look through this service manual,can help you with service and repairs. 20Manuals/Pola...0All%20Models/ Join Date: Jun 2008 Posts: 44 Likes: 0 Received 0 Likes on 0 Posts check radiator fan. The radiator fan is "activated" by the thermal switch in the upper (back) part of your radiator. You can check the fan itself by "bypassing" this switch and just feeding 12 volts to the fan. To do this, you probably will need to remove the fuel tank so you can reach down inside (behind the radiator) and unplug the thermal switch wire. Then you need to feed 12 volts to the wires that go down to the fan - if the fan is good, it will come on right away Join Date: Jun 2008 Posts: 44 Likes: 0 Received 0 Likes on 0 Posts OPT - I have a "stumper" that is making me pull my hair out! I have a 95 Magnum 425 that is blowing the coolant out the top of my water/antifreeze overflow bottle when the coolant starts to circulate. Thermostat is good, radiator is clear, radiator cap is good, water pump circulates. I don't think it is a blown head gasket as no white smoke, no water in oil. Bike runs fine - but once the coolant starts to circulate and I "gas it" the coolant mixtures blows right out the top of the reservoir cap (like a geyser). About the only thing I can thing of is the head gasket, but no "usual symptoms" of that. What else do you think could be the cause??? Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts Trapped air in the cooling system is the major cause of coolant blowing out the reservoir bottle. If you're sure the cap's good,no mud behind the radiator,fan's kicking on,jack the front end up with the tires off the ground. Let the fan cycle on and off several times as you add coolant to the radiator.You can squeeze the hoses to help aid in air removal.Both hoses should feel warm to indicate coolant is moving through the engine. Once you're sure all the air is purged,replace the cap and see how it does. If it still shoots out the over flow,I'd check the water pump impeller for any damaged/melted vanes or in rare cases the impeller can just sit there and not spin if the nut backs off. Join Date: Oct 2000 Posts: 130 Likes: 0 Received 0 Likes on 0 Posts old polaris tech, I've always ran polaris engine oil in my two Magnum 425's. As they are getting older, the machines get used some but its very short distances and start/stopped quite often (they get less than 50 miles a year, no riding trips, just utility work), it seems like the oil smells like gas. What other cheaper oil do you recommend to substitute? Does it need to be synthetic? Polaris ATV Expert Retired and loving it! Join Date: Jun 2008 Location: North Texas Posts: 24,352 Likes: 0 Received 20 Likes on 20 Posts If oil smells like gas,change it and the filter and I'd go through the carb and install a new carb kit! Short trips are bad on oil,but should have gas in it!! Polaris has opened up the door to just about all possibilities on synthetic oil use. You can go with Mobil1,Amsoil,etc 0w40 synthetic oil,5w40 Rotella T6 or other brands,10w40 rated oil,even 5w50 in extreme hot weather. Doesn't have to be Polaris oil,just a good grade of synthetic suitable for your riding area,along with temperature range. My opinion,0w40,5w40 or even 5w50 in the hotter southern states can just about be used year round. Comes down to your choice really... Plus some other good reading is from Bob The Oil Guy. 325, 425, adjust, adjustment, air, carb, float, fuel, magnum, make, polaris, polarismagum425willnotrunatfullthrottle, power, problems, screw, throttling Currently Active Users Viewing This Thread: 1 (0 members and 1 guests)





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