

# INSTALLATION INSTRUCTIONS - PLEASE READ CAREFULLY

## WARNING

NO SMOKING! - NO OPEN FLAME! - WHILE INSTALLING THIS KIT  
GASOLINE & GASOLINE VAPORS PRESENT  
INSTALL IN A WELL VENTILATED WORK AREA

Proper idle is required before attempting kit installation. Work should not be started until motorcycle has had a chance to cool down. Follow O.E.M. service manual procedures, for safe carburetor removal, and replacement. When tuning is completed, check all fuel connections for leakage, before restarting engine.

1) Unscrew vacuum chamber cover and remove the slide spring. Lift out slide & spring retainer. Remove stock needle assembly. Using a hand drill fitted with the 3.5mm drill bit provided, enlarge the existing slide lift hole (adjacent to the fuel needle passage) taking care not to damage the rubber diaphragm on the vacuum slide. Remove all burrs and metal particles.

2) Select correct kit needle for carburetor being worked on. Install needle with properly fitted E-clip (See Basic Settings List for needle selection and correct groove position.) Adjusting washers should be stored above the E-clip, where they will not change the needle height. They may be used for fine adjustments to achieve best mileage results, once initial settings have been completed. Make sure to return spring retainer to it's proper position, to facilitate a secure hold of the fuel needle.

3) Replace stock slide spring with kit spring. (See Note "A")

4) See Note "B" before opening float bowl. Remove stock main jet and unscrew main jet holder. Replace both with parts from kit, being sure to select the basic main jet listed for your model. This kit is supplied with one basic & three alternate size main jets, for each model listed. Installation of the recommended basic jet works best with stock air filter system. Alternate jet sizes are supplied for use with additional modifications. When installing main jet, take care not to alter the float level.

5) To adjust fuel mixture screw, locate plugged casting directly centered at the bottom edge of the engine side of the carburetor body. This plug may have already been removed. If not, strike it lightly with a small center punch to assure a positive seat for the drill bit. Using 5/32" bit provided and very light pressure, drill carefully into the plug surface, as not to strike the mixing screw head located directly below. Be ready to stop the drill bit, the moment the tip pierces the plug. Secure the sheet metal plug screw provided into this hole, until tight enough to pull plug & screw out as one unit with pliers. Carefully check if mixing screw turns freely. If tight, use light oil to prevent damage. Turn screw in, being careful not to force it past it's seat, or this may damage the tip. Adjust mixture screw to basic setting listed.

# KEIHIN 40MM CV CARBURETOR TUNERS KIT

Applicable for 1989/on CV Carburetors, with or without accelerator pump. Designed to improve performance from existing 40mm stock carburetor, when properly installed.

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### PARTS LIST W/OUT ACCELERATOR PUMP (LATE '89)

<u>QTY</u>	<u>DESCRIPTION</u>
1	#170 Basic Main Jet
1*	#160 Alternate Main Jet
1*	#180 Alternate Main Jet
1	#190 Alternate Main Jet
1	Pointed Tip Fuel Needle

### PARTS LIST WITH ACCELERATOR PUMP ('90/ON)

<u>QTY</u>	<u>DESCRIPTION</u>
1	#160 Basic Main Jet
1	#150 Alternate Main Jet
1*	#170 Alternate Main Jet
1*	#180 Alternate Main Jet
1	Blunt Tip Fuel Needle

(\* ) Jets with an asterisk can be interchanged between models.

### ADDITIONAL PARTS LIST - APPLICABLE TO EITHER MODEL

<u>QTY</u>	<u>DESCRIPTION</u>
1	Fuel Needle E-Clip
3	Fuel Needle Adjusting Washers
1	Slide Spring
1	Main Jet Holder
1	3.5mm Slide Lift Hole Drill Bit
1	5/32" Fuel Mixture Plug Drill Bit
1	Fuel Mixture Plug Screw

### BASIC SETTINGS W/OUT ACCELERATOR PUMP (LATE '89)

Main Jet #170  
Needle Groove #4 (from top)

### BASIC SETTINGS WITH ACCELERATOR PUMP ('90/ON)

Main Jet # 160  
Needle Groove #3 (from top)

BASIC SETTINGS - EITHER MODEL  
3 Adjusting Washers - Above E-Clip  
Fuel Mixture - 3 Turns

### NOTES:

- Use of O.E.M. slide spring may improve low end response on late '89 models.
- Install Main Jet Holder with float bowl in up-right position, to keep needle seat from dropping out.
- Best performance requires a richer needle setting and jet size, but this may constrict fuel mileage.

(Please see reverse side for installation instructions)