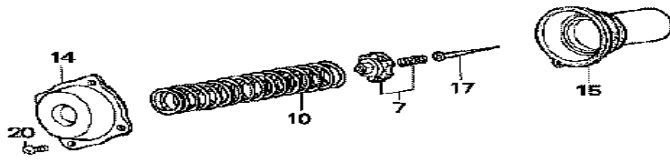


## Thank You for your CarbJetKits Purchase



### Installing Needle Shims

Work on one carburetor at a time to prevent mixing items.

Remove the carburetor top 14

Remove the diaphragm slide assembly 15, spring and needle will come out also at that time.

Remove the needle from the diaphragm and add the supplied shim(s) to the needle



One or two shims are added per needle depending on the purchased Jet Kit.

Insert the needle back in to 15 and reassemble spring and carburetor top.

While you are shimming the needles look at the slide.

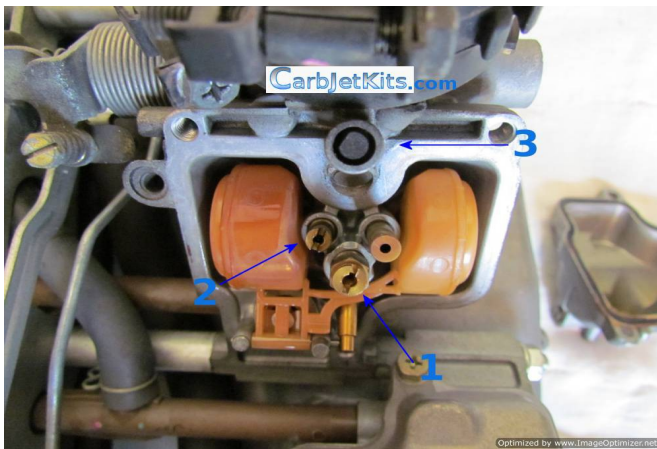
There is the center hole where the needle sits and one or two smaller holes to the side.

Make sure they are not plugged by debris and if so use some light compressed air to clean, do not drill!

Also look for scratch marks on your slides, if you find any, try to determine where it comes from.

### Installing Jets

Start by removing the float bowl



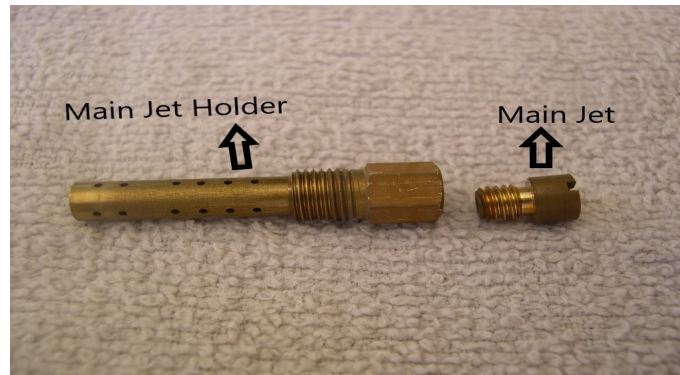
To the far left is the Pilot Screw (2).

The Main Jet (1) is in the center and is screwed in the jet holder.

Remove pilot jet and main jet using a flat screw driver.

The jet holder often comes out with the main jet.

If this happens, remove the main jet from the holder and take the opportunity to clean the jet holder. Insert the jet holder back in the carb.



Insert the new pilot jet without using force!

Insert the new main jet without using force!

If your 2 or 4 carb bike has different sizes of main jets:

For V-Engines, the smaller main jet goes to the carb serving the front cylinder, the larger main jet goes to the carb serving the rear cylinder. ( Note: the VT500c 83-85, The rear main jet size is Front main jet size +10)

Kawasaki Parallel V Twins use the smaller main jet at the Left Hand and the larger main jet at the right Hand.

For inline engines; The smaller Main jets go to the carbs serving the outer cylinders and the larger main jets to the carbs serving the inner cylinders.

#### **What Else?**

Set your idle speed. Consult with the service manual of your bike to see what the recommended idle RPM is.

Adjust as needed

A new or clean air filter and new spark plugs are a requirement to get optimal results.

If your motorcycle has more then one carburetor, only work on one at a time!!

When you are at the point where you replace the Main and/or Pilot jets, take special care and look for debris in the carb bowl.

Check all passages and use some light air pressure to clean.

Before you remove the pilot screws (3), see your service manual for the stock setting in turns out.

Turn the pilot screw to the close position until you feel a light resistance and count the number of turns.

Compare this to the recommended turns from the service manual.

Remove the pilot screws and see if everything is free of debris. make sure note of the condition of the pilot screw O-ring. Reinstall the pilot screws and set to the recommended turns.

Take a look at the float valves, are they adjustable is my float level correct, are the float needles leaking?

check the idle rpm's and do a carburetor synchronization

**Please contact us if you need any additional assistance**  
[carbjetkits.com/HelpDesk](http://carbjetkits.com/HelpDesk)

**Now in stock at [carbjetkits.com](http://carbjetkits.com)**

**Float valves and seats**  
**Fuel screws**