

STAGE III

6/26/06

Tools needed:

10 mm socket with extension on ratchet
12 mm socket
long Philips sd (best if tip is magnetized)
small narrow straight sd
pliers
small piece of fuel line, plugged at one end
clean towel
rags to catch gas from petcock
misc. allen wrenches metric

Parts needed: Spacer Jim's jet kit
(www.spacerjim.com)
K&N filters
RA-0470 (rear)
RU-0680 (front)

remove seat
remove battery
disconnect fuel line at petcock going to the fuel pump and attach temp.
small fuel line with plug
remove small screw holding petcock
remove two 10 mm bolts holding the tank (the ones with rubber bushings under them)
lift the rear of the tank. Reach under the tank and remove vent line.
(small black rubber hose leading back under the bike by battery)
Where the two 10 mm bolts were is a grey colored steel plate held down by three more 10 mm bolts to the frame. One of these is under the tank a bit. Remove that plate.
The tank is now supported by two rubber bushings in a slot on each side of the frame up front.
First, slide the tank towards the rear of the bike to disengage the rubber bushings. By the way, the less fuel in the tank the easier this procedure will be.
Once you are free of the bushings move the tank back forward while lifting the rear of the tank to get the fuel line with petcock through the frame. This is the tricky part. It is a tight fit to get that fuel petcock through the frame.
place tank to the side
Remove air filter boxes by:
loosen all clamps on the carbs to the filters and intake manifolds (Philips sd)
the rear air box is bolted in with 10 mm bolts/screws. One on top and one on the left side. There is a crankcase vent line attached at the bottom of the air box. Disconnect it. Black rubber hose.
The front box is held in with 10 mm bolts/screws. One on each side.

Also a throttle cable mount is screwed to the left side. Remove it with Philips sd.

There is a thick steel plate between the carbs bolted to the left and right side of the frame on top. Use 12 mm socket to remove the four bolts and remove plate.

These air boxes are a tight fit. You must move the wiring harnesses a bit to squeeze out the boxes.

Now the carbs. Its easiest to do the jetting with both carbs completely out of the bike. Get the carbs out of the frame and lay them on top of the frame with a towel under them.

To get the carbs out, pull front carb out of manifold and move the carb towards the rear an inch or so. This gives you slack in the cables to remove the rear carb from the manifold. Pull the rear carb out of the manifold. Now, both carbs are un-attached but still under the frame.

These are also a tight fit. Move the rear carb back as far as it will go then go to the front carb and careful wiggle the carb out of the frame. Again, the wiring harnesses must be pulled aside will doing this. With the front carb out do the same to the rear. Carefully thread the throttle cables and choke cable through the frame while = pulling the carb assembly out.

Carefully turn the carbs upside down. Fuel will dump out the top vent hoses.

You will see four small Philips head screws holding the top and the same holding the float bowls on the bottom. These buggers have been known to be real tight and some MIGS have stripped them trying to get them off. An impact driver or a small ViseGrip will help if stuck.

Carefully remove the top first. Under the top is a spring loaded rubber diaphragm. Slowly remove the top and be careful to notice the position the rubber diaphragm is in. It must be put back at the same position.

Slide out the rubber diaphragm with vacuum slide, being careful not to damage the rubber. The needle to replace is attached.

Look down the inside of the slide and you will see two small Philips screws. Remove these and the needle assembly will come out.

Re-assembling the needles with the two small screws is tricky but you will figure it out. Magnetic philips sd helps. **Make sure the plate that holds the needles is right side up.**

Put the whole assembly back together using the allen head screws supplied by Jim. Check to make sure the vacuum slide assembly moves up and down inside the carb smoothly.

Now the float bowl.

Remove the four screws. You may have to tap the bowl with a rubber mallet or the like to loosen it. The main jet is right there in the middle.

Change the main jet. There may be a small washer under it. Make sure that washer is seated properly during jet change.
The pilot jet is in a small hole next to the main jet.
Use that very small narrow sd to get that out and replace.
Now re-assemble it all.

The front carb is a different design but the procedure is pretty much the same. The pilot jet is different though.

That's it except for re-assembly of the whole mess.

Remove the stock airboxes and filters. =

Re-use the black rubber 90 deg. airbox intake and attach it to the front K&N filter. Dab a small bit of glue to the top and bottom before clamping the elbow to the filter. This will keep the connection from vibrating off. Do a dry run fit-up first.

The rear filter just clamps right on to the carb intake. However, if you still want to use the tool tray it must be modified to fit around the filter. I used a Dremmel type tool to cut out a piece.

Double check all clamps to and from the carbs. No vacuum leaks allowed here! You still have the PAIR assembly attached? If not make sure the vacuum port that was going to the PAIR is plugged.

Re-assemble in reverse order.

Fire her up and adjust idle air screws for best idle.

If it was me I would balance the carbs after re-assembly.

Jet size will depend on the pipes used. For slip-ons start at size 150 for the rear and 140 for the front. If full system open drags bump up the size 5 points. Discuss this with Jim when ordering the kit.

Good Luck!

Lawrence