



INSTALLATION GUIDE FOR THE SUPERIOR 30MM FLATSLIDE CARBURETOR



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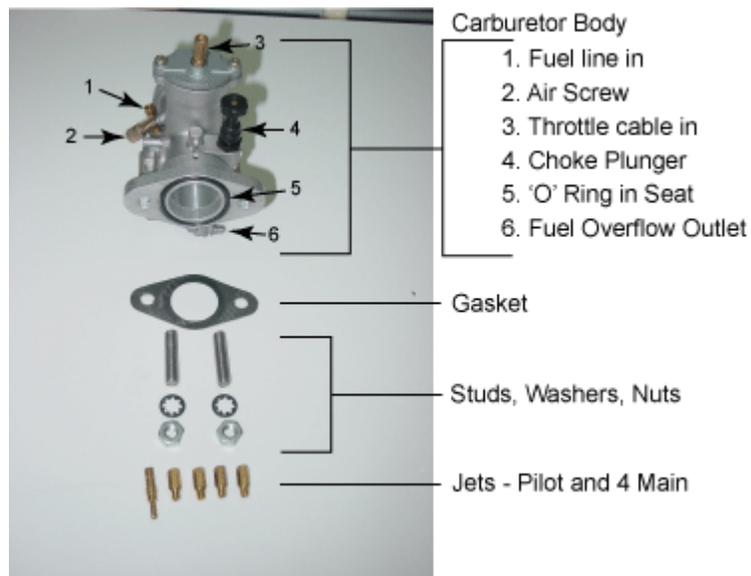
& 146 Porter Street, Hackensack, New Jersey, USA, 07601

Introduction

Congratulations on your purchase of the Superior Flatslide carburetor kit. This carburetor has been developed to give better starting, engine performance, and throttle control for your classic motorcycle. The procedure to change it, depending on the level of experience of the installer, takes approximately 20 minutes to perform.

The Kit

The kit is detailed as in Fig.1



Tools Required

The installation procedure is simple and only requires a 13mm open ended spanner and Philips style (Cross head) screw driver, see Fig.2



Screwdriver - used for removing the top housing of the throttle slide to attached the throttle cable.

Spanner - used to tighten up the bolts at the flange

Fig.2

Installation Procedure

The first step is to disconnect the battery to ensure no loose sparks occur. Then remove the old carburetor and gasket(s) and detaching the throttle cable.

This will leave the manifold bare into which the two threaded studs are inserted, Fig.3



Fig.3

Step two involves attaching the throttle cable to the slide assembly. To do this unscrew the two screws at the top of the throttle slide housing assembly taking care to keep a finger on the top as once the screws are undone the spring inside will push upwards.

Removing the top cover, the spring, white collar, will leave the chromed slide and needle inside the housing.



Fig. 4

Having removed the top cover, push the nipple end of the throttle cable through the top cover and down the center of the spring and through the white retaining collar. Compress the spring and hold it all together so as much of the cable is showing as possible, Fig.4



Fig.5

Now insert the end of the cable so that the nipple sits in its place in the throttle slide, Fig.5



Fig.6

Fig.6 shows a close up of the throttle slide with the cable end in place but not yet with the white collar in position.

Insert slide into the throttle housing ensuring it is the correct way round. NOTE – there is only one way it can be inserted, no force should be applied for this. Another way is to leave the slide inside the housing and insert the cable down the side and into its seat within the throttle slide.



Fig.7

Let the white collar and spring rest inside the housing securing the cable in its place, and then re-position the top cover and screw back into place taking care not to overtighten the screws, Fig.7

NOTE – the weight of the carburetor should now be kept in your hand rather than let it hang from the cable alone.

The next step is to ensure the 'O' ring is in its seat on the face of the flange and the gasket is on the threaded studs. Mount the carburetor onto the studs fully and put on the washers and nuts and tighten them up with the open ended spanner. Do not overtighten the nuts, Fig.8

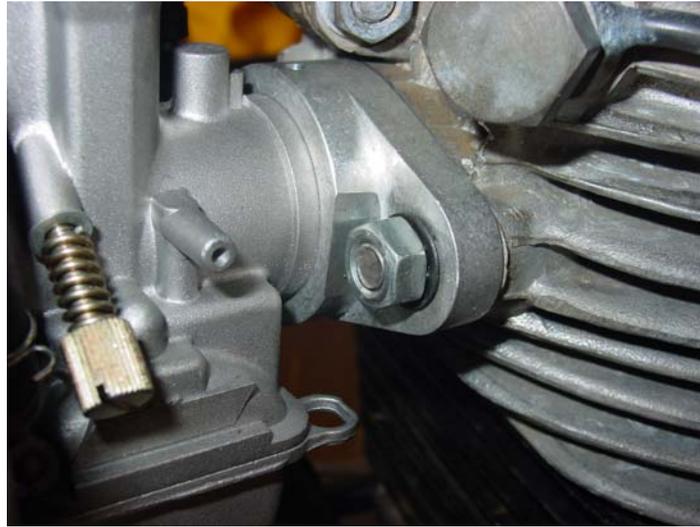


Fig.8

Final step is to fit the airfilter. For illustration purposes, a K&N offset pancake airfilter is shown (also available from BCS, please see website or catalogue for details). The offset is so that the airfilter case does not hit against the fuel tank's rear mounting bolt. In Fig.9 the completed assembly is in place after fuel line has been attached.

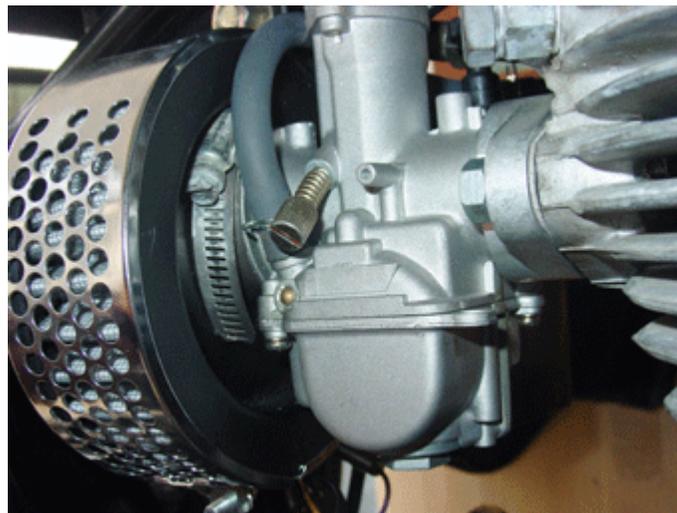


Fig.9

Jets

The Kit comes with extra jets, a pilot and four main jets. The jets can be changed easily whilst the carburetor is mounted in place on the bike.

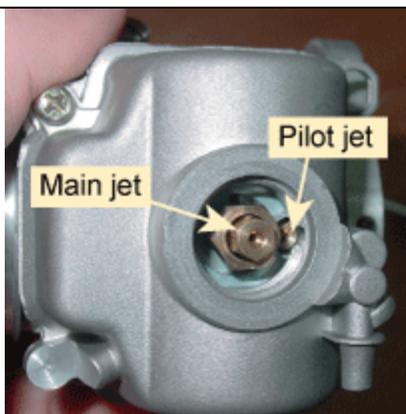


Fig.10

To replace the main jet, the bottom large nut at the base of the float bowl can be removed, Fig.10 (remember to turn off your fuel tap from the tank). Some fuel will spill out so have a large rag or bowl to catch it. A couple of small spanners will be needed to remove the jet.



Fig.11

For changing of the pilot jet, the float bowl needs to be removed to gain access to it and this can be done by removal of the two screws. NOTE – the bowl needs to be gently maneuvered around to release it as there are the floats and internal structure inside. This must be done very gently for both removal and re-installation. Fig. 11 shows what is there once the bowl is removed (in the photo the carburetor is removed from the bike and sitting on a bench).

DISCLAIMER

The steps in this guide are just that, a guideline only. Anyone wishing to install the carburetor do so at their own risk and BCS cannot accept any liability for any loss, damage or claims arising as a result of any work or action carried out based on the information given in this guide.

It is suggested if you do not feel confident enough to perform the installation procedure on your own that you engage the services of a professional to do so on your behalf.