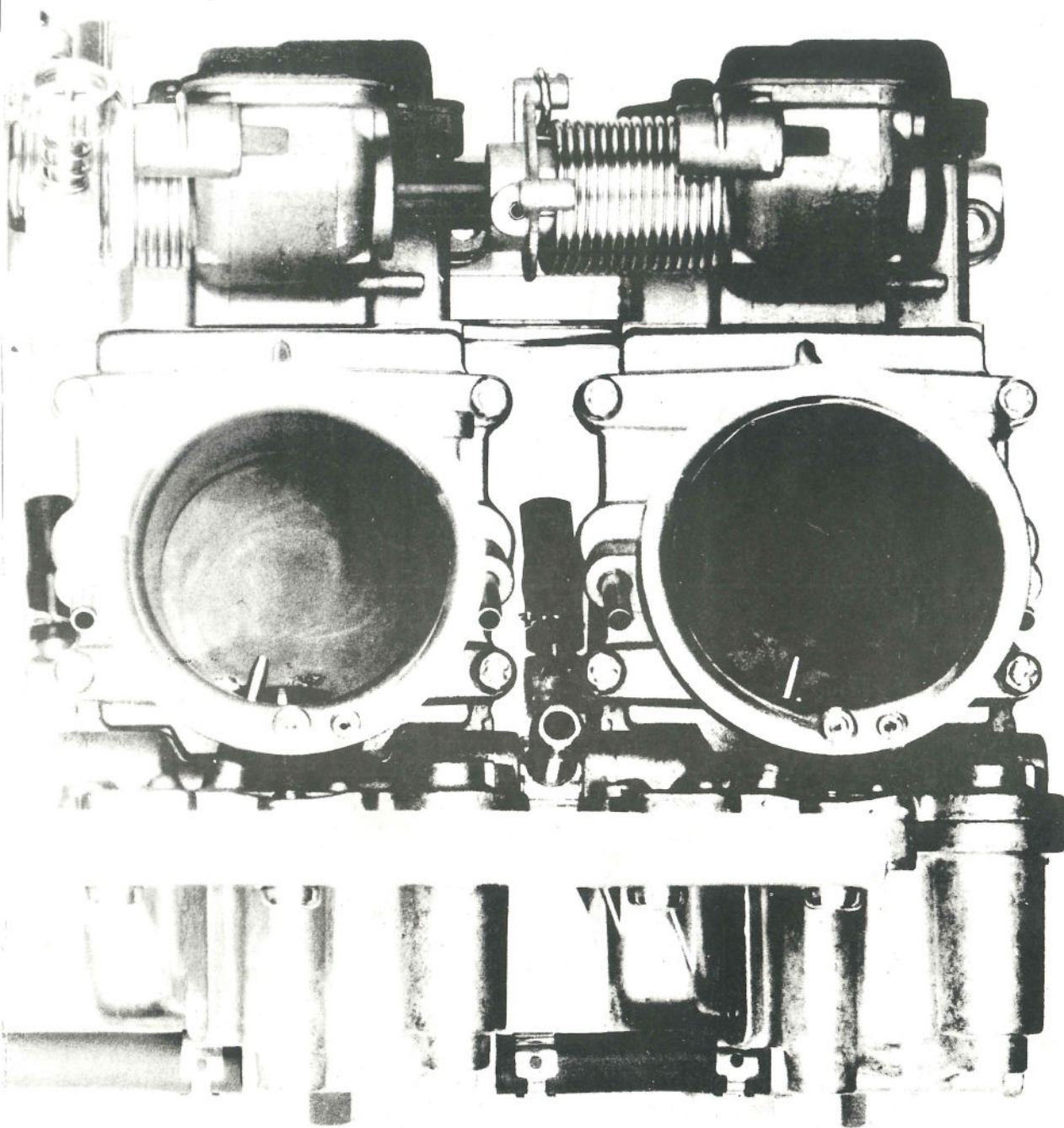


MIKUNI

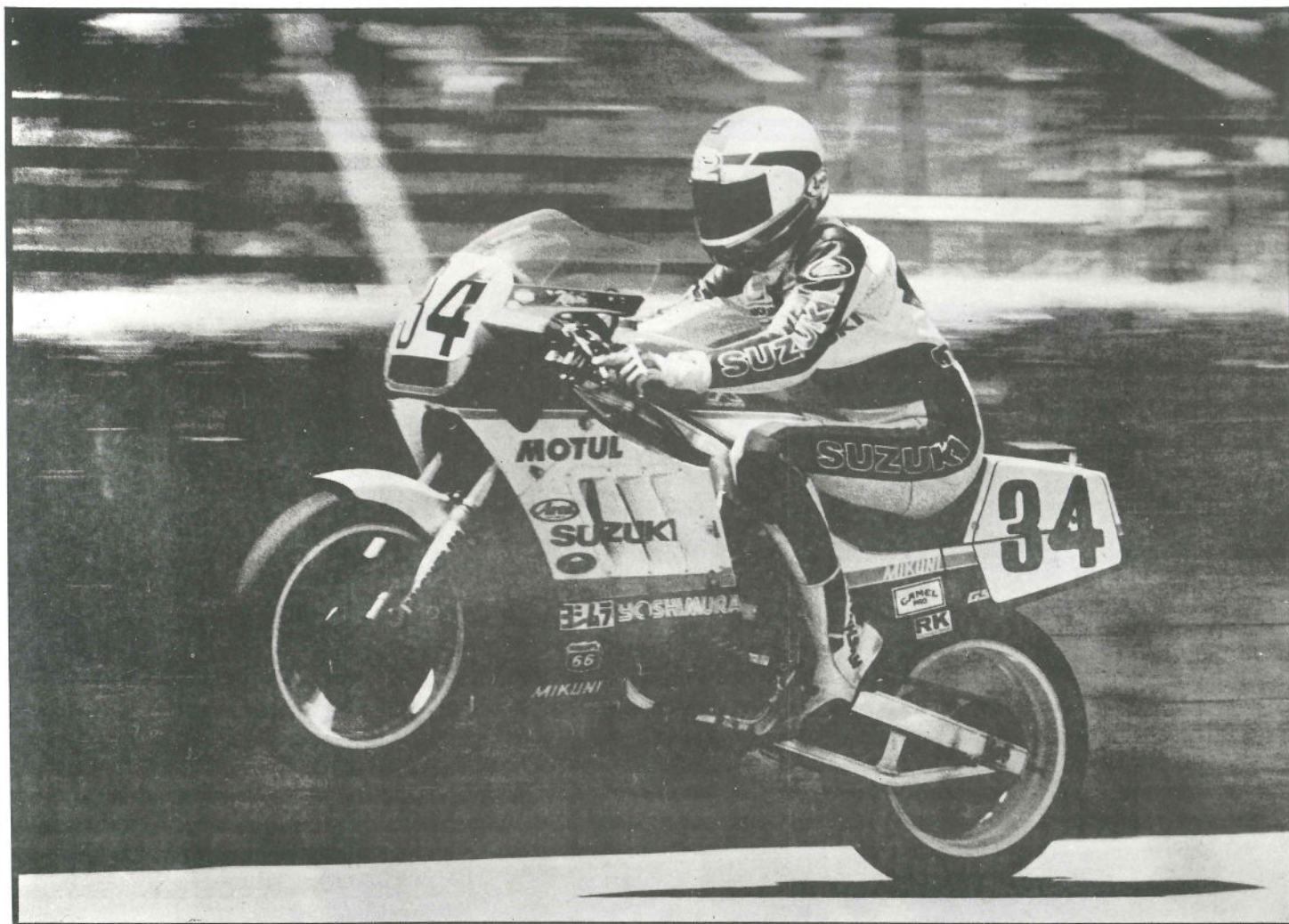
RADIAL FLAT SLIDE CARBURETORS RS SERIES



OWNER'S MANUAL

INTRODUCTION

MIKUNI RS SERIES RACING CARBURETORS



Team Suzuki's Kevin Schwantz on the Yoshimura/Suzuki GSX-R750 Superbike equipped with Mikuni RS Series Carburetors.

Dear Performance Enthusiast,

The Mikuni RS Series Carburetors were designed and built in response to the needs of the world's top motorcycle road race and drag race teams. They required carburetors which could satisfy the precise fuel metering demands and high flow volume required by highly modified race engines. And yet, also provide the smooth, controllable throttle response that is needed by any rider pushing his motorcycle to its limits on the race track and under any high performance applications. The carburetors need to meter fuel correctly under a wide range of atmospheric conditions and engine tuning modifications while being easily accessible for trackside tuning changes which need to be made quickly.

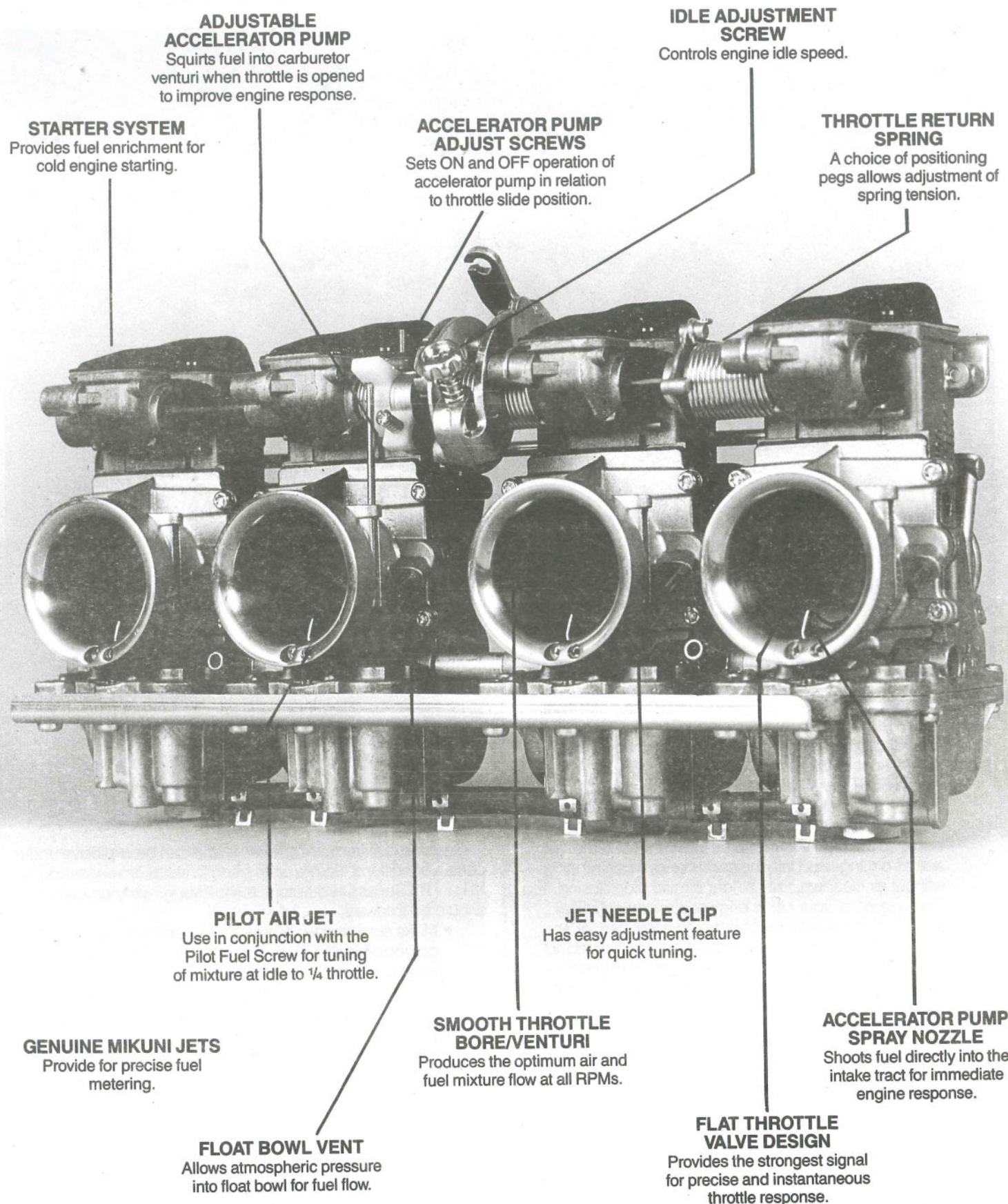
Designed for in-line four cylinder performance motorcycle applications, the Mikuni RS Series Radial Flat Slide Carburetors offer superior horsepower gains with their maximum flowing smoothbore induction tract and radial flat slide design. An adjustable accelerator pump system helps to provide instant throttle response, particularly in the lower RPM range. The RS Series Carburetors feature a compact design which is 25% lighter than other performance carburetors, offers quick needle jet adjustment, and uses readily available standard Mikuni jets.

In their first season of competition, the RS Series Carburetors proved themselves as the ultimate power producing induction system for performance motorcycles. RS Series Carburetors are the winning choice of Team Yoshimura/Suzuki in AMA National Superbike competition and Team Suzuki WERA National Endurance Racing Champions. We are sure that your new Mikuni RS Series Carburetors will help you put together a winning effort as well. Best of luck!

MIKUNI AMERICAN CORPORATION

ALWAYS RIDE WITH CARE AND SAFETY BOTH ON AND OFF THE RACE TRACK. Never ride without a helmet, eye protection, and proper protective clothing. Mikuni RS Series Carburetors are legal in California **ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A PUBLIC STREET OR HIGHWAY.** In other states check for similar laws which may apply.

PERFORMANCE FEATURES



ADJUSTABLE ACCELERATOR PUMP
Squirts fuel into carburetor venturi when throttle is opened to improve engine response.

STARTER SYSTEM
Provides fuel enrichment for cold engine starting.

ACCELERATOR PUMP ADJUST SCREWS
Sets ON and OFF operation of accelerator pump in relation to throttle slide position.

IDLE ADJUSTMENT SCREW
Controls engine idle speed.

THROTTLE RETURN SPRING
A choice of positioning pegs allows adjustment of spring tension.

PILOT AIR JET
Use in conjunction with the Pilot Fuel Screw for tuning of mixture at idle to $\frac{1}{4}$ throttle.

GENUINE MIKUNI JETS
Provide for precise fuel metering.

FLOAT BOWL VENT
Allows atmospheric pressure into float bowl for fuel flow.

JET NEEDLE CLIP
Has easy adjustment feature for quick tuning.

SMOOTH THROTTLE BORE/VENTURI
Produces the optimum air and fuel mixture flow at all RPMs.

FLAT THROTTLE VALVE DESIGN
Provides the strongest signal for precise and instantaneous throttle response.

ACCELERATOR PUMP SPRAY NOZZLE
Shoots fuel directly into the intake tract for immediate engine response.

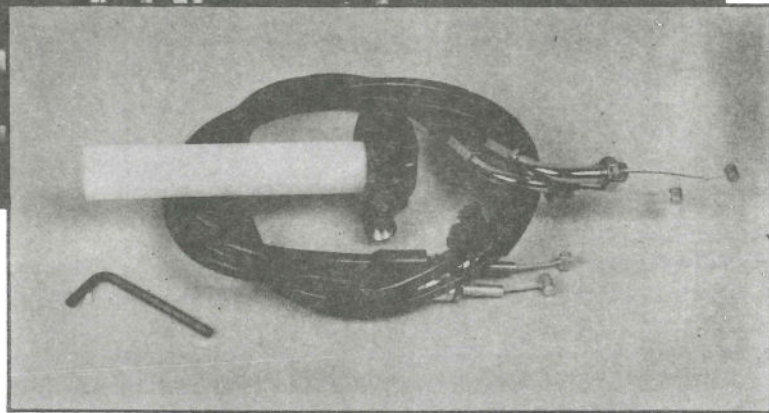
INSTALLATION

SAFETY PROCEDURES AND CAUTIONS



Read and follow the Installation Instruction Manual supplied with your Mikuni RS Series Carburetors. All procedures should be followed exactly as described in the Manual. Take special attention of the following:

- Mikuni RS Series Carburetors require the use of a Push/Pull Throttle Assembly to assure positive closing of the throttle slides under high performance applications, because the high vacuum pressures encountered, as well as dirt ingested into the carburetors when running without air cleaners, may hinder throttle slide closing. You may use either your bike's original equipment (OEM) Push/Pull Throttle Assembly if it is so equipped, or an OEM Push/Pull Throttle assembly from another model motorcycle so equipped. Also available from your Mikuni dealer is the Mikuni Push Pull Throttle Assembly KRS-001.
- Before installing on motorcycle, be sure to check that the throttle slides on your Mikuni RS Series Carburetors open and close completely without any restrictions.
- On installation the throttle cables should be routed freely between the carburetors and the twist throttle. The cables should not be pinched by the installed fuel tank, and they should not be pinched, restricted or pulled by the motorcycle's bodywork and/or front fork assembly when the forks are turned through their full range of motion.



Gasoline is extremely flammable and can be explosive under certain conditions. Before attempting to install or service your Mikuni RS Series Carburetors, the following safety procedures should be followed:

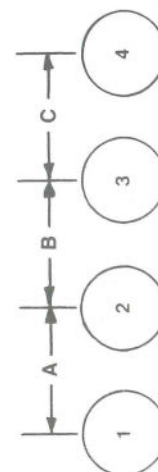
- Make sure your work area is well ventilated and void of combustible materials. The area should be free from any source of flame or sparks; this includes any appliance with a pilot light or flame heat like a water heater or gas clothes dryer, an electric space heater or electric motors which create sparks.
- Disconnect the negative lead to your motorcycle's battery (if equipped with a battery) and/or remove the battery completely from the motorcycle to prevent the chance of the battery leads or terminals sparking. The motorcycle's ignition switch should also be in the "OFF" position.
- Before removing the motorcycle's fuel tank, be sure the fuel petcock is turned to the "OFF" position. Fuel lines should be well clamped.

CARBURETOR APPLICATIONS

MIKUNI RS SERIES

STANDARD TUNING SPECIFICATIONS									
MIKUNI KIT NUMBER	APPLICATION *(GENERAL)	ENGINE MODIFICATIONS (TYPICAL)	CARB SPACING (Throttle Shaft No.) A-B-C	SPIGOT (O.D.) MM	MAIN JET (N100.604)	JET NEEDLE (J8-) (CLIP POS.)	NEEDLE JET #568 (784-13002)	PILOT JET (VM28/486)	PILOT SCREW (TURNS)
RS34-D31-K	YAM FZ 600 ALL	[1]—[2]	70-80-70 (700-17013)	38	115	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS34-D26-K	YAM FJ 600 ALL KAW NINJA 600 KAW NINJA 750 87-88	[1]—[2] [1]—[2] [1]—[2]	70-89-70 (700-17013)	40	115 115 115	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS34-D21-K	GSX-600 88 GSX-R 750 ALL SUZ GS 750 ALL KAW KZ 750 ALL	[1]—[2] [1]—[2] [1]—[2] [1]—[2]	77-93-77 (700-17011)	42	115 115 115 115	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS36-D8-K	KAW NINJA 900 ALL KAW NINJA 1000 86-87 YAM FJ 1100 ALL YAM FJ 1200 ALL	[1]—[3] [1]—[3] [1]—[2] [1]—[2]	77-85-77 (700-17011)	42	130 130 130 130	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS36-D3-K	GSX-600 88 GSX-R 750 GSX-R1100, GS 1000-1150 KZ 1000-1100	[3]—[7] [1]—[6] [1]—[2] [1]—[2]	77-93-77 (700-17011)	42	120 120 130 130	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS38-D35-K	NINJA 900 NINJA 1000 FJ 1100-1200	[1]—[7] [1]—[7] [1]—[7]	77-85-77 (700-17011)	42	135 135 135	9CHY3 (-2)	Y-6	17.5	1/4-1/2
RS38-D19-K	GSX-R 750 GSX-R1100, GS 1000-1150 KZ 1000-1100	[7] [1]—[7] [1]—[7]	77-93-77 (700-17011)	42	135 135 135	9CHY3 (-2)	Y-6	17.5	1/4-1/2
RS40-D12-K	NINJA, FJ RACE	[7]	77-85-77 (700-17011)	44	140	9CHY3 (-3)	Y-6	17.5	1/4-1/2
RS40-D1-K	GSX-R, GS, KZ RACE	[7]	77-93-77 (700-17011)	44	140	9CHY3 (-3)	Y-6	17.5	1/4-1/2

CARBURETOR SPACING: (mm)



KIT PREFIX NUMBER DENOTES CARB VENTURI SIZE IN MILLIMETERS. EG: RS36 = 36MM BORE.

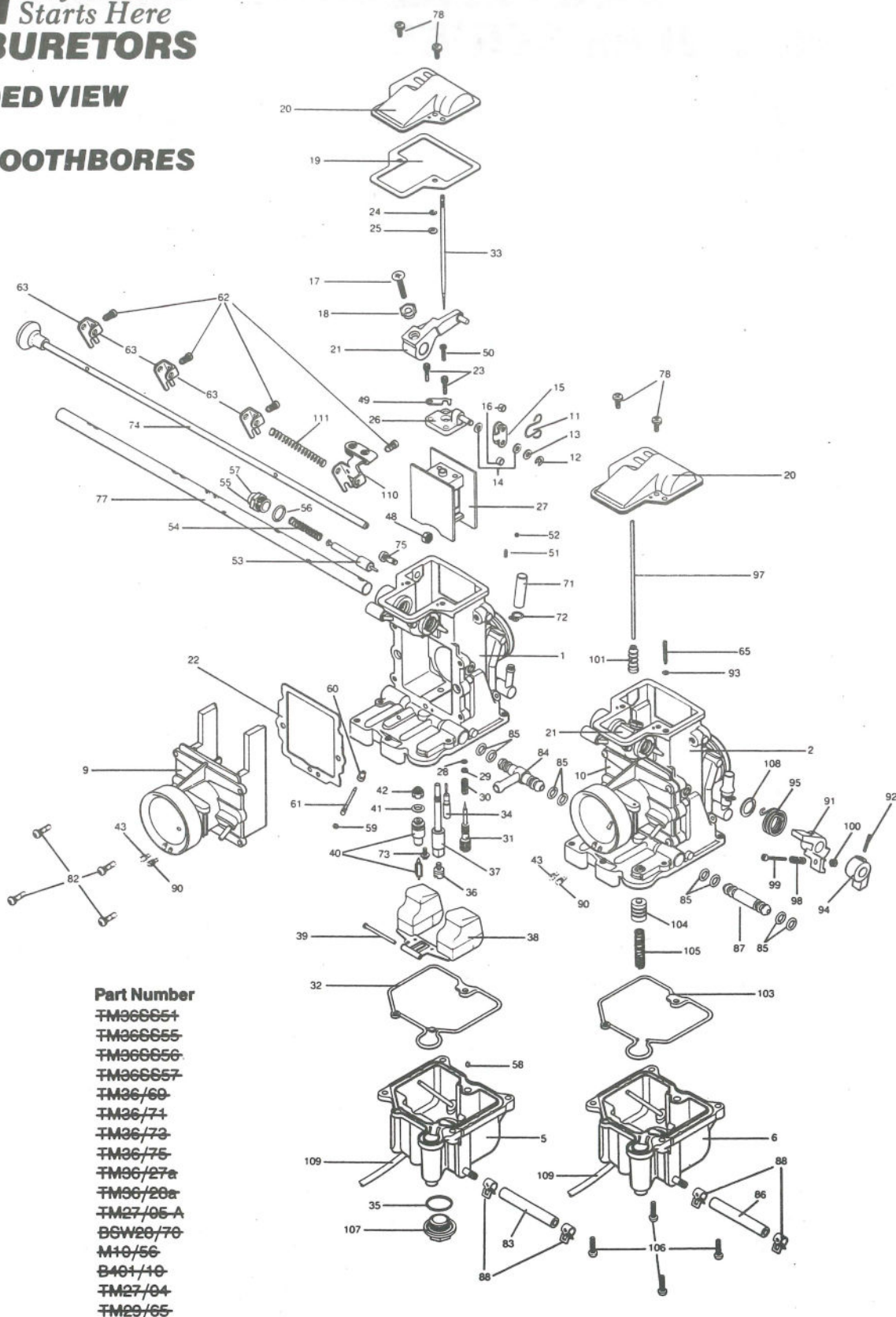
*NOTE: THESE ARE GUIDELINES ONLY. OTHER APPLICATIONS MAY BE AVAILABLE. CONTACT YOUR MIKUNI DISTRIBUTOR. SPECIFICATIONS ARE SUBJECT TO CHANGE.

MODIFICATIONS:

- [1] AFTERMARKET EXHAUST
- [2] AFTERMARKET FILTER/NO AIRBOX
- [3] INCREASE "CC" CAPACITY
- [4] VALVES AND HEAD WORK
- [5] INCREASE COMPRESSION
- [6] IGNITION HI-REV
- [7] COMPLETE RACE ENGINE

MIKUNI *Performance Starts Here* RACING CARBURETORS

TYPICAL EXPLODED VIEW RS-34-36-38-40 RADIAL SLIDE SMOOTHBORES



No. Description

- 1 MIXING BODY
- 2 MIXING BODY
- 3 MIXING BODY
- 4 MIXING BODY
- 5 FLOAT CHAMBER BODY
- 6 FLOAT CHAMBER BODY
- 7 FLOAT CHAMBER BODY
- 8 FLOAT CHAMBER BODY
- 9 FUNNEL
- 10 FUNNEL
- 11 CLIP, T.V. LEVER
- 12 E-RING, T.V. LEVER
- 13 WASHER, T.V. LEVER
- 14 PACKING, T.V. LEVER
- 15 PLATE, T.V. LEVER
- 16 RING, T.V. LEVER

Part Number

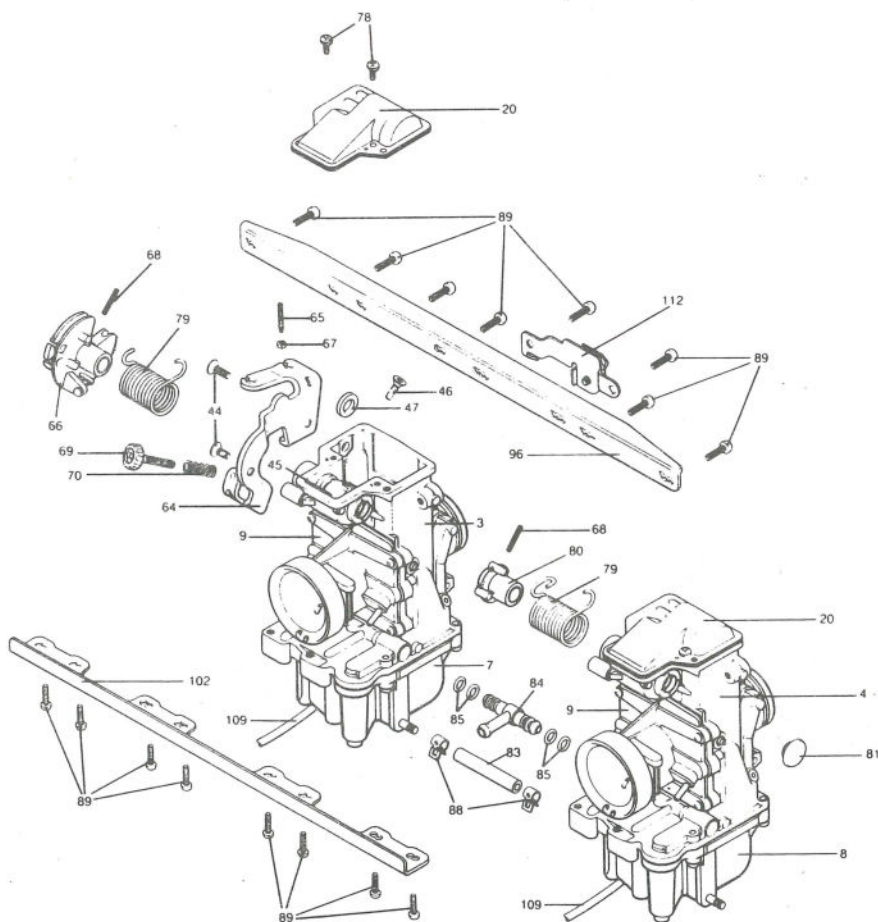
- TM366654
- TM366655
- TM366656
- TM366657
- TM36/60
- TM36/74
- TM36/73
- TM36/75
- TM36/27a
- TM36/20a
- TM27/05-A
- BGW20/70
- M10/56
- B401/40
- TM27/04
- TM29/65

NEW MIKUNI RS SERIES

Legal in California ONLY for racing vehicles which may NEVER be used upon a highway.

No.	Description	Part Number
17	SCREW, SYNCH. LOCK	C5=0518
18	RING, SYNCH. ADJUST	TM36/06
19	GASKET, TOP COVER	TM36/39
20	TOP COVER, CARB.	TM36/50
21	LEVER ASSY, T.V. #1-2-4	TM36/51
22	GASKET, A/FUNNEL	TM36/42a
23	SCREW, 2.5 mm ALLEN	739-13001
24A	E-RING, RS 32-34-36 NDLE	VM20/369
24B	E-RING, RS 38-40 NDLE	BS32/126
25	WASHER, NEEDLE CLIP	VM26/315
26	CONNECTOR PLATE, T.V.	TM36/54
27A	VALVE, THROTTLE 32-34-36	832-42004
27B	VALVE, THROTTLE 38-40	832-42004-01
28	O-RING, FUEL SCREW	NI33.037
29	WASHER, FUEL SCREW	VM12/33
30	SPRING, FUEL SCREW	NI33.206
31	SCREW, PILOT FUEL	604-26003
32	O-RING, F.C.B. #1-3-4	616-94020
33A	JET NEEDLE RS36 BEFORE 12/87	J8-9CHY01
33B	JET NEEDLE RS32-34-36	J8-9DZH01
33C	JET NEEDLE RS38-40	J8-9CHY03
34	PILOT JET	VM28/486
35	O-RING, DRAIN PLUG	VM28/254
36	MAIN JET	NI00.-604
37	NEEDLE JET-568	784-13002
38	FLOAT ASSY	859-32011

No.	Description	Part Number
39	PIN, FLOAT	VM30/160
40	NEEDLE VALVE ASSY	NI49.040
41	O-RING, NEEDLE VALVE	KV/10
42	FILTER, NEEDLE VALVE	VM18/233
43	MAIN AIR JET (PLUGGED)	B5/30/97
44	SCREW, CRANK BRACKET	C5=0512
45	LEVER ASSY, T.V. #3 CARB	TM36/57
46	SCREW, LEVER LOCK	C5=0514
47	PACKING, SHAFT	VM20/174
48	HEXAGON, LOCK NUT	VM18/267
49	PLATE, NEEDLE RETAINER	TM36/12
50	SCREW, T.V. PLATE	C2=0310
51	SPRING, STARTER SHAFT	B21/29
52	BALL, STARTER SHAFT	B21/28
53	PLUNGER, STARTER	NI51-090
54	SPRING, STARTER	VM16/42
55	GUIDE HOLDER, STARTER	640-12002
56	O-RING, STARTER	N138.198
57	CAP, STARTER	NI06-211
58	STARTER JET	VM17/1002
59	O-RING, A/P NOZZLE	N124.063
60	PLUG, A/P NOZZLE	TM29/14
61	PUMP NOZZLE	TM36/43
62	SCREW, START BRACKET	N158.052
63	LEVER, STARTER SHAFT	NI78-656
64	BRACKET, BELL CRANK	TM36/97d
65	ADJUST SCREW, A/P	TM36/48A
66	LEVER ASSY, BELL CRANK	TM36/31
67	HEXAGON NUT, A/P	N2=03-B
68	PIN, THROTTLE BELL CRANK	N138.019
69	ADJUSTER, IDLE	739-55003
70	SPRING, IDLE ADJUSTER	N110.209
71	CAP, VACUUM FITTING	N148.013
72	SPRING CLIP, VAC. FIT	BMK20/120
73	SCREW, NV HOLDER	VM13/216
74	SHAFT ASSY, STARTER	TM36/94a
75	PAN HEAD MACHINE SCREW	C2=0508-B
76	FLAT HEAD MACHINE SCREW	C5=0514
77A	SHAFT, THROTTLE B/C #3	700-17011
77B	SHAFT, THROTTLE B/C #1	700-17012
77C	SHAFT, THROTTLE B/C #3	700-17013
78	SCREW, TOP COVER	CW2=0408
79	SPRING, THRTL. RTRN.	TM36/46a
80	LEVER, RTN. SPRING	TM36/83
81	CAP, SHAFT END	TM36/63-A
82	SCREW, AIR FUNNEL	VM36/133
83	HOSE, FUEL CONNECT	880-44003
84	INLET, FUEL "T"	791-23010
85	O-RING, FUEL JOINT	616-23002
86	HOSE, A/P FUEL	880-44004
87	JOINT, FUEL	792-20014
88	CLIP, FUEL HOSE	E100729-BB
89	SCREW, BRACKET	C2=0512-B
90	PILOT AIR JET	BS30/97-0.8
91	LEVER, A/PUMP	TM36/17
92	PIN, A/P LOCATE	BN30/43
93	O-RING, A/P ADJ.	B30-205
94	LEVER, A/PUMP	TM36/18
95	SPRING, A/PUMP	TM36/45
96	PLATE, TOP BRACKET	TM36/35
97	ROD, A/PUMP	TM36/44
98	SPRING, A/P ADJ.	M12F/46A
99	SCREW, A/P ADJ.	MC-0316-B
100	HEXAGON NUT, A/P ADJ.	N3=03-B
101	CAP, A/P RUBBER	TM36/64
102	PLATE, LOWER BRACKET	TM36/36
103	O-RING, F.C.B. A/P	616-94021
104A	PLUNGER, A/PUMP 8mm	TM36/60
104B	PLUNGER, A/PUMP 12mm	TM36/60a
105	SPRING, A/P 12mm	VM14SC13/89
106	SCREW, FLOAT BOWL	C2=0412-B
107	PLUG, DRAIN	VM33/77
108	RING, A/P SPRING	E204-040
109	HOSE	880-23020a
110	LEVER, STARTER CABLE	TM36/63
111	SPRING, STARTER BRACKET	730-06027
112	BRACKET, STARTER CABLE	TM36/61



PART NUMBER (000-000) = NO AVAILABLE STOCK

TUNING COMPONENTS

MIKUNI RS SERIES CARBURETORS

All Mikuni RS Series Carburetor Kits are designed to be a bolt-on application, and as such, are set up and jetted properly as sold for your particular motorcycle application. Carburetor Kits are jetted and tuned for use on a stock production model motorcycle or a production model motorcycle with bolt-on modifications like a tuned exhaust system, and with the stock airbox removed and the carburetors using less restrictive individual clamp-on air filters.

Major engine modifications like higher compression pistons and racing camshafts may require minor tuning adjustments to your RS Series Carburetors. But for most applications the advanced design of these carburetors and their unmatched sensitivity to supply an engine's fuel mixture requirements throughout a wide range of modifications allow these carburetors to come jetted correctly for most applications.

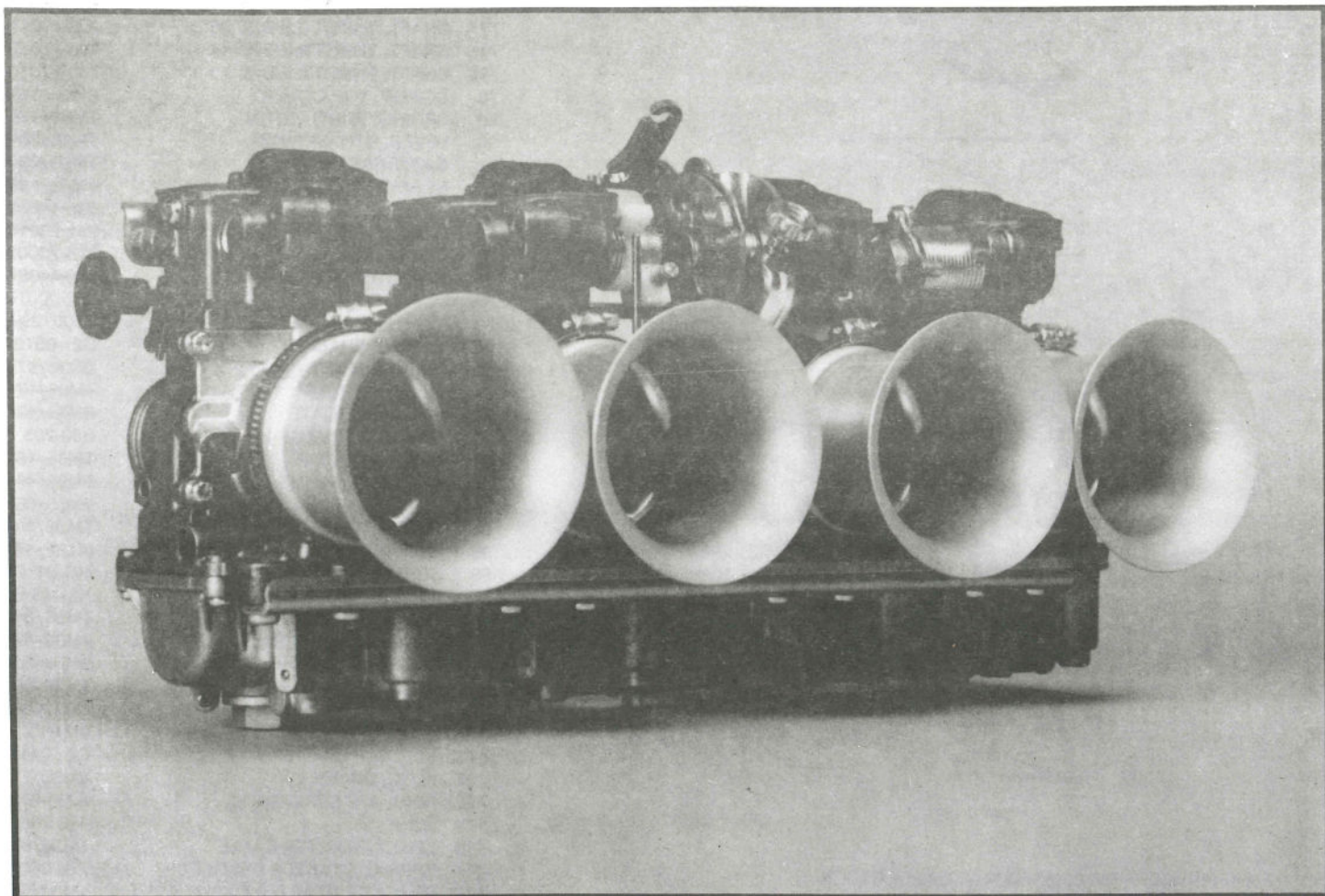
Before attempting any jetting changes which you feel are needed, first refer to the carburetor specification chart in this manual and check if your carburetors are equipped with the recommended jetting for your particular RS Series Carburetor and motorcycle applications.

The accompanying diagram shows which jetting circuits in the RS Series Carburetors are the principal operating circuits for a specific amount of opening of the throttle slide. The jetting circuit being affected is determined by the throttle slide opening...and not by engine RPM.

FUEL METERING CIRCUITS:

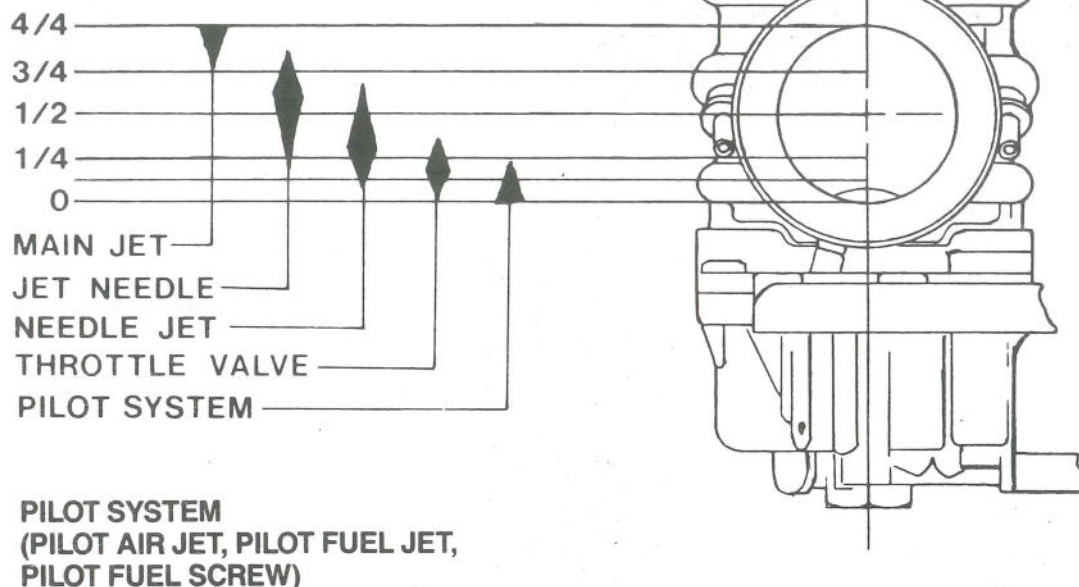
- **Closed Throttle:** *Choke/Starter System* Fuel mixture enrichment system for cold starting. Pull lever OUT for cold starting, push lever IN as engine warms up.
- **Closed Throttle to $\frac{1}{8}$ Throttle:** Idle circuit consisting of the *Pilot Jet*, *Pilot Fuel Screw* and *Pilot Air Jet*. *Idle Adjustment Screw* raises or lowers throttle slide height to control engine idle speed. *Pilot Fuel Screw* meters fuel with standard setting $\frac{1}{8}$ to $\frac{1}{2}$ turn out maximum.
- **$\frac{1}{8}$ to $\frac{3}{4}$ Throttle:** Fuel metering components in this range are the *Needle Jet* and the *Jet Needle*. Raising the circlip at the top of the needle lowers the needle into the needle jet, making the mixture leaner. Lowering the clip and raising the needle makes the mixture richer.
- **$\frac{3}{4}$ to Full Open Throttle:** *Main Jet*. The larger the jet number, the richer the jet.
- **Throttle Response.** Controlled by the accelerator pump system. Use adjustment screws to set operation beginning at $\frac{1}{4}$ Throttle and end operation at $\frac{3}{4}$ Throttle. The accelerator pump system should not be in operation when jetting changes are being made (see Installation Instructions).

Any testing for carburetion jetting or adjustments to the idle circuit should be done with the engine at normal operating temperature.



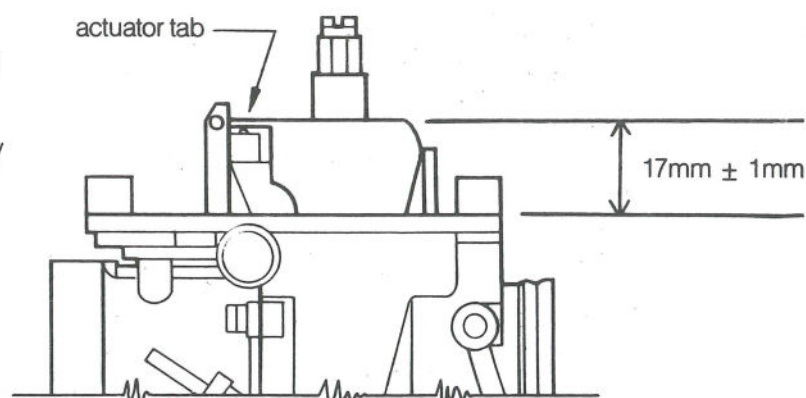
THROTTLE SLIDE POSITION:

The carburetor's tuning components functional range.

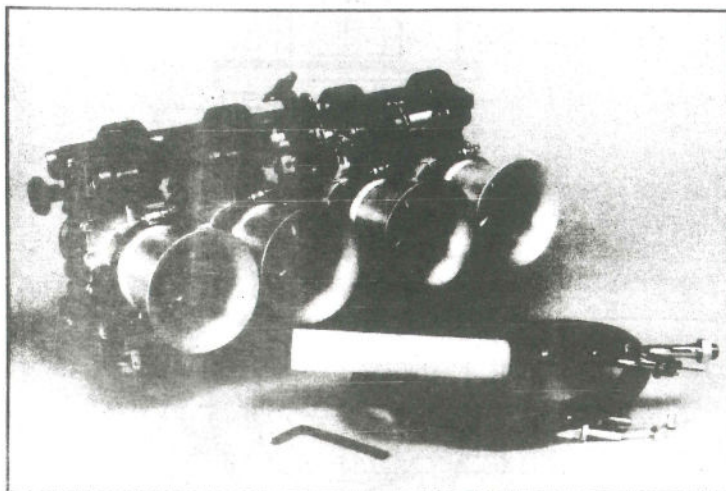


FLOAT LEVEL ADJUSTMENT:

Invert carburetors and remove float bowls. Float Assembly's actuator tab should just begin contact with Needle Valve Assembly when bottom of Float Assembly is 17mm from carburetor bottom as shown. Make required adjustments by bending actuator tab.



MIKUNI ACCESSORIES



MIKUNI PUSH/PULL THROTTLE ASSEMBLY

A push/pull throttle assembly is required with the use of all Mikuni Racing Carburetors to assure the positive closing of the carburetor throttle slides against the high vacuum pressures encountered in racing engines. The Mikuni Push/Pull Throttle Assembly includes a twist throttle assembly and both throttle cables with adjusters.

PUSH/PULL THROTTLE ASSY, Part No. KRS-001

MIKUNI VELOCITY STACKS

Velocity stacks improve the air flow into the carburetors to increase induction efficiency and increase horsepower on racing engines where air filters are not required. Set of 4 velocity stacks fits all Mikuni Rs Series Carburetors and other carburetors with 55mm O.D. intake bells. Choose length depending on chassis clearance and desired tuning characteristics (short length-peak RPM power; medium length-mid RPM power; long length-broad low RPM power).

15mm Mikuni Velocity Stacks Part No. KRS-007

30mm Mikuni Velocity Stacks Part No. KRS-002

50mm Mikuni Velocity Stacks Part No. KRS-003

70mm Mikuni Velocity Stacks Part No. KRS-004



MIKUNI POCKET TUNER

A handy pocket size slide calculator which can be used to determine required main jet changes in Mikuni carburetors due to changes in ambient temperature, altitude, or both. The Pocket Tuner is applicable to both single and multi-carburetor applications on two-stroke and four stroke engines. It also comes with a guide for determining rich or lean carburetor conditions.

MIKUNI POCKET TUNER, Part No. MK-550-TNR

MIKUNI *Performance Starts Here* **RACING CARBURETORS**

MIKUNI RS SERIES

INSTALLATION MANUAL

CONGRATULATIONS and THANK YOU for choosing MIKUNI CARBURETORS, the Leader in High Performance Induction Systems. PERFORMANCE STARTS HERE, a statement you will come to hear, see, and feel.

NOTICE: According to EPA Federal Regulations, this product is intended "for competition and off road use only" when used on motorcycles manufactured after January 1, 1979. Legal in California ONLY for racing vehicles which may never be used upon a highway,

You have selected a precision set of carburetors, and as with any fine piece of performance equipment, proper installation and care will assure you many years of service and riding enjoyment.

INSTALLATION-SAFETY PROCEDURES AND CAUTIONS

1) READ the installation instructions thoroughly prior to the installation of this RS kit. All procedures should be done exactly as described in these instructions, paying special attention to the following items.

2) Mikuni RS Series Carburetors require the use of a Push/Pull Throttle Assembly to assure positive closing of the throttle slides under high performance applications, because of the high vacuum encountered. You may use either your bike's original equipment (OEM) Push/Pull Throttle Assembly if it is so equipped, or an OEM Push/Pull Throttle Assembly from another model that fits your bike. Also available from your Mikuni dealer is the Mikuni Push/Pull Throttle Assembly: KRS-001.

3) On installation the THROTTLE CABLES should not be pinched or restricted by the installed fuel tank, bodywork, and or the front fork assembly when the forks are turned through their full range of motion.

4) GASOLINE is extremely flammable and can be explosive under certain conditions. Before attempting to install or service your Mikuni RS Series Carburetors, the following safety precautions should be followed: A) Make sure your work area is well ventilated and free from any source of flame or sparks, i.e., appliances with pilot lights, such as water heaters, clothes dryers, or space heaters, etc. B) Before removing the fuel tank the fuel petcock should be in the "OFF" position and the fuel line should be well clamped or plugged.

INSTALLATION-ORIGINAL EQUIPMENT REMOVAL

Your engine should be in good running condition prior to installing your MIKUNI RS Series Carburetors. This is a good time to perform a tune-up.

- 1) Remove the seat, left and right side panels.
- 2) Disconnect the negative (-) battery cable.
- 3) Turn the fuel petcock to the "OFF" position and disconnect the fuel line at the carburetors. Plug or clamp the fuel line.
- 4) Remove the fuel tank.
- 5) Loosen the carburetor mounting clamp screws.
- 6) Disconnect the breather hose, throttle cable and loosen the air boots to the air box. Observe the stock routing of the throttle cables, route your new throttle cables in the same way.
- 7) Remove the stock carburetor assembly.
- 8) Remove the stock air box assembly...you will now need to use aftermarket individual air filters. EXAMPLE: K & N, Unifilter, Vance and Hines, or of a similar design.

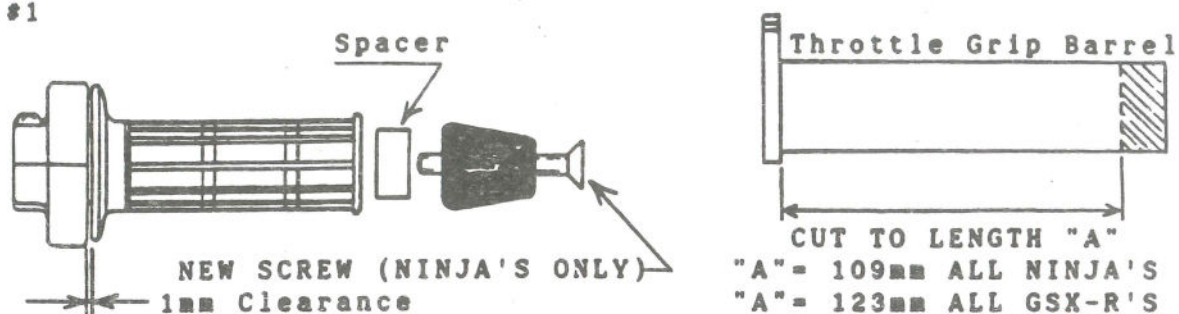
GSX-R 750/1100 AIR BOX REMOVAL

- 1) Remove the breather hose from the air box.
- 2) Remove the filter cover and filter element.
- 3) Remove the air box retainer brackets from the air box and frame.
- 4) Remove the intake manifolds from the cylinder head.
- 5) Remove the bolts holding the emissions canister plate and remove the canister.
- 6) Disconnect and remove the alternator.
- 7) All these steps should be taken to provide the necessary space to maneuver the air box out through the top of the frame.
NOTE: If possible at this point set the motorcycle with the air box in the direct sunlight for about an hour to relax the plastic air box.
- 8) Gradually remove the air box through the top of the frame. Be careful, it is tight, but it will come out.

INSTALLATION-MIKUNI RS SERIES CARBURETORS

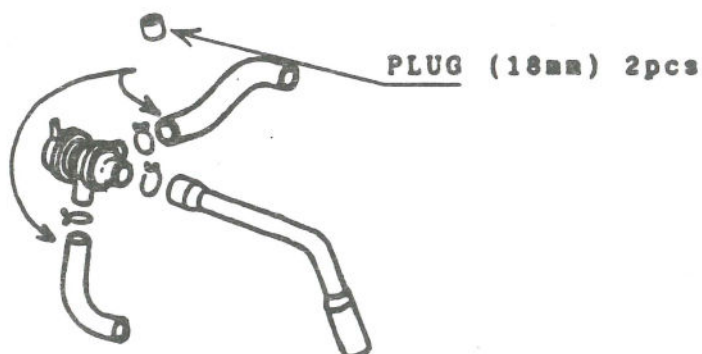
- 1) Clean the area around the carburetor installation. Inspect the intake manifolds for cracks or damage, and replace as necessary.
- 2) Place the RS Carburetors on the engine cases.
- 3) Slip the new push/pull throttle assembly on the handlebar and route the throttle cables in the same manner as the original cables. **IMPORTANT:** Make sure you leave a clearance of 1mm between the throttle housing and the rubber grip. See Fig #1.

FIG. #1



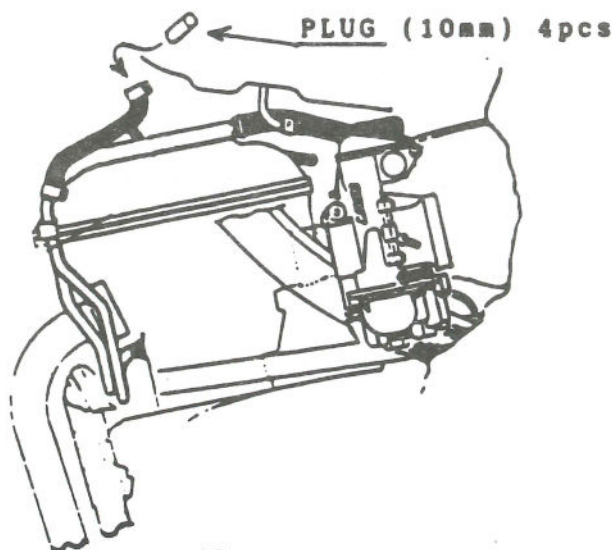
- 4) Ninja 600/750/900/1000, install the vacuum switch plugs. See Fig. #2.

FIG. #2



- 5) Katana 600 and GSX-R 750 (1988 models), install the E.G.R. plugs (included). See Fig #3.

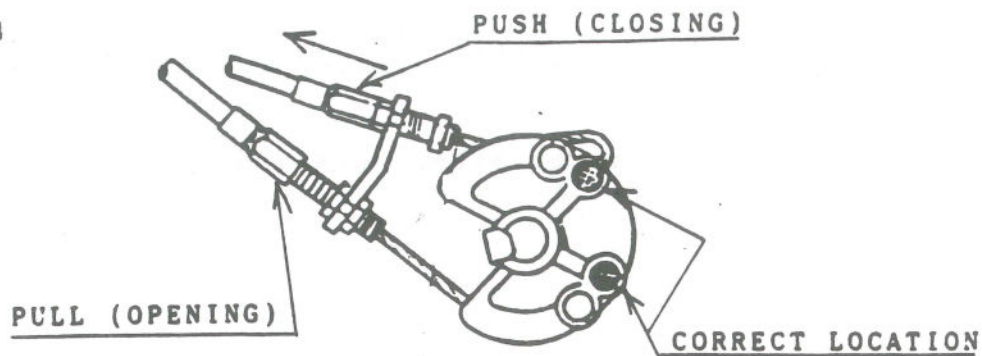
FIG. #3



INSTALLATION-MIKUNI RS SERIES CARBURETORS

6) Install the throttle cables to the carburetor as in Fig #4.

FIG. #4



7) Slip the carburetors into the stock rubber manifolds firmly, until seated, tighten the manifold clamps. NOTE: WD-40 will ease insertion of the carburetors.

NOTE A: Katana 600 model will require new manifold hose clamps (included).

NOTE B: GSX-R 750 (1988 models) it is necessary to install the rubber spacer (included) between the alternator and the #3 float bowl. See Fig. #5.

NOTE C: FZ 600 models require the use of manifold adapters with o-rings and set screws. See Fig #6.

FIG. #5

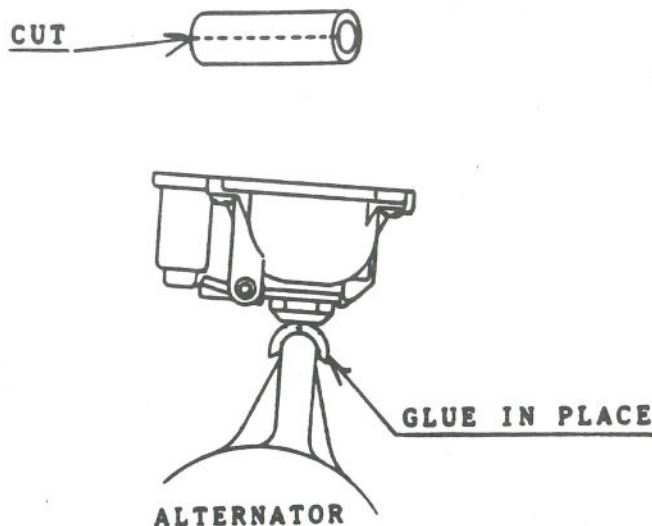
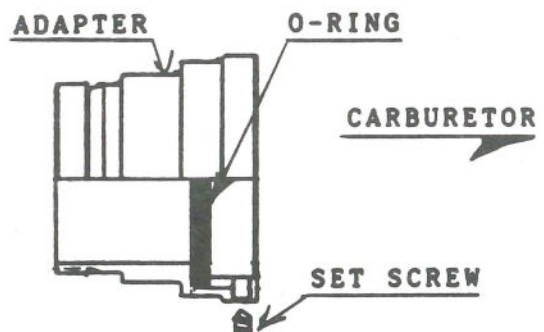


FIG. #6

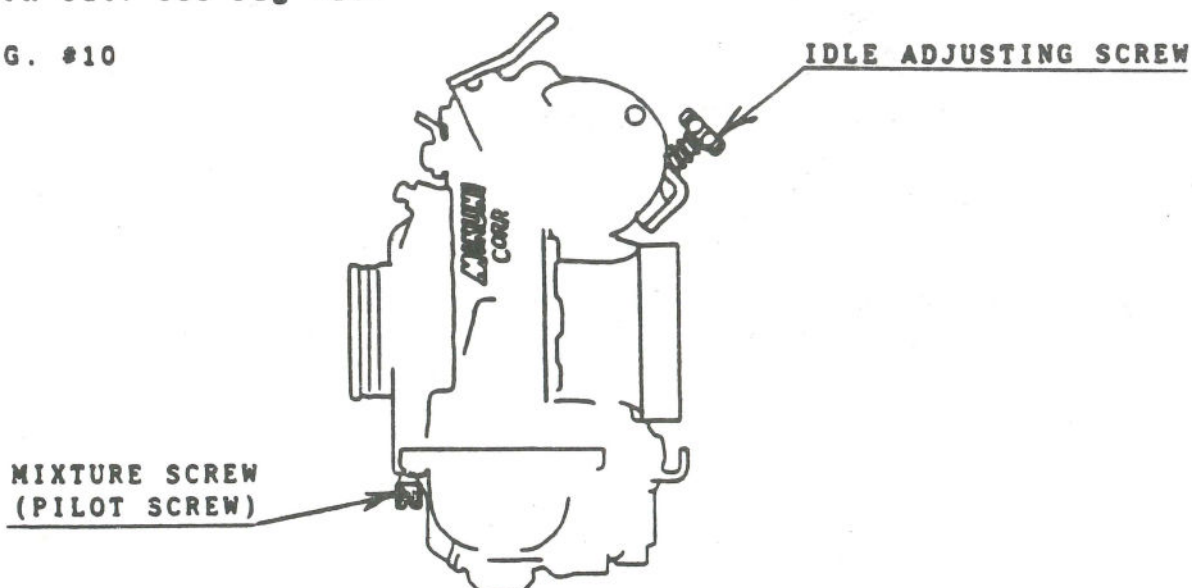


9) Adjust the throttle cable free play to your model's factory specification to allow the throttle to close fully.

INSTALLATION-MIKUNI RS SERIES CARBURETORS

- 10) Install the fuel lines (included, must cut to length) as shown in Fig. #7.
- 11) Connect the original vacuum hose from the fuel petcock to the vacuum fitting on the closest carburetor for normal petcock function.
- 12) Install the crankcase breather hose and route it so it is away from and on either side of the rear tire. Excessive blow-by could cause rear tire slippage if the hose ends in front of the rear tire. See Fig #8.
- 13) Install the fuel tank and secure the fuel hose at the petcock and at the carburetor with the hose clamps supplied. NOTE: The fuel "T" does not require hose clamps.
- 14) Install your air cleaners as suggested in Fig. #7. Note the special positioning for certain applications.
- 15) It may be necessary to make final throttle cable adjustments to insure complete, smooth throttle return with the handlebars in the lock to lock position.
- 16) Turn the fuel petcock to the prime (PRI) position, wait a few minutes and check for any fuel leaks.
- 17) The accelerator pump system will require some priming to remove any air in the system. See additional information on this feature in Fig #9.
- 18) Start the engine, allow the engine to idle, close the starter (choke) system as the engine warms up.
- 19) Set the idle RPM using the idle adjusting screw. See Fig #10.
- 20) Set the idle fuel mixture using the pilot screw at about 1/2 turn out. See Fig #10.

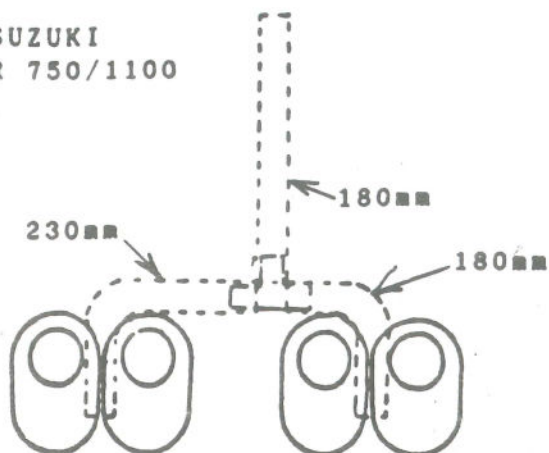
FIG. #10



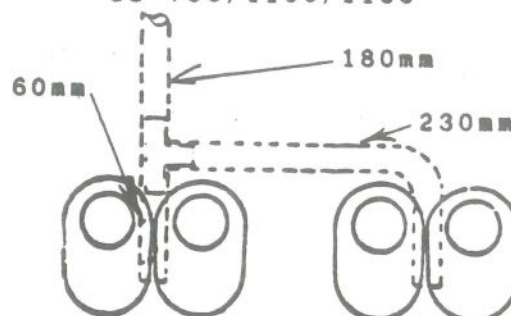
INSTALLATION-MIKUNI RS SERIES CARBURETORS

FIG. #7: FUEL HOSE ROUTING AND AIR FILTER POSITION

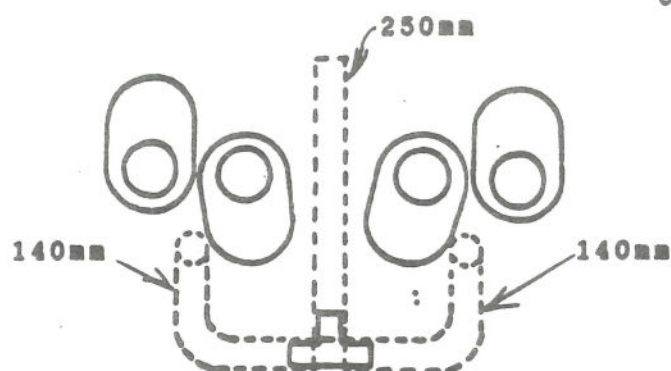
SUZUKI
GSX-R 750/1100



KAWASAKI
NINJA 750/900/1000
SUZUKI
GS 750/1100/1150



YAMAHA
FJ 1100/1200



SUZUKI
KATANA 600

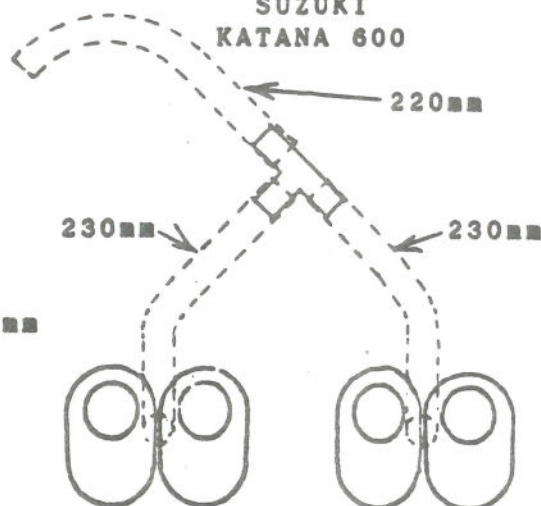


FIG #8: CRANKVENT HOSE ROUTING

FROM VALVE COVER

ATTACH TO FRAME WITH
NYLON CABLE TIES

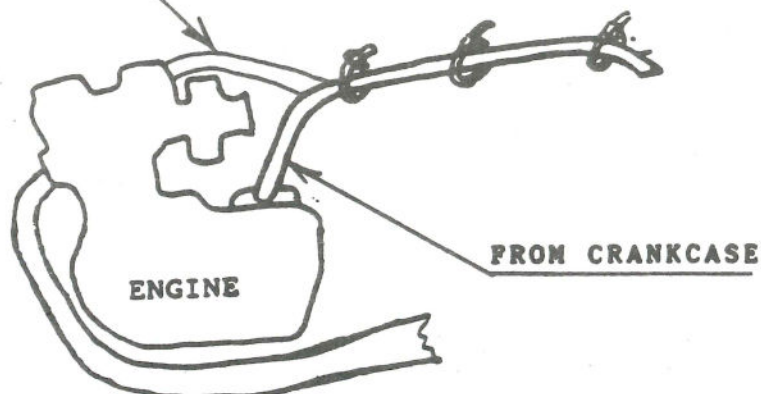
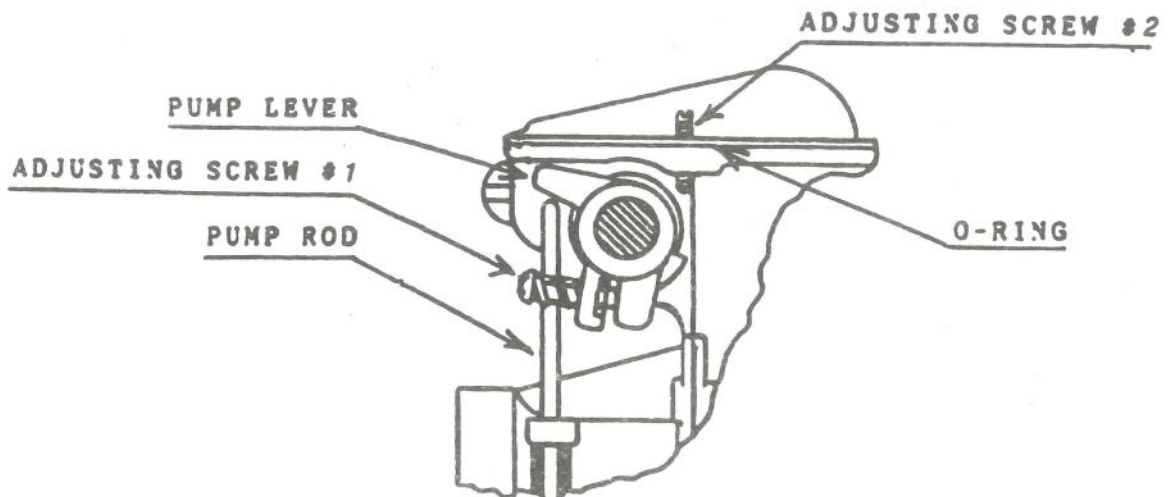


FIG. #9: ACCELERATOR PUMP SYSTEM



NOTE: Do not remove the o-ring between the top cover and the main body of the carburetor.

1) BASIC COMPONENTS:

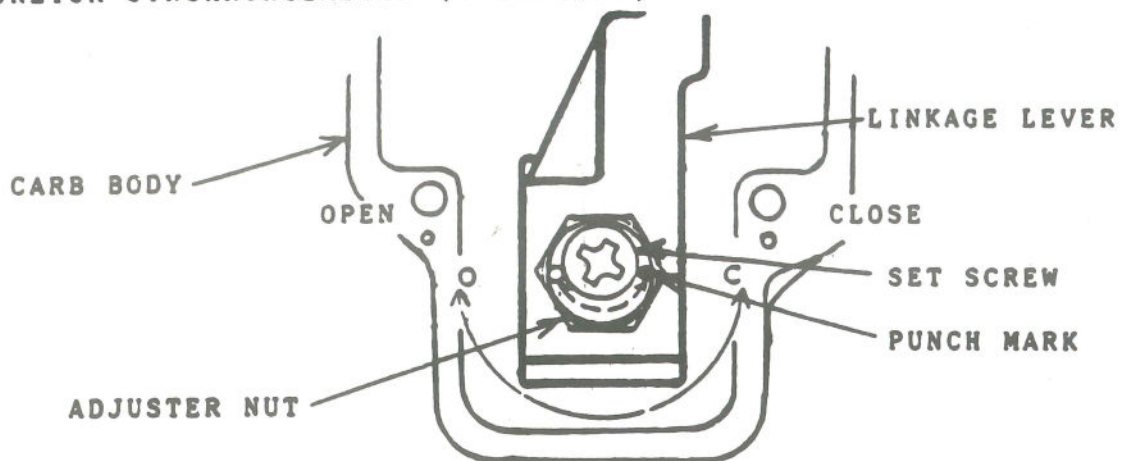
- A) Adjusting screw #1: This is used to set the point at which the pump stroke starts (throttle position).
- B) Adjusting screw #2: This is used to limit the stroke (duration).
- C) Accelerator pump rod and pump lever: The pump lever pushes the pump rod down which then pushes a piston (plunger) down and then displaces a measured amount of fuel through a pump nozzle in the bore of the carburetor and into the intake tract.

2) BASIC ADJUSTMENTS:

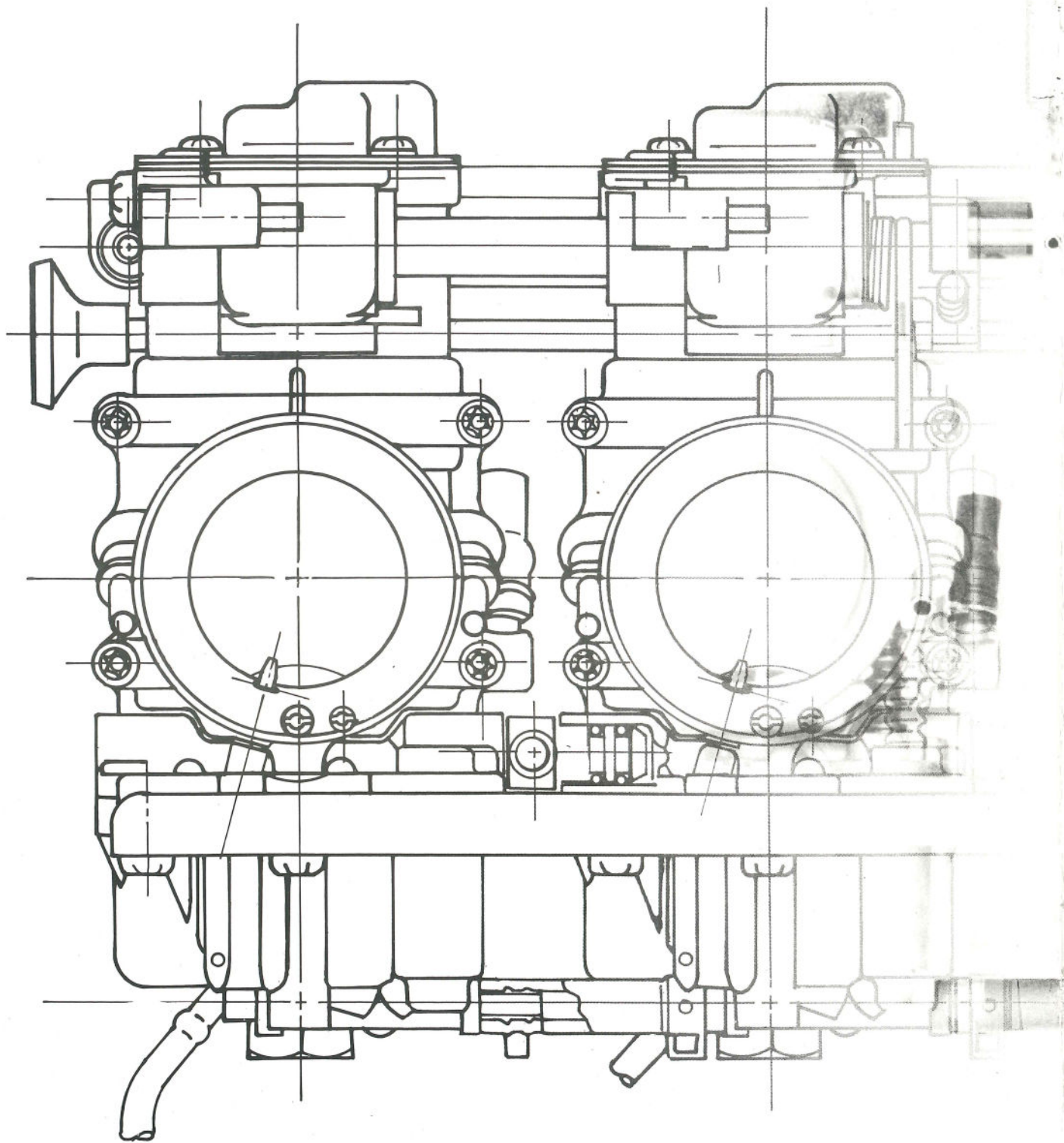
- A) Adjusting is done with the engine "OFF" and the air filter removed.
- B) The first adjustment is made by setting the #1 screw. Set the screw so the pump rod just starts to move down at 1/4 throttle opening.
- C) The #2 screw should be set to limit pump rod movement at 3/4 throttle opening.
- D) Before starting your engine, the accelerator pump should be primed by pushing down the pump rod with your finger until fuel can be seen squirting from the pump nozzle.

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CARBURETOR SYNCHRONIZATION (BALANCING)



1. The MIKUNI Synchronizing System is designed to use very few parts and be very easy to adjust.
2. Use a manometer or similar device connected to the fittings on the carburetors near the intake manifolds. You are then able to check proper carb synchronization. If the carburetors are not in synch or become mis-adjusted follow the steps below.
 - A) With the engine running and the carb top covers removed, locate the carb out of synch with the manometer.
NOTE: Carb #3 is the standard by which others are set.
 - B) Loosen the set screw so you can turn the adjuster nut.
 - C) Turn the adjuster nut a small amount in the direction necessary as shown above, tighten the set screw.
 - D) Snap the throttle several times and repeat item "B" if necessary.



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