

ATTENTION: The no overflow tube on Alcohol Resistant Fl & Bowl Kit. Shut yo petcocks off when yo turn off your bike!!

INSTALLATION OF BING FLOAT & BOWL KIT

- WARNING:** Open kit packages with care...there is an extremely small, hairpin clip that usually clings to plastic surface, and has, in the past, been inadvertently discarded. It is best to open kit on a clean solid surface.
- WARNING:** There is a LEFT and RIGHT fuel bowl, installing them wrong will definitely lead to an inoperative cold-start choke circuit.
- WARNING:** The included starting-jets must be installed in the bowl's fuel pickup chamber that has been *Pre-*drilled into the main fuel area.
- WARNING:** The final float-arm check and adjust procedure must be repeated after 5 hours of engine run time. This will allow sufficient time for *float* tip compound and float needle plunger spring memory to stabilize - especially when exposed to gasohol.
- WARNING:** The new float hinge-pins are identical to the ones presently installed in your carburetor. Note the serrations at one end of the pin. These serrations MUST NOT be driven through the hinge mounting ears. Pay particular attention to the removal procedure regarding these pins.

warning: Bead done w/ EARS of Bowl

REMOVAL OF OLD FLOATS

Before removing old floats, compare their shut-off adjustment with each other. If one set of floats is adjusted slightly higher or lower than the opposite carburetor, there is an excellent chance that the carburetor balance procedure was "unbalanced" to compensate for the difference in fuel height. If this is the case, a slight "popping" will be noticed upon deceleration in the cylinder associated with the low float setting. The "popping" will be exaggerated with the new fuel system installation. After removing the old float needles, compare their tips under a magnifying glass. An obvious large difference in tip deformation between the ~~two~~ needles will cause the same unbalance - even though the float height setting is identical.

1. The serrated end of the hinge pin must not be driven through the mounting ears. Locate the tapered end of the pin, and using an appropriate punch, lightly tap the pin until its serrations leave the hole in which they were press-fitted. In most cases, the tapered end is always facing the outboard side of the carburetor, and can be driven inward for removal, unless they were installed backwards at some previous time.
2. If serrations are facing the outboard side, the carburetor must be removed from the engine in order to gain access to the tapered end.

INSTALLATIONS OF NEW COMPONENTS

1. Insert new hairpin retaining clip into the float needle's spring loaded plunger.
 - A. The hairpin clip is not used on carbs #64/32 thru 20.
2. Install the float needle and clip onto the new float arm.
3. Making sure that the clip stays in place, insert the float needle into the inlet valve, and position the float *ARM* between the two mounting ears.
4. Insert the new hinge pin's tapered end into the inboard mounting ear, and push it through the entire assembly as far as it will go. The tapered end should be slightly penetrating the outboard ear at this time.
5. Using a good pair of channel lock pliers, position the extended jaw on the serrated end of the hinge pin, the shorter jaw on the ear that will receive the serrations — **DO NOT SPAN BOTH EARS AS THIS WILL MOST CERTAINLY LEAD TO A BROKEN CARBURETOR HOUSING.** Press pin until end is flush ear.