

INSTRUCTIONS

WW 65-672 RECALIBRATION KIT

CAUTION:

- 1) Read completely prior to installation.
- 2) All parts should be inspected prior to installation for proper fit and function by a qualified mechanic. Installation must be in accordance with the Original Equipment Manufacturer's (OEM) service manual by a qualified mechanic.
- 3) Allow engine to cool before beginning installation.

WARNING:

- 1) When working with gasoline or any type of fuel, always work in a well ventilated area and away from any open flame, pilot lights on heaters, etc.
- 2) Before riding motorcycle make sure throttle works properly and there are no gasoline leaks.
- 3) Not legal for sale or use on California pollution controlled motor vehicles.

INSTALLATION PROCEDURES:

- 1) Remove carburetor. Refer to appropriate OEM service manual for procedures.
- 2) Remove vacuum camber top, spring and piston (slide) assembly. Remove spring seal and needle. Using the 3.5 mm drill bit in the kit, enlarge the vacuum port located adjacent to the needle in the bottom of the piston. Clean and de-burr piston.
- 3) Assemble needle, E-clip and adjusting washers from the kit (see setup chart for clip position, store extra washers on top of E-clip). Reassemble in reverse order of disassembly using the new spring from kit (note: on 1988-1989 models low end performance may be better with the stock spring).

4) Replace main jet and main jet holder with parts supplied in kit (see setup chart for recommended main jet size). Refer to appropriate OEM service manual for procedures.

5) Locate the idle mixture screw plug directly under the throttle shaft engine side of carburetor. Center punch plug and carefully drill through the plug with the 5/32" twist drill provided. Use caution to drill only through the plug without damaging the adjuster screw below. Thread the sheet metal screw provided into the plug. Remove screw and plug with pliers. Turn screw clockwise until seated - DO NOT OVER TIGHTEN! back out (counter-clockwise) 3 complete turns.

6) Replace carburetor. Refer to appropriate OEM service manual for procedures.

TUNING:

Adjust jets as necessary to achieve optimum performance.

1) Idle mixture screw controls performance on idle and slightly open throttle. Adjust screw counter-clockwise for a richer mixture and clockwise for leaner.

2) Needle position controls mixture in mid to upper throttle range. Move E-clip or insert adjusting washer under clip to raise or lower needle. Raise needle for richer mixture and lower for leaner. Note: adjusting washers move needle 1/2 as much as moving clip - use them for fine tuning.

3) Main jet size controls mixture in upper to full throttle range! Increase jet number for richer mixture and lower number for leaner.

WARNING:

AVOID PROLONGED OPERATION WITH A LEAN MIXTURE - SERIOUS ENGINE DAMAGE COULD RESULT.

TUNING SETUP

CARBURETOR TYPE	NEEDLE TYPE	E-CLIP POSITION	ADJUSTING WASHERS	MAIN JET	FUEL MIXTURE
1988-1989 (without accelerator pump)	Pointed tip	4 from top	as needed	170	3 turns
1990-up (with accelerator pump)	Blunt tip	3 from top	as needed	160	3 turns