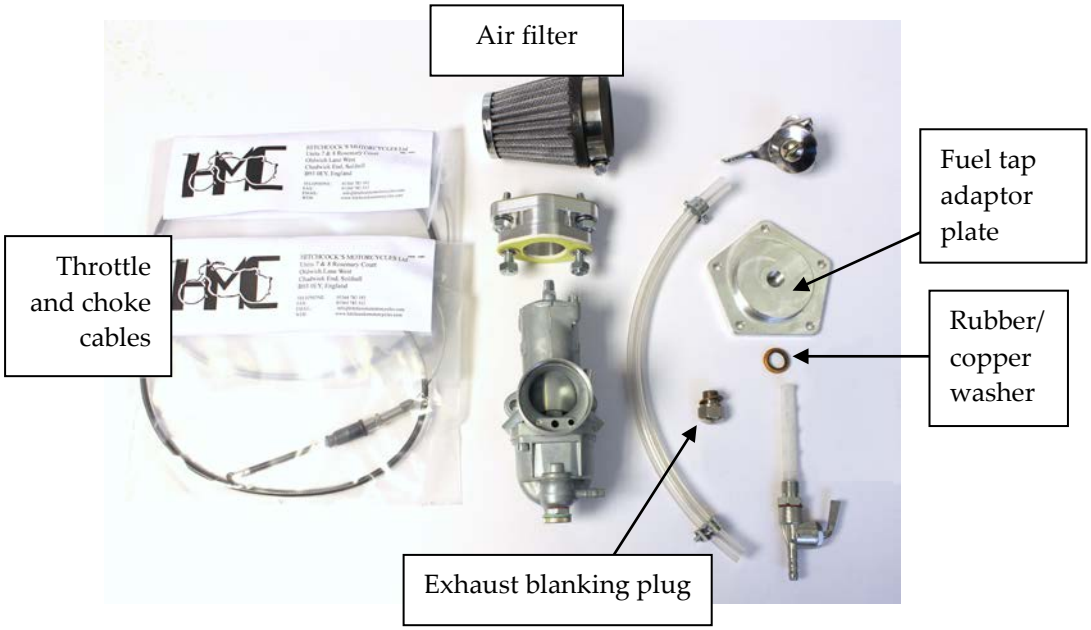
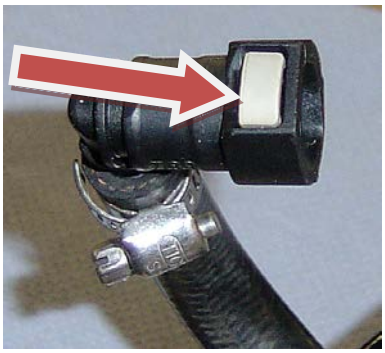


1. Remove seat and tank securing bolts.

2. Disconnect the battery.



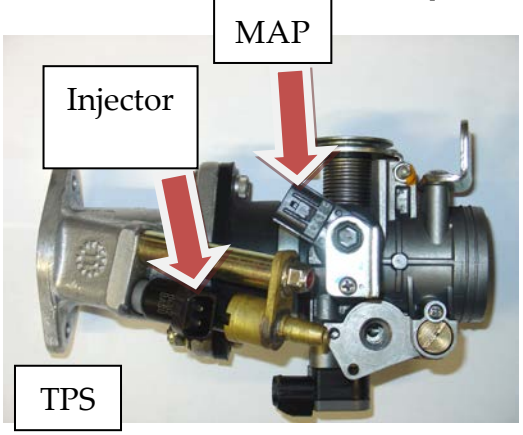
3. Disconnect fuel level sensor, fuel pump lead and overflow pipe from the base of the petrol tank. Disconnect fuel pipe from fuel pump – the using the release tab on the pipe union if fitted [arrowed in picture]. Remove fuel tank.

4. Remove connector from cylinder head sensor (see picture below).

5. Remove both throttle cables from twistgrip – one secured by a nut, the other by a clip and screw. It is necessary to remove both screws from the switch module to separate the halves.

6. Remove Bi-starter (cold start) cable and lever from handlebar switch module. It is necessary to remove both screws from the switch module to separate the halves. Refit left-hand switch module to handle bar.

7. Remove TPS and MAP connectors from throttle body and remove injector sensor plug from injector [arrowed in picture below].



8. Cut nylon tie on air hose. Undo two socket screws holding injector body to cylinder head. Remove entire throttle body assembly and spacer with throttle and bi-starter cables attached and remove rubber air hose.

9. Remove the injector from the body and re-connect it to the loom. Secure the injector out of the way (on the frame).

10. Fit chrome choke lever to handlebar.

11. Fit the two supplied carburettor mounting studs (double threaded 6mm x 8mm) to the cylinder head – do not tighten beyond 8ft/lbs.

12. Fit the manifold gasket and manifold to the cylinder head – do not tighten beyond 8ft/lbs.

13. Attach throttle and choke cables to carburettor.

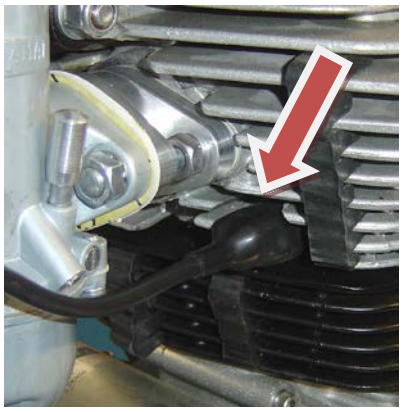
14. Attach throttle cable to twist grip using the supplied ferrule. Refit right-hand switch module to handle bar. Attach choke cable to handlebar mounted choke lever.

15. Fit carburettor to cylinder head – SECURE BUT DO NOT FULLY TIGHTEN.

16. Fit supplied air filter to carburettor.

17. With fuel tank drained of fuel, remove the five fuel pump fixing screws and remove the fuel pump assembly.

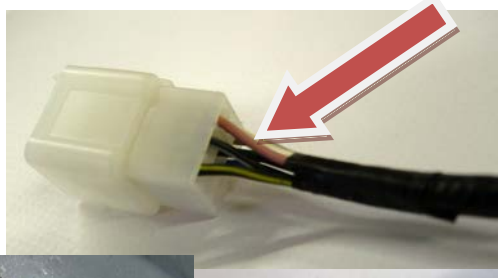
18. Fit fuel tap with rubber/copper washer to adaptor plate and fit tap assembly plate to tank using original O ring – the plate is not symmetrical and can be fitted in only one orientation.



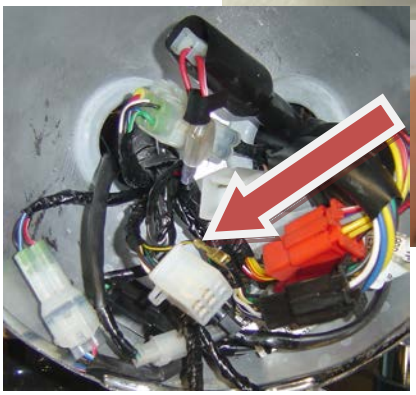
19. Reconnect cylinder head temperature sensor as shown in photograph on left.

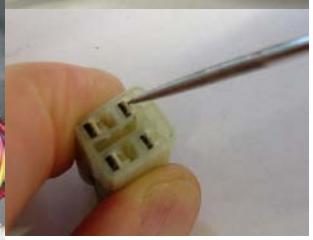
20. Tighten all fixings. NOTE: to avoid distorting the carburettor body do not over-tighten the carburettor fixing nuts, tighten to no more than 4ft/lbs.

21. Replace fuel tank, connecting overflow pipe and fuel level sensor plug to the very short lead under tank.



22. With the wiring left as it is the 'Malfunction Indicator Lamp' [MIL] will remain on at all times. This has no detrimental effect on the running of the bike and this is the option we suggest. Alternatively the following steps may be taken which will leave the MIL 'off' at all times – this too will have no detrimental effect on the running of the bike. i] Remove headlight glass and reflector to access BROWN MIL lead located in a six pin block connector – arrowed in photographs on right. ii] Disconnect plug from the socket. iii] With a very





narrow screwdriver carefully detach the brass pin from the block connector by pressing its sprung tab. iv] Insulate the pin.

23. Replace the oxygen sensor on the exhaust pipe with the supplied blanking plug.

24. Re-connect battery. Refit seat and both side panels.

Method for setting idle speed

Allow the engine to warm-up. Set the pilot air screw at 1½ turns out. Set the throttle stop screw at a fast idle speed, about 20% above normal. Adjust the **pilot air screw** to increase the engine speed to its fastest possible – as you turn the screw 'out' eventually the engine will falter; equally as you turn the screw 'in' eventually the engine will falter. The ideal setting for the pilot air screw is mid-way between those two points. At that setting the engine speed should be at its highest.
Adjust the **throttle stop screw** to achieve a target idle rpm speed.
Again adjust the **pilot air screw** to allow the engine to achieve its highest possible speed. Finally, adjust the **throttle stop screw** to settle the engine at the correct idle speed.

NB – the sequence is **1. pilot air screw/*fast.* 2. throttle stop screw/*slow***

Choke operation on the Concentric carb.

- **In cold weather or for cold starting**, with the choke lever on the left hand side of the handlebar the lever should be pushed forward as shown in the picture.

- **For normal running,** With the choke lever on the left hand side of the handlebar the lever should be pulled towards the rider.