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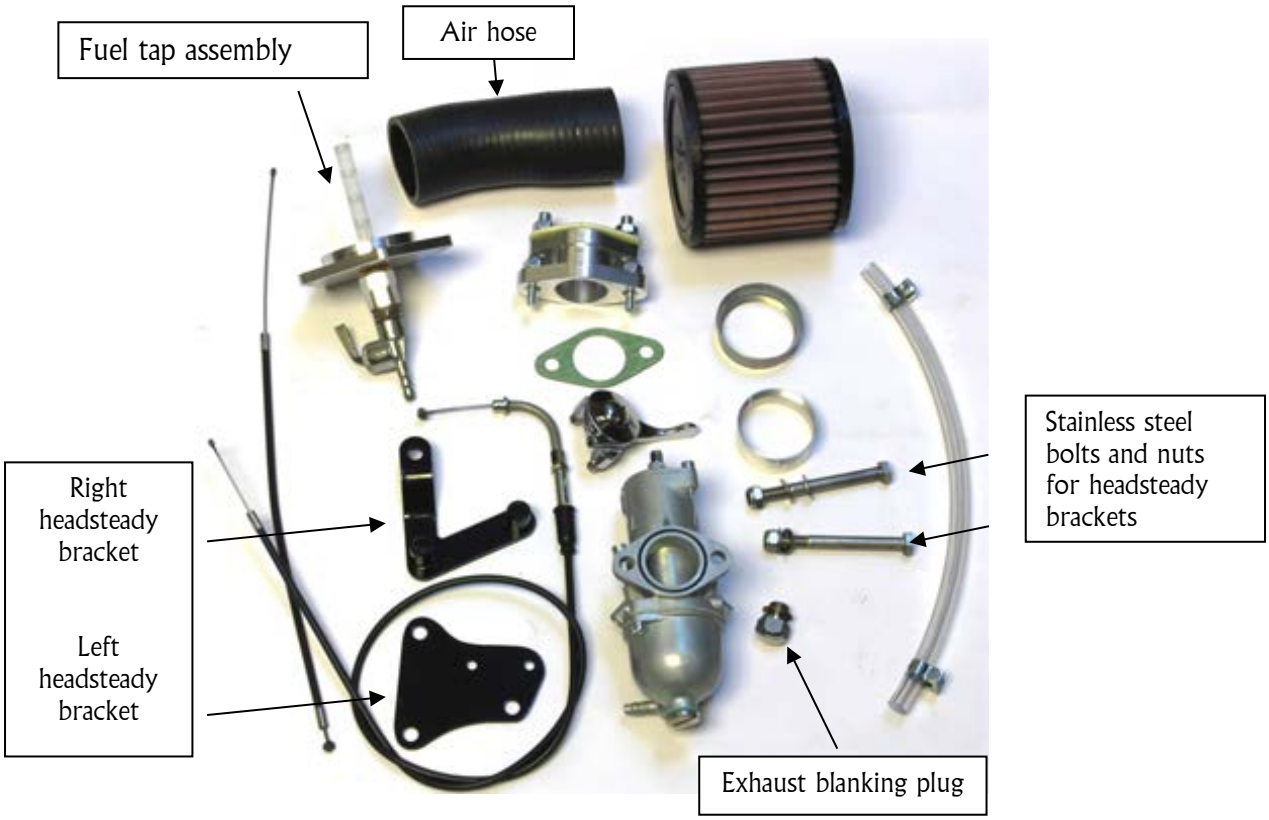
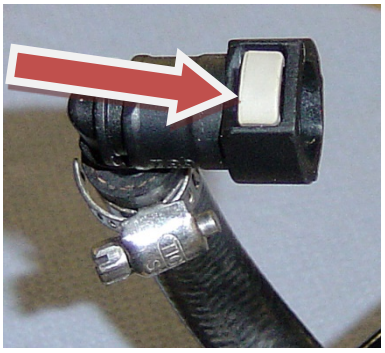
200119 CONTINENTAL GT CARBURETTOR CONVERSION KIT INSTRUCTIONS



1. Remove both side panels and the seat. Undo two rear tank bolts, lift and support rear of tank.

2. Disconnect the battery. Remove connector from cylinder head sensor (see picture below).

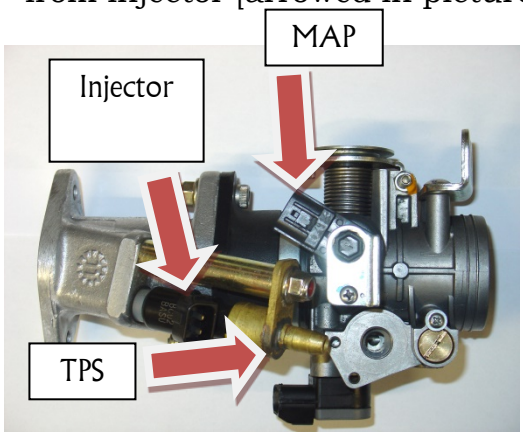


3. Disconnect fuel level sensor, fuel pump lead and overflow pipe from the base of the petrol tank. Using the release tab on the pipe union [arrowed in picture] disconnect fuel pipe from fuel pump.

4. Remove both throttle cables from twistgrip – one cable is 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.

5. 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.

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

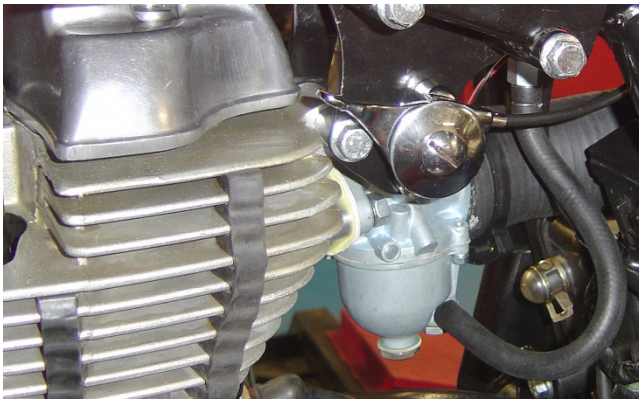


7. Undo two socket screws holding injector body to cylinder head. Remove entire throttle body assembly and spacer with throttle and bi-starter cables attached. Lay to one side. Remove rubber air hose from the air box.

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

9. Remove headsteady plates from frame.

10. Attach chrome choke lever to new left-hand headsteady plate [as in photograph on right]. Tighten choke lever fixings securely. Fit the two new headsteady plates to the frame using bolts supplied in kit.



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 adaptor sleeve and throttle and choke cables to carburettor.

14. Pass throttle cable through headsteady plates and attach to twist grip using the FRONT of the two cable locations. Refit right-hand switch module to handle bar. Attach choke cable to choke lever.

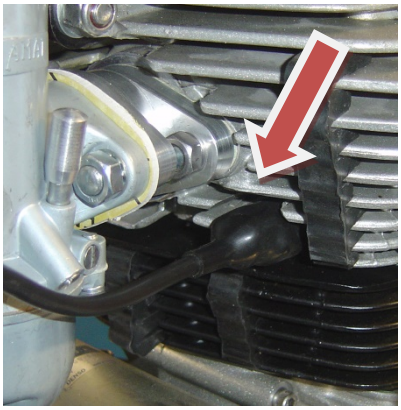
15. Fit carburettor to cylinder head – it will be found easier if the carburettor is installed at an angle – SECURE BUT DO NOT FULLY TIGHTEN.

16. Fit air hose to carburettor and air box – it will help with fitting if the inside of the hose is lightly coated with silicone grease. Use the supplied fixing clips at each end to secure.

17. Remove air filter outer cover, remove old air filter and replace with new air filter supplied in the kit. Refit air filter cover.

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

19. Fit fuel tap adaptor plate and tap assembly using original O ring – the plate is not symmetrical and can be fitted in only one orientation.



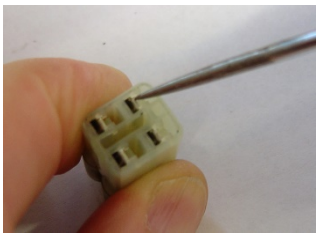
20. Reconnect cylinder head temperature sensor as shown in photograph on left.

21. 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.

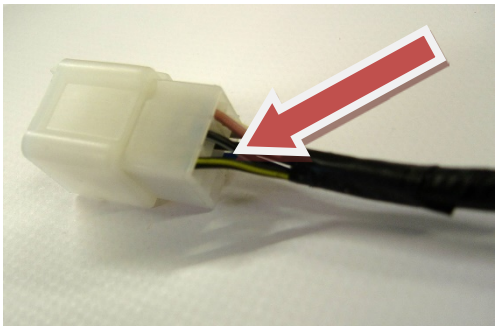
22. Replace fuel tank, connecting overflow pipe and fuel level sensor plug to the very short lead under tank.

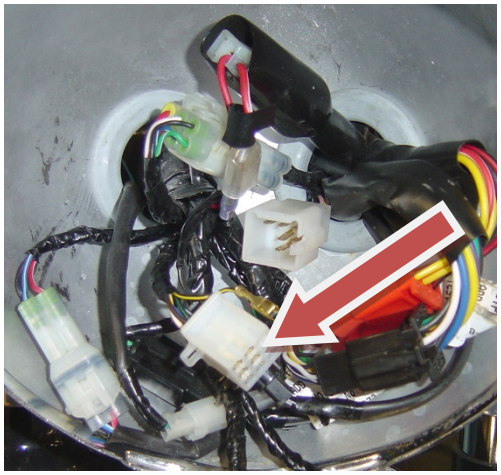
23. With the wiring left as it is the 'Malfunction Indicator Lamp' [MIL] will remain on at all times. This has no detrimental effect on the running of the bike and this is the option we suggest.

Alternatively the following steps may be taken which will leave the MIL light constantly 'off' – this too will have no bearing on the running of the bike.



1. Remove headlight glass and reflector to access BLACK/YELLOW MIL lead located in a six pin block connector – arrowed in photographs on right.
2. Disconnect plug from the socket.
3. With a very narrow screwdriver carefully detach the brass pin from the block connector by pressing
4. its sprung tab.
5. Insulate the pin.





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

25. 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.

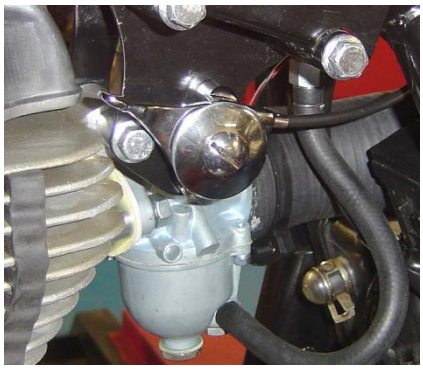
Adjust the **throttle stop screw** to achieve a target idle rpm speed.

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.



- **for cold starting**, the choke valve normally needs to be fully lowered in the carburettor, that is closed. The choke lever must be fully rotated clockwise – as shown in the picture.
- **for running when the engine is warm**, the choke valve must be lifted fully clear of the carburettor venturi, fully open. The choke lever should be fully rotated anti-clockwise.