



ROYAL ENFIELD AND AMAL SPARES

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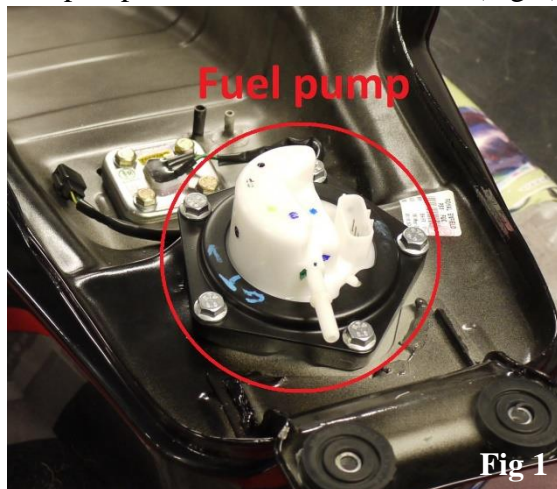
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**Fitting instructions: Mikuni Carb
conversion for a Euro 4 535 GT
(2017-2018) Part number: 90078**

Please note: Hitchcock's Motorcycles will not accept liability for any loss, damage or claims arising as a result of any work, modifications or action carried out based on the information given in these fitting instructions.

Use an appropriate service manual to suit your motorcycle for the correct disassembly and reassembly procedures for any standard parts needed for the fitment of this kit.

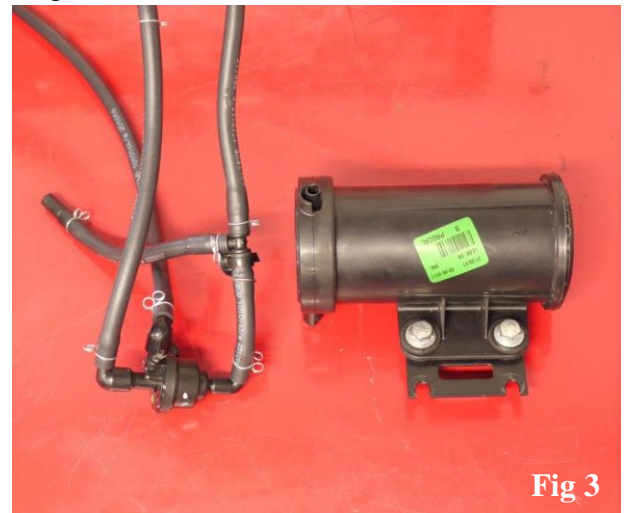
Remove seat, battery cover, petrol tank, right hand cover and battery from bike. Drain fuel from petrol tank and remove the fuel pump located on the underside. (Fig 1)



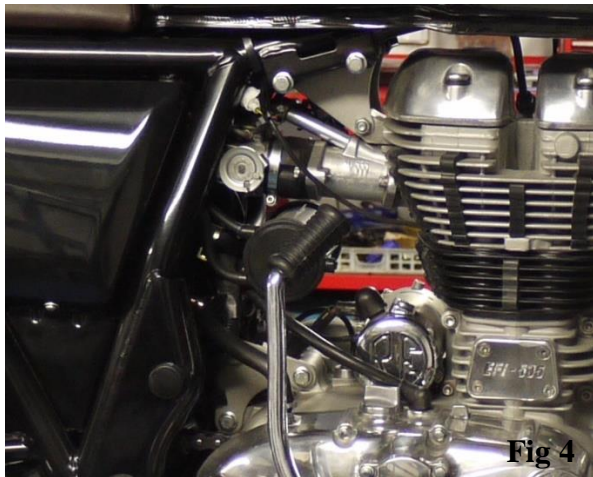
Take the fuel pump adaptor plate and o-ring and bolt in place of the fuel pump using the original bolts. Take the fuel tap, two Allen key bolts and two copper washers and bolt tap to adaptor plate ensuring the correct orientation. (Fig 2)



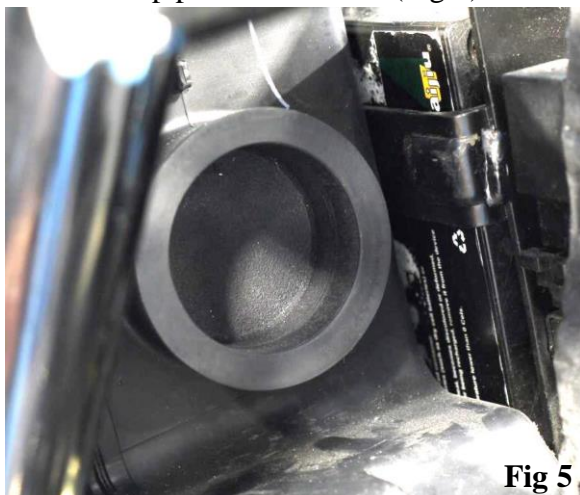
Locate the carbon canister and purge valve from (behind the right-hand cover) and remove from bike along with all pipework. (Fig 3)



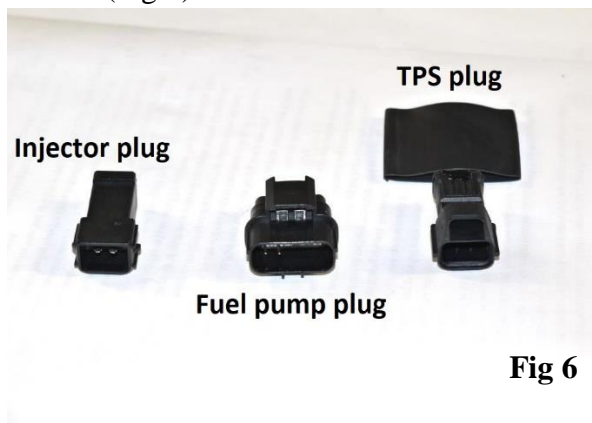
Remove right hand head steady bracket then remove throttle cables, cold start cable, all connections, airbox rubber from the throttle body. Then unbolt the inlet manifold from the cylinder head and remove the throttle body and inlet manifold as one unit from the bike. (Fig 4)



Both the cold start and throttle cables can now be removed from the bike. Fit the new throttle cable supplied in the kit to the throttle end and route suitably ready to fit to the carb. Fit the “rubber bung” in place of the inlet pipe to the airbox. (Fig 5)



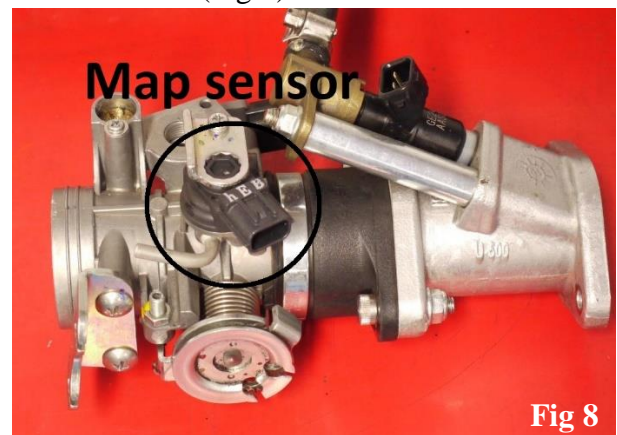
Take the three “dummy plugs” from the kit and plug into the wiring loom in place of the fuel pump, fuel injector and TPS sensor. (Fig 6)



The TPS sensor plug should be used with the heat shrink that is included in the kit, this will hold it tight in place (sometimes for ease of fitting the rubber seal from the female plug can be removed). (Fig 7)



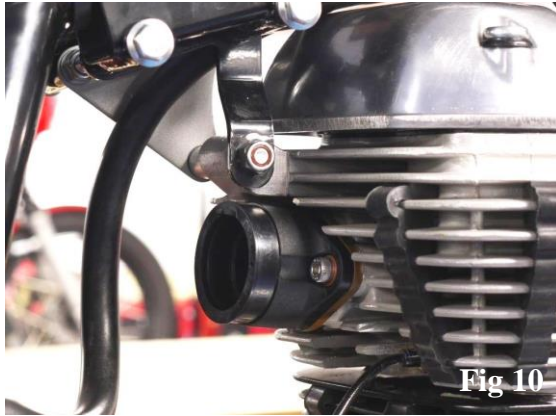
The MAP sensor from the throttle body should be removed and connected back into the loom. (Fig 8)



Remove the black manifold connecting the throttle body and alloy inlet manifold together. (Fig 9)



Use this black manifold along with the spacer, two bolts and two o-rings already removed from the bike to bolt back onto the head. Fit the new head steady bracket and longer bolts in place of the original setup. (Fig 10)



Before fitting the carburettor check the choke lever is facing to the right-hand side when fitted on the bike. If not, undo and orientate to the correct position. Fit the air filter to the carburettor. Fit the throttle cable to the carb and then fit onto the inlet manifold using the jubilee clip supplied. (Fig 11)



Fit the fuel pipe onto the carb and secure with clip. Fit the tank back in position along with the new breather pipe fitted to the original outlet previously used for the carbon canister (The larger pipe located on the underside of tank). This breather can then be routed down the bike and facing the ground into open air. (Fig 12)



Connect the fuel pipe to the fuel tap on the tank and secure with clip (depending on routing you may want to reduce the length of the fuel pipe). (Fig 13)



Adjust throttle cable if required and check the throttle returns fully in all positions. Refit seat, battery, covers and test bike. The carb is supplied with a base setting and there are some additional jets included to aid with fine tuning.