



ROYAL ENFIELD AND AMAL SPARES

HITCHCOCK'S MOTORCYCLES
OLDWICH LANE WEST
CHADWICK END
SOLIHULL
B93 OEY **ENGLAND**

E-MAIL: info@hitchcocksmotorcycles.com

WEB: www.hitchcocksmotorcycles.com

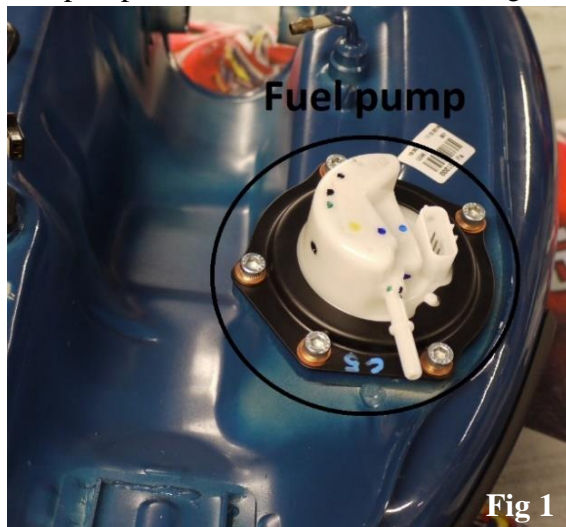
TELEPHONE: 01564 783 192

**Fitting instructions: Mikuni Carb
conversion for a Euro 4 C5
(2017+) Part number: 90089**

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)



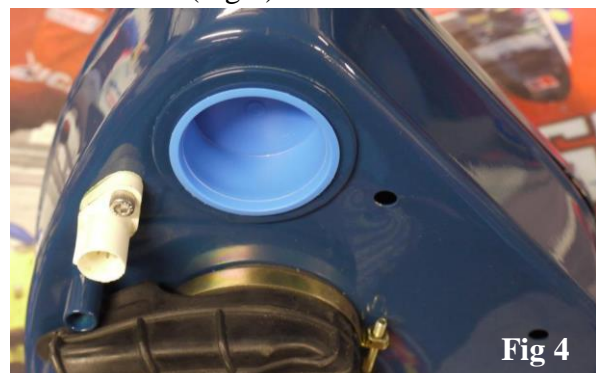
Take the fuel pump adaptor plate and o-ring and bolt in place of the fuel pump using the original bolts. Take the fuel tap, two Allen key bolts and two copper washers and bolt tap to adaptor plate ensuring the correct orientation. (Fig 2)



Remove throttle cables, cold start cable, all connections and 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 3)



Fit the plastic cap in place of the inlet pipe to the airbox. (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.

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 5)

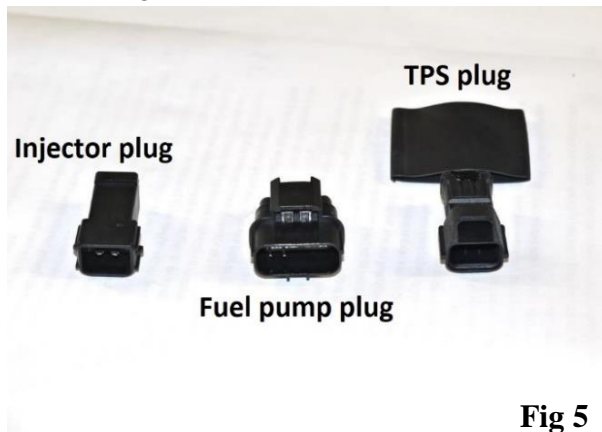


Fig 5

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 6)



Fig 6

The MAP sensor from the throttle body should be removed and connected back into the loom. (Fig 7)

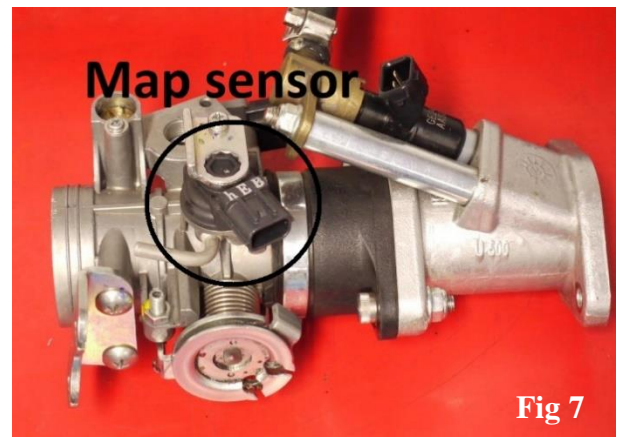


Fig 7

Take the two studs from the kit and fit the M6 threaded end into the cylinder head. Fit the new inlet manifold and gasket and secure with two nuts and washers (the manifold is angled and should be directed out to the right-hand side of the engine). (Fig 8)

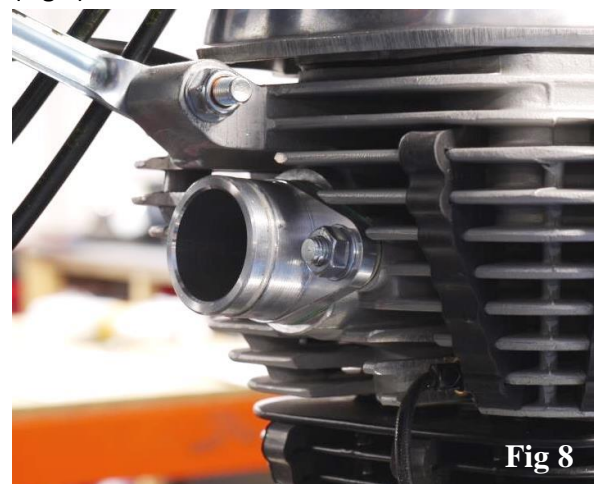


Fig 8

Fit the rubber adaptor to the manifold and secure in place with jubilee clip. (Fig 9)

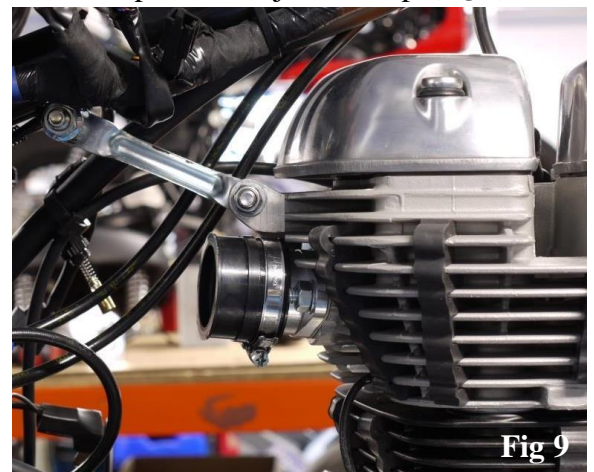
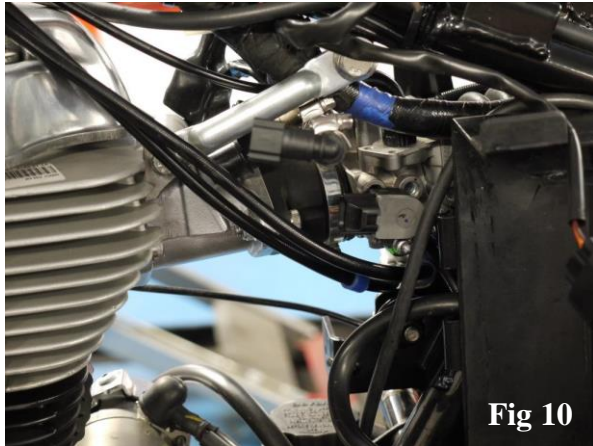
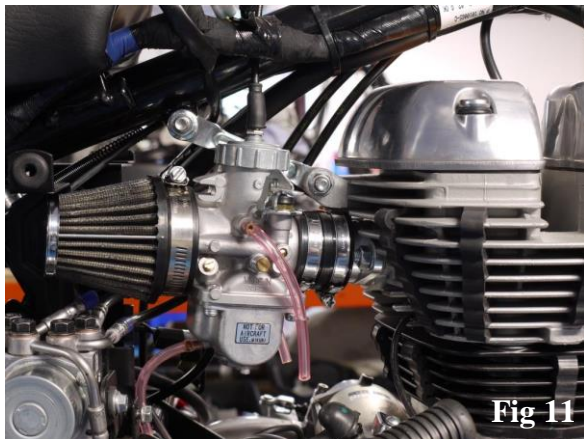


Fig 9

Before fitting the carb, check the ABS brake lines are running on the outside of the head steady bracket, if not remove head steady and reposition so the brake lines run on the correct side. (Fig 10)



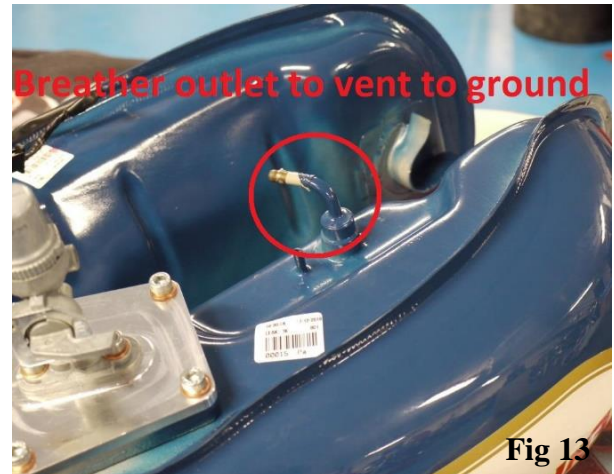
Before fitting the carburettor check the choke lever is facing to the right-hand side when fitted on the bike. If not, undo and orientate to the correct position. Fit the air filter to the carb. Fit the throttle cable to the carb and then fit onto the rubber adaptor and secure with clip. (Fig 11)



Fit the fuel pipe onto the carb and secure with clip. Refit ABS cover. (Fig 12)



Fit the tank back in position along with the new breather pipe (mounting onto the right-angled fitting protruding from the underside of the tank. This breather can then be routed down the bike and facing the ground into open air). (Fig 13)



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 14)



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.