



ROYAL ENFIELD AND AMAL SPARES

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

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**Fitting instructions for Himalayan carb conversion kit, part no: 90058**

*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 the seat, battery cover, petrol tank, right hand cover and battery from bike. Drain the petrol tank and remove the fuel pump located on the underside.



- Take the alloy fuel pump adaptor plate, fit the o-ring in the groove, and bolt on to the petrol tank using the flanged bolts supplied. Take the fuel tap, two Allen key screws and two copper washers, then screw the tap to adaptor plate ensuring the correct orientation so that the tap control will be on the outside with the outlet of the tap pointing directly backwards.



- With fitment of the carburettor kit, the petrol tank breathers going to the charcoal cannister can just be vented directly to ground as opposed to going through the EVAP system. This system is located on the sump guard, and can be removed from the bike leaving just the breather pipe aiming to ground.
- Remove the throttle cable, cold start cable and all the connections from the throttle body. Remove the alloy inlet manifold that sits between the head and throttle body to give better access.





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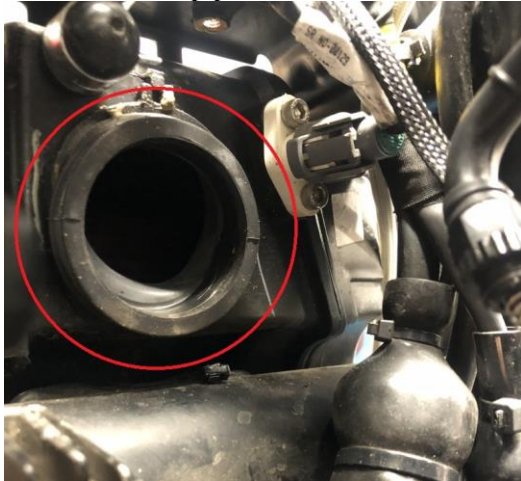
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- The whole throttle body can now be removed from the bike as one unit to leave the rubber inlet pipe on the airbox.



- The original rubber inlet pipe can now be removed from the airbox. If there is sealant around the joint, this must be removed and cleaned taking care not to leave any debris in the air filter area, (removing the air filter element will give access internally if required). Fit the new (longer) rubber inlet pipe.



- Fit the carburettor in place to the rubber inlet pipe.



- Take the inlet manifold and o-ring from the kit, and bolt to the head using the new Allen key screws with the copper washers whilst fitting over the stub of the carburettor. Line the carburettor up and secure with the new jubilee clips at either end.



- Using the small harness from the kit, plug this in line between the wiring harness and the TPS sensor on the carb. This is a 3 wire plug at each end and will only fit one way.





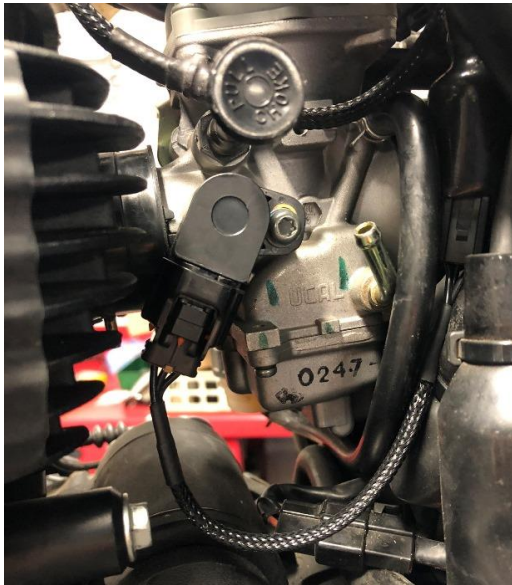
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- Disconnect and remove the original throttle cable and cold start cable from the handlebar end, and fit in place the new throttle cable and adjust the free play. The MAP sensor from the throttle body should be removed and connected back into the wiring loom and tucked out of sight.



- Take the two "blanking plugs" from the kit, and plug these into the wiring loom in place of the fuel pump and fuel injector.

**Injector blanking plug**



**Fuel pump blanking plug**



- Fit the petrol tank back in place, remembering to connect the fuel level sensor plug and the breather pipes. Route the supplied petrol pipe to the carburettor inlet from the petrol tap outlet, and use the jubilee clips to clamp at each end.





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- Using the small right angled bracket and cable tie, bolt to the head steady mounting to support the petrol pipe ensuring that the petrol pipe is not touching the cylinder head.



- With everything fitted back in place, check the throttle cable adjustment when the handlebars are turned at full lock and that the throttle returns freely. The carburettor is supplied with a base setting for a standard Himalayan and will require fine tuning. The carburettor comes jetted to suit a standard Himalayan. As a base setting, turn the pilot air screw in fully, and then unscrew by 1 ½ to 2 full turns.