



ROYAL ENFIELD AND AMAL SPARES

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**Fitting instructions: Mikuni Carb
conversion for a 535 GT (2013-
2016) Part number: 90077**

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)

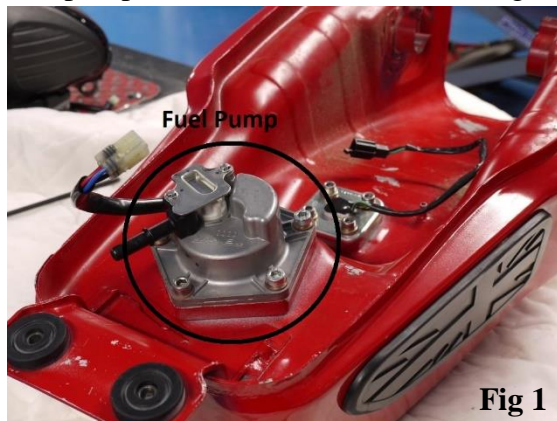
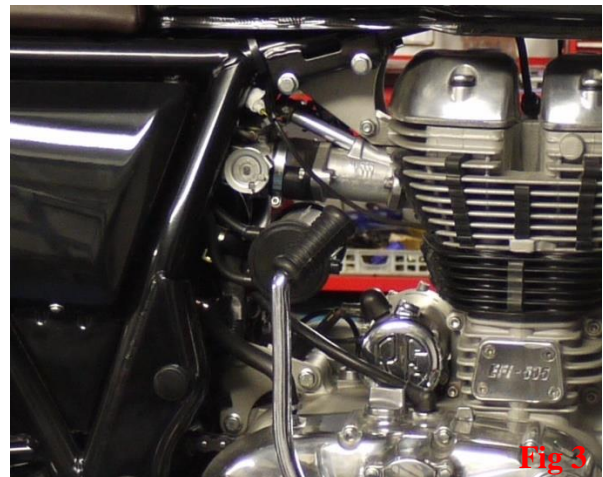


Fig 1

Take the fuel pump adaptor plate and o-ring and bolt into place of the fuel pump using the original bolts. Fit the fuel tap, spacer and two washers to the fuel pump adaptor plate. (Fig 2)



Remove right hand head steady bracket and 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 3)



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 4)

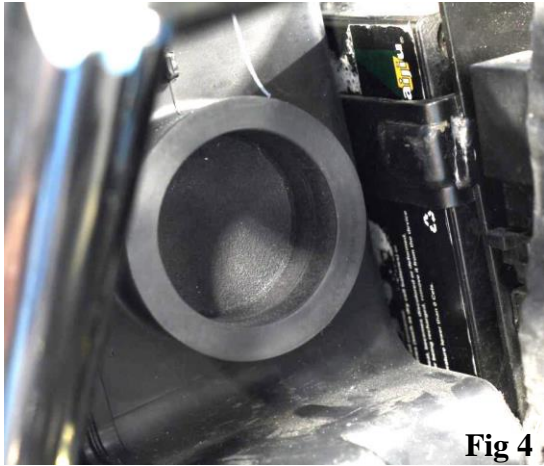
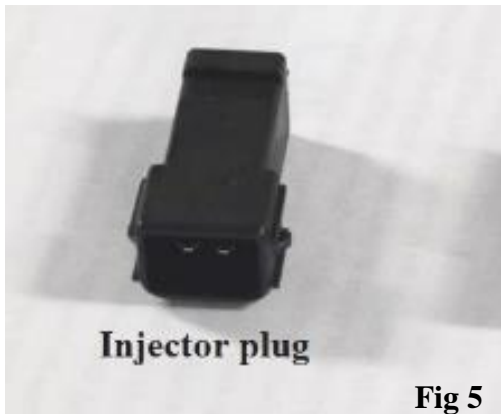


Fig 4

Take the injector “dummy plug” from the kit and plug into the wiring loom in place of the fuel injector. (Fig 5)



Injector plug

Fig 5

From your existing setup remove the black manifold connecting the throttle body and alloy inlet manifold together. (Fig 6)



Fig 6

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 and longer bolts to go through the frame supplied with the kit. (Fig 7)

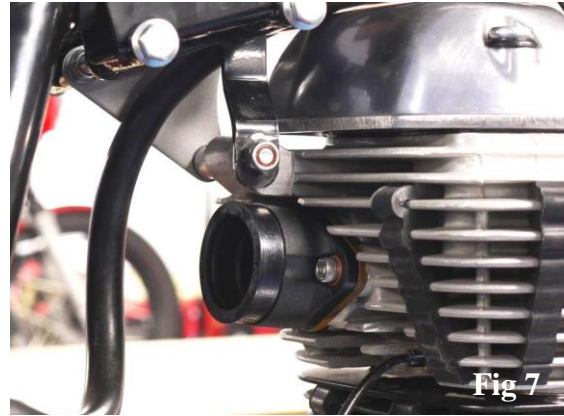


Fig 7

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 8)



Fig 8

Fit the fuel pipe onto the carb and secure with clip. 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 9)



Fig 9

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 we would suggest it be left like this. If you would like to turn off this light, 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. Remove headlight glass and reflector to access BLACK/YELLOW MIL lead located in a six-pin block connector. (Fig 10)

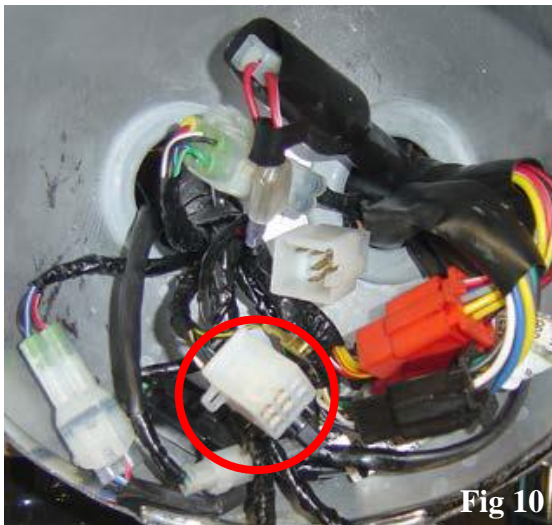


Fig 10

Disconnect plug from the socket. (Fig 11)

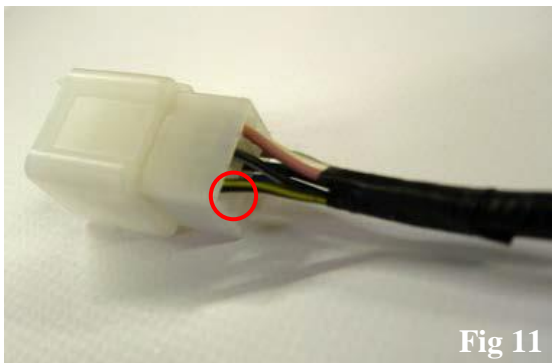


Fig 11

With a very narrow screwdriver carefully detach the brass pin from the block connector by pressing its sprung tab. Insulate the pin. (Fig12)

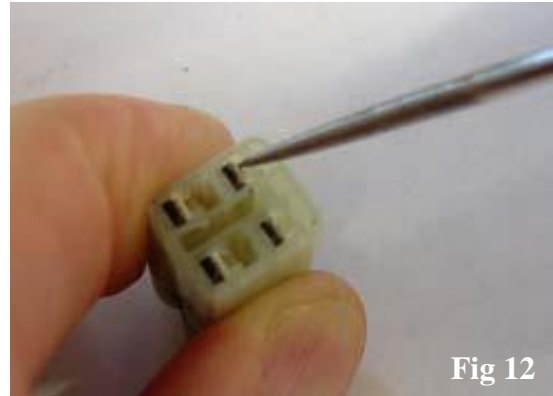


Fig 12

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. There are some additional jets included to aid with fine tuning.