

CALIFORNIA

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Supplement to FCR carb kit installation instructions:

These are general guidelines written in the same spirit as a Haynes or Clymer manual. IF you do not feel comfortable with the procedure, please have a professional mechanic perform this install.

To remove the electricals on the airbox, undo the wire connector on right side, remove the 2 screws securing the gold plate to the airbox, then lay the plate assembly, parts and all, over the left side of the bike as one piece. When removing the stock carbs, you will need to replace the stock hose clamp on the fuel line at the carbs with supplied screw type hose clamp.

There are two hose fittings on the FCRs. The bottom one is for the fuel and the top one is a vent. I normally attach the top one to a hose running to the side of the bike. Beware that fuel may pour out of this vent, so a catch can may be in order. On my machine, I normally leave nothing on the vent. It is normal that upon close inspection, one of the sealing rings on this top, vent pipe are misshapen. Some people have reported fuel dumping after hard running. I believe this to be caused on SSs by the return hose from the Y fitting being pinched.

It is good practice to lube the throttle cables prior to installation.

The blue velocity stacks that come with the kit aren't used. Instead, you use the airbox adapters. You'll need a 4mm "ball" allen hex tool to tighten the adapter screws with, as you do not have a straight shot at the screws otherwise. You may notice the groove for an o-ring in the face of the carburetor. This groove is used for ram air applications, like the Kawasaki ZX7RR and is not needed on bikes with natural aspiration.

SS: route the throttle cables around the front of the steering stem above the fairing brace to the left side of the bike. Monster: you can route lines ahead of instruments, above headlight, and inside the left headlight bracket under the top triple clamp. Then route cables under the frame rail that the gas tank rests on. When attaching the cables, be sure not to angle the metal fittings at the carb end of the cables out too far as they will rub the inside of the gas tank. Note that you will have to drill the handlebar tube. The new throttle housing has a locating pin on it to prevent it from twisting on the bar. The FCRs have no choke; either zip tie the choke cable end safely to the frame or remove the choke cable assembly. On SSs and some Monsters, remove the left handgrip and you will find that the choke is attached to the clutch master cylinder via two screws.

Baseline settings:

Fuel mixture screw	3/4 turn
Slow Air Screw	1-1/2 turns
Float height	9mm
Main Jet	155
Main Air Jet	200
Slow Jet	60
Needle	EMT
Needle Clip	3rd from top

Webpage detailing these adjustments:

ducatitech.com/2v/inside_fcr.html

One method to reinstall the airbox is to completely remove the rubber manifolds that fit onto the top of the carbs. Stretch them over the large openings of the FCRs and tighten the hose clamps. Next, fit the airbox over the manifolds and install the manifolds in the airbox. This is a long and tedious step but stick with it. Use a phillips head screwdriver to help press the manifold into place by working it from the inside or to help peel the flange over the airbox opening. It helps to fold the manifold inward on itself.

Note that the Sudco FCR kit would have you eliminate the crankcase breather tube. We've had great experience removing only the hose for this vent but leaving the plastic baffles in place. It is ok to leave this open-ended.

Future instances of removing and replacing the airbox do not require the hose clamps as the manifolds fit very tightly. You also won't need to repeat the grueling experience of removing the manifolds from the airbox, either, but only if you don't insist on using the hose clamps.

Changing exhaust headers, porting the heads, or installing a big bore kit may require jetting changes. The main jets are Keihin "long hex" jets, and are reasonably common, as this same jet is popular on dirt bikes. Jetting changes are simple. You can leave the bike on the sidestand, lift the fuel tank and close the fuel petcock valve, remove the right fairing, and use 14mm and 6mm 1/4" drive sockets. Get a spare aerosol can lid to catch fuel from the float bowls, remove the float bowl cover cap with the 14mm socket, then the jet with the 6mm socket. Be sure not to overtighten the jet when reinstalling the new one. Finger tight plus one-eighth of a turn more is adequate.

Installation can take from 2 to 4 hours depending on your resources, skill level, and speed that you work.