



Revision: 1.1 - 02/23/2010

INSTRUCTIONS:

Your new Mikuni HSR carburetor comes pre-jetted with a #160 main jet and #20 pilot (42mm carb) or a 175 main jet and a #25 pilot jet (45mm carb). Also included in the kit will be other main jets for fine tuning the carb for your application (167.5, 170, 172.5).

To install, remove the stock carb per Yamaha shop manual procedures. Remove stock throttle cables. Install Mikuni HSR carb into intake manifold and tighten manifold clamp. Install new HSR series throttle cables and adjust cable slack per Yamaha shop manual procedures. Hook fuel line to HSR carb and fasten clamp.*

Start motorcycle and fine tune HSR carb for proper running per supplied Mikuni tuning manual.

***NOTE:** Mikuni HSR series carburetors are designed for gravity-feed fuel systems. You should bypass your stock fuel pump and directly feed your HSR carb right from the fuel petcock. We have noted, though, that you may not be able to get good fuel flow from your Road Star fuel tank in low-fuel situations. You may run your stock fuel pump with the HSR carb, but to do so requires the purchase and installation of an adjustable fuel pressure regulator (set at 1/2 to 1 lb. of pressure). These are available from most auto parts stores.

The stock carb has 2 wires running to the lower rear of the float bowl, these were for a carb warmer, they are not used in this application. Unplug these wires at the main wire harness and retain with your stock carb. The Road Star ignition system uses data from the stock throttle position sensor (TPS) to manage your ignition timing. It is necessary to give the bike this information. You may do so by removing the TPS sensor from the stock carb, leaving it plugged into the main wire harness (the sensor must be fixed to a closed-throttle position), or you may locate the plug for the TPS on the main wire harness and test the leads - you will find one ground, one with .5V and one with 1.5V. Connect the 1.5V to the ground and this will give the bike the same information as stock fully closed throttle.

The output of the OEM fuel pump is too high and will cause fuel overflow in the HSR carb, resulting in a possible dangerous fire hazard!

Our install guides provide a basic outline on the proper installation of our products. Further tuning and/or fitment may be required. Barons bears no responsibility on installation costs associated with this product.

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