



Revision: 6.6 - 02/12/2010

Install Time: 90 Minutes

CAUTION: We strongly recommend that a qualified Yamaha technician install this kit since the carburetor must be removed from the motorcycle. Always perform internal carburetor work in a clean area.

INCLUDED IN THE KIT:

(4) Mikuni Main Jets	(4) Cap-Head Allen Screws
(1) Adjustable Titanium Needle	(1) 5/32" Drill Bit
(2) "e" Clips	(1) Sheet Metal Screw

INSTRUCTIONS:

IMPORTANT: Extra jets have been included in your kit. These will help you fine-tune the carburetor for changing conditions. These conditions include climate and weather patterns in your area as well as exhaust equipment on your motorcycle. Changes in weather, altitude or modifications to your exhaust system may require jets other than those supplied.

JET SELECTION:

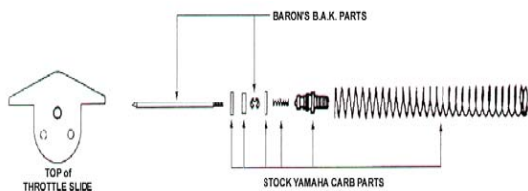
- 99~03 Models
167.5 Stock pipes - 170 pipes w/ baffles - 172.5 pipes w/o baffles
- 04~07 Models
170 Stock pipes - 172.5 pipes w/ baffles - 175 pipes w/o baffles

To install this needle and jet kit:

1. Remove the vacuum slide from the carburetor.
2. Remove the OEM needle, spacer and washers, noting order of assembly.
3. Counting from the top to the bottom, install the new Baron needle clip on groove #4 for 04-07 models and on groove #5 for 99-03 models of the replacement.

NOTE: Baron adjustable needle - The top is the blunt end of the needle.

4. Reinstall the OEM spacer and washers as shown in this diagram.

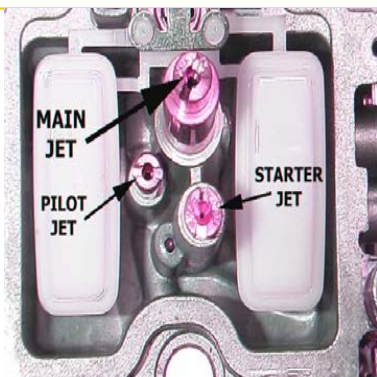


5. Reinstall the vacuum slide along with the diaphragm spring.
6. Reattach the diaphragm cover back and tighten screws.

NOTE: Verify that the slide maintains its full range of movement.

7. Drain the fuel from the float bowl and remove the bowl cover.
8. Remove the OEM main jet and replace it with a Barons genuine Mikuni main jet. Install the correct main jet as indicated in JET SELECTION area above on this page.

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9. Thoroughly clean the inside of the float bowl prior to reinstalling it.

10. Reassemble the carburetor by reversing the order of step #1 through step #10. Use the new cap head allen screws in place of the OEM phillips head screws.

11. Locate the fuel mixture screw - it will either be a screw head or a brass plug. If it is a screw head, skip to step #11c.



11c. If you see a brass plug with a small hole in the center, proceed as follows:

- With the drill bit, carefully and slowly drill through the fuel mixture plug.
CAUTION: The fuel mixture screw is located directly beneath this plug. Be prepared to stop the drill and remove the bit the instant you break through the plug.
- Insert the self-tapping sheet metal screw into the drilled hole and remove the plug.
- With air/fuel screw now accessible, use a flat blade screwdriver to turn the screw clockwise until it seats, then carefully turn it counter-clockwise 3 1/2 turns. Refer to step #16 for assistance in fine tuning the setting of the air/fuel adjustment screw.

12. Reinstall the carburetor. We strongly suggest that you attach the throttle cables prior to mounting to intake manifold.

13. Reconnect the fuel line, ensuring the clamp is firmly in place.

14. Reinstall all vent hoses and electrical connectors that were previously removed, checking for any obstructions or blockage.

15. Reinstall the OEM air filter assembly or, if you are installing our Big Air Kit (BAK), follow the instructions that accompany that kit, then continue with next step.

NOTES:

- When the BAK is installed, the vent hose that terminated on the rear of the OEM airbox can be relocated in any safe position that does not kink or pinch it.
- It is important to verify proper throttle operation before starting the engine.

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16. Verify that the air/fuel adjustment screw has been set to a starting position as described in step #11c, and the clip is installed as detailed in step #3.

17. Check the engine at idle speed for any popping or back firing.

IMPORTANT: Check all linkage for interference, check all hoses for kinks, check all bolts and hardware for tightness and then check throttle action for smooth operation. If installation is done correctly you are now ready to start your bike and perform tuning.

TUNING: Perform final idle mixture screw tuning adjustments per instructions supplied before you begin your initial ride.

OLD SCHOOL TUNING METHOD: For checking jetting for proper air/fuel mixture once the BAK is installed and all jetting is set - You can judge your engine for lean/rich by following these suggestions:

- Clean/wipe out the last few inches of your exhaust pipes to remove as much carbon build-up as possible.
- Take a 50 to 100 mile ride in varied conditions (starting/stopping, shifting through all gears, etc) just do not ride on a highway at sustained speeds for the entire time (i.e., the riding needs to be varied).
- After the ride, let the bike cool, go to the rear of the pipes.
- Insert finger into the end of the pipe and with about the pressure you would use to draw a large coin across a table rub your finger on the inside wall of the pipe.
- Look at your finger and judge as follows:
- Wet/Moist Dark Carbon Too Rich Suggest you drop two main jet sizes
- Dark to Medium Dark to the point the ridges in your fingerprint cake up and are hard to define Too Rich. Suggest you drop one main jet size.
- Dark Grey to Light. Black where you can clearly see a well defined finger print Jetting is good do not change Medium Grey to Light.
- Grey coloring on finger Too Lean - Go up one main jet
- No color on finger Way too lean Go up two main jets
- After making any changes we suggest you clean out the pipes and follow the same procedure to be sure the changes are sufficient if any jetting was altered.

FINAL TUNING: If your bike emits black smoke when revving the engine (indicating an over-rich condition), Barons suggests adjusting the carburetors accelerator pump to a leaner setting by loosening the pumps lower locknut and turning in the adjusting screw one turn. We have found the accelerator pumps factory setting to be too rich on many Road Stars. Refer to Yamahas shop manual for this adjustment procedure.

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