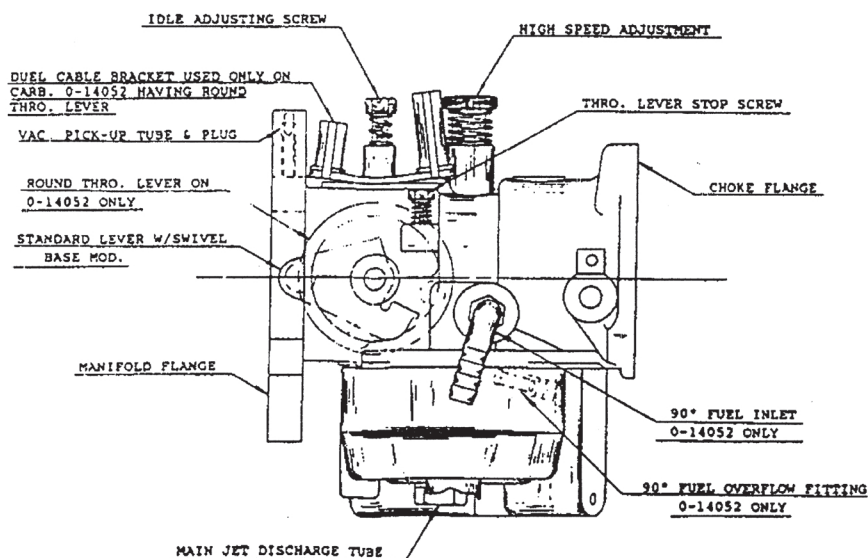


# VT No. 35-0118

## ZENITH INSTALLATION SHEET (WITH MAIN JET ADJUSTMENT)

1. Mount new carburetor in place of old Keihin or older Bendix or Tillotson carburetor, using proper studs and mounting hardware. \*On new evolution motors using the 014052 carburetor, install the vacuum spark advance tube. Make sure it is plugged if not required.
2. Connect throttle, choke and fuel line. \*Included with the new 014052 is an overflow tube. This tube should be run away from the exhaust to the front of the bike. Bikes already equipped with an overflow tube can use the existing tube if in good condition. Check the condition of the old tube to make sure there are no cracks or holes. \*A new choke cable bracket and cable/knob assembly will be necessary for installation on all new evolution motors (1985-1988 1340cc) and (1986-1987 sportsters 883/1100cc). These new brackets and choke cable assemblies are available in the C182-1387 accessory kit. **Note:** Be sure to install the choke cable with the choke in the open or normal running position. When sure of positive operation, cut off excess cable.
3. It is suggested that a good in-line filter be used to minimize fuel contamination.
4. A velocity stack or air cleaner, can now be installed. \*If the stock air cleaner is used on the new evolution motors a set of spacers are required between the air cleaner back and the cylinder heads. These spacers are included in the accessory kit C182-1387. **Caution:** Air cleaner screws should be tightened in sequence, alternating each screw until completely tight.
5. Initial settings for the carburetor are as follows. Open the idle adjustment needle one full turn open or out from fully closed. This needle is on top of the carburetor closest to the engine. Now, adjust the main jet or high speed adjustment out approximately four full turns open or out. The lowest or closed position occurs when the tension spring is coil-bound but, not tight.

6. Start the engine and check for fuel leaks. Adjust the idle mixture screw until you obtain the highest smoothest possible idle. Adjust the overall idle speed with the idle stop screw on the throttle lever.
7. With idle speed and mixture adjusted, high speed mixture can be adjusted by running engine up thru first or second gear to 4500 RPM or above. Overly rich mixtures respond by breaking up or running roughly at high RPM. To lean out the main jet, turn the main jet adjustment needle in approximately 1/2 turn at a time until the engine responds by pulling cleanly thru high RPM ranges in first or second gear.
8. After the high speed mixture is adjusted, it may be necessary to slightly readjust the idle mixture the idle mixture.
9. Changes in cams, exhausts or displacements may require idle or main jet readjustments but the range of adjustments should be enough to accommodate a wide variety of engine sizes and modification levels.
10. \* 1340cc Engines - In some cases a lean operating condition may be experienced (white sparkplug electrodes) with these engines even with the main jet in the full open position. To eliminate this problem, installation of P/N C66-184-2 main jet discharge tube is recommended. This part can be ordered through your ZENITH Carburetor Dealer.
11. Extreme caution should be used when handling fuel or performing adjustments. Do not make adjustments on a moving motorcycle.



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