

INSTRUCTION SUPPLEMENT FOR 2003-LATER Suzuki LTZ400 and Kawasaki KFX400

Removing stock carburetor and cables.

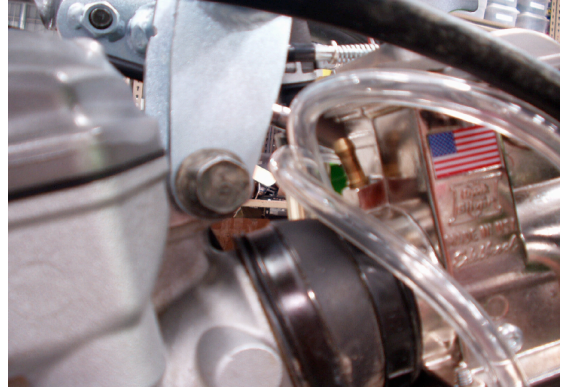
1. Remove seat, front fenders and gas tank. **Make sure fuel petcock is in "ON" or "RES" position. If it is in the "PRI" position it will allow fuel through it.**
2. Remove throttle cable, (and housing if installing a twist kit) from throttle housing. Pay close attention to routing when removing cable as the new cables will need to be routed the same.
3. Disconnect choke cable from stock carburetor before disconnecting it from handle bar and remove.
4. Remove stock carburetor.
5. Stuff a dry, clean rag into the intake manifold to keep debris from entering engine.
6. Remove stock rear head stay from frame and head.
7. Remove plastic vent box from right side of frame along with hoses.

Installing the Edelbrock Carburetor and Throttle Cables

1. Install new rear head stay. **NOTE:** Start four frame bolts before inserting larger bolt through stay and cylinder head. It is recommended blue Loctite or equivalent be used on frame bolts. Tighten frame bolts first, then head bolt.
2. Install large clear hose to upper, rear pointing barb (hose comes from air boot) on plastic breather box and secure with clamps.
3. Remove the rubber carburetor alignment tabs from the manifold using a razor blade or side cutters. **Be careful not to damage manifold or fingers during this procedure!!**
4. Install the throttle cable into the stock throttle housing. If using a twist kit, install cables into supplied throttle housing supplied with kit and place onto clean handlebar end.
5. Remove the hex pipe plug from the carb cap using a 11mm or 7/16 wrench. **Do not discard plug, as it will be needed later.** Install the metering adjustment tool included in the hardware kit. **Do not over-tighten as damage may occur to cap.**

6. Install supplied fuel line onto carburetor and secure with pinch clamp.
7. Install supplied vacuum line onto brass carburetor vacuum fitting. See Figure 1. The vacuum fitting will have a black vinyl cap on it from the factory.

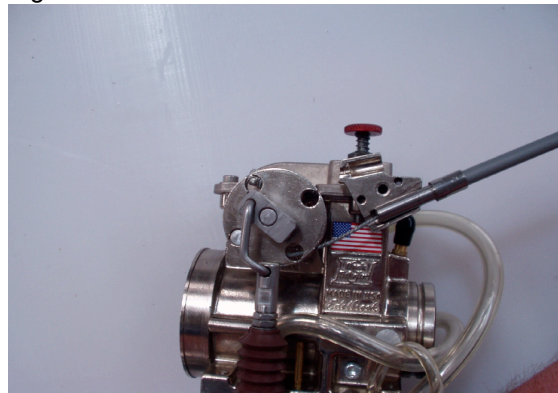
Figure 1,



NOTE: The vacuum line can be left off if the engine is run while the petcock is left in the "PRI" position. This may want too be considered by racers who do not depend on a reserve. If you choose to do this, the black vinyl cap must be left on the carburetor vacuum fitting and the spare cap can be placed over the vacuum port of the petcock.

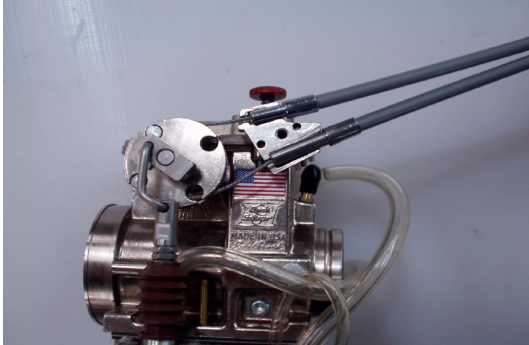
8. Remove rag from manifold.
9. Install carburetor into manifold and slip air boot over back of carburetor. **Do not tighten yet.**
10. Route cable(s) under new head stay to carburetor
11. For thumb throttle applications, install the throttle cable into the 8:00 position of the cable wheel and secure with clamp. See figure 2.

Figure 2.



For twist throttle applications, install the pull cable (long shoulder on cable) into the 8:00 position and the return cable end into the 11:00 position of the cable wheel. Secure cables to cable bracket by replacing end piece and phillips screw. See figure 3.

Figure 3.



12. Align carburetor as close to vertical as possible, then tighten manifold and air boot clamps.
13. Adjust cable until wide-open throttle is achieved. For thumb throttle minor grinding of the throttle arm may be necessary to achieve wide-open throttle. **Twist throttle:** Adjust return cable to take up the slack. **Note: When throttle cables are properly adjusted, there should be approx. 1/8" of free play in the throttle.**
14. After throttle cables have been adjusted the handle bars should be rotated from full right stop to full left stop while opening and closing throttle to ensure smooth operation. Also check to make sure the cables do not catch or bind on anything, i.e., hand guards, stabilizers.
15. Install Remote Idle Cable into threaded tab on top of carburetor. Refer to main instruction manual for remote idle cable installation and adjustment.
16. Install stock breather box to right side of frame and reconnect stock hoses to cylinder and valve cover. Connect new clear hose to air boot.
17. Install fuel tank. Trim fuel line to desired length and secure to petcock with provided pinch clamp. Trim vacuum line to desired length and connect to small vacuum port on backside of petcock. **NOTE: If the vacuum line is not installed to the carb and petcock, fuel will only flow in the "PRI" position on the petcock.**
18. Turn fuel petcock to "PRI" and check for leaks.

19. Open throttle 3-5 times to prime accelerator pump. **Do not open throttle any more than 5 times as this may flood engine!!**
20. Once pump is primed, engage starter without opening throttle. If Motor will not fire, slowly open throttle until it starts. If it does not start within 5-7 seconds, disengage starter and pump throttle 2-3 more times and repeat starting process.

NOTE: If flooding occurs, slowly open throttle to wide open and hold. With throttle still open, hold decompression lever and kick motor through 5-10 times. Release throttle and decompression lever and proceed with normal starting procedure.

For any questions regarding tuning or installation of Edelbrock products, please call our toll free tech line M-F 8:00am-12:30pm, 1:30pm-5:00pm PST. 877-888-7504 ext.2.

Edelbrock #3157 (thumb) and #3158 (twist) Suzuki LTZ400 and Kawasaki KFX400 Carburetor Specifications

Bore Size: 38mm Tall X 34mm Wide

Needle: 17E @ 12 Clicks

Accelerator Pump Bypass: 2 ¼ turns out

Alternate Needles: 15E, 19E

Replacement Cables: #9354 Thumb Cable
#9355 Twist Cables, pair

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