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MiscRes: Magazine Articles

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"Yost Power Tube", How to Install it and What it Will Do for You

TECH & HOW-TO

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TECH

YOST POWER TUBE

How To Install It And What It Will Do For You

Text and photos by Stephanie Feld

While it's good to know how to install carbs or rebuild a tranny (an upcoming feature), it's the quick and inexpensive mods that many people like to do. With that in mind, we're going to show you how easy it is to install a Yost Master Kit (aka Yost Power Tube) on a stock H-D CV carb. This carb is standard issue on every Sportster since 1988 and every carbureted Big Twin since 1990. And though many people change the carb out when doing performance mods, the CV has been proving itself a reliable and viable performance component.

The Yost Kit gives you more bang for the buck than any hop-up kit I've seen to date. It retails for under \$100, installs easily and, on the dyno, showed power gains over a stock CV of more than three horsepower and about five foot-pounds of torque all across the RPM range. I know that doesn't sound like much to most people, but increases like that for carburetion alone are very respectable. The bike we installed the kit on is a factory 1200 Sportster which was already equipped with a K&N air cleaner and SuperTrapp 2-into-1 exhaust with an open end cap. (A free-breathing K&N air cleaner element is good for a few ponies alone.)

The Yost Kit is not only easy to install, but simple to jet. I have travelled more than 20,000 miles on Yost Master Kits, one on my Sportster and one on my FXR, and neither bike needed much adjustment after the initial installation.

Power gains are very deceptive. The Sportster felt much smoother with the Master Kits installed, but I didn't realize how much more power the bike was producing until the stock clutch started slipping badly in mid-range acceleration. I actually went through two clutches before I found a winner; the Barnett Extra-Plate kit. After months of dyno-interruptions caused by slipping clutches, we were finally able to dyno the Sportster successfully.

Mileage from the Yost Master Kit is

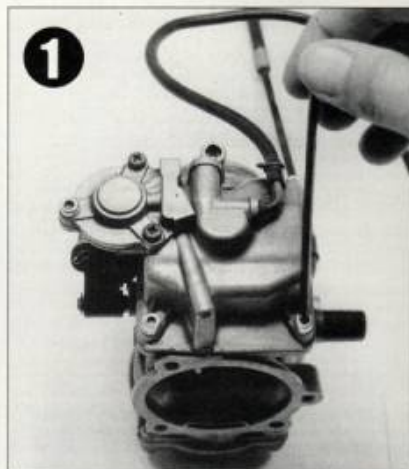
quite good considering the increase in power. My Sportster consistently gets about 38 mpg around town, and a very repeatable 45 mpg on back roads and highways. My inability to ride to work like a sane human being accounts for the low around-town figures. I'm constantly twisting the Sportster's throttle just because it feels so good!

Please remember that juicing up the carb without improving the air cleaner and exhaust system is like asking your bike to run a race with a cork stuffed in its mouth. If you're installing the Yost Master Kit on a stock bike, spend the extra bucks and get a Screamin' Eagle Air Cleaner kit—which uses a K&N element—while you're at it. Not only will the bike run much better, but the S.E. air cleaner is way easier to remove and install than the stock unit for future work. A good performance exhaust system (not drag pipes) will complete the package and really let the CV shine. It's an excellent carburetor. All it needs is a good air cleaner set-up, a good exhaust, and good jetting to show its stuff.

To see how to install the kit, just follow along with the photos. After installing the Yost Master Kit, if you need any advice with jetting, just contact the crew at Yost. They'll be happy to help you. The suggested retail price of the Yost Master Kit is \$89.95. ■



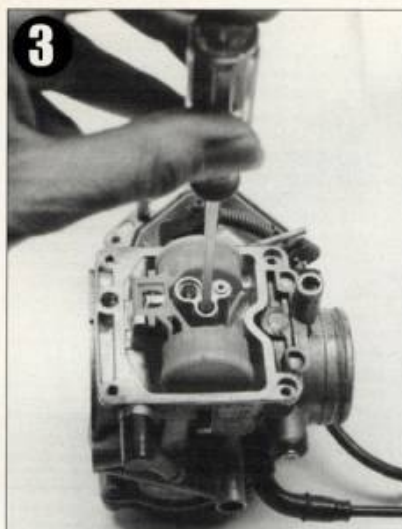
The Yost CV40 Master Kit includes a "Power Tube" emulsion tube, adjustable needle, three main jets, a 1/8" drill bit and complete instructions.



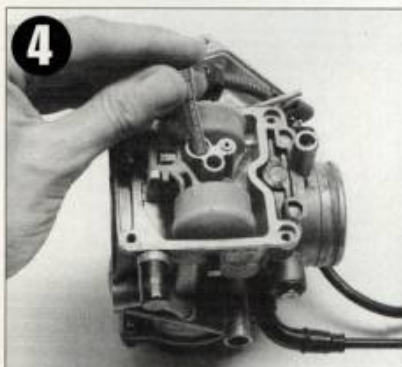
First, remove the air cleaner assembly and take the carb completely off the bike. Leave the cables connected. Then drain as much gas out of the carb as possible. Now turn the carb upside down and unscrew the float bowl. Be careful not to bang the plastic float around. If you knock the float level out of whack, it's a real bear to reset. Note that this carb was equipped with allen fasteners. Stock carbs will have Phillipshead screws.



Using a straight-bladed driver, unscrew the stock main jet and emulsion tube. (If you're lucky, they'll come out together.)



Using a really thin straight-blade screwdriver, unscrew the stock low-speed jet and install an OEM #45 low speed jet. With the #45 low speed jet, it's usually not necessary to mess with the factory-plugged idle mixture screw.



Install the Yost Power Tube (the new emulsion tube).



Then screw in a #175 Yost main jet to start. The #175 worked well on both my 1200 Sportster and FXR.



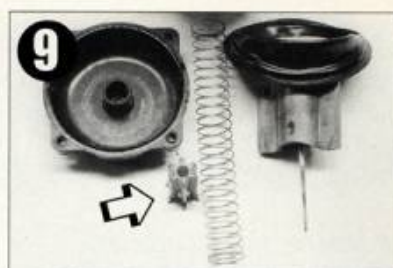
Reinstall the float bowl. Be careful that the accelerator pump rod gets back into its dust boot and the pump housing. The float bowl O-rings are usually reusable.



Turn the carb right-side-up and remove the side screw from the cable guide.



Now you can remove the four screws that hold on the carb's top. Take the cable guide off and remove the top of the carb.



Now you can carefully remove the spring and the slide/diaphragm/needle assembly. Down inside the slide, the white plastic "spider" (see arrow) is the needle retainer. Remove the needle retainer and the stock needle from inside the slide.



Using the supplied 1/8" drill bit, enlarge the off-center hole — the vacuum port — in the bottom of the slide. If your bike is a 1996 or later model, use the drill bit to enlarge the needle hole as well. Be sure to clean out all burrs and metal shavings before proceeding.



Leaving the E-clip where Mr. Yost set it, drop the red needle through the center hole of the slide. Then drop in the retainer, making sure its "legs" don't cover the vacuum port hole.



Gently place the slide back into the carburetor. Don't force it; the slide only fits in one direction.

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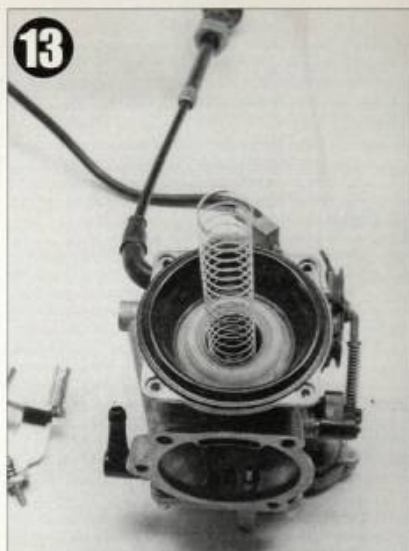
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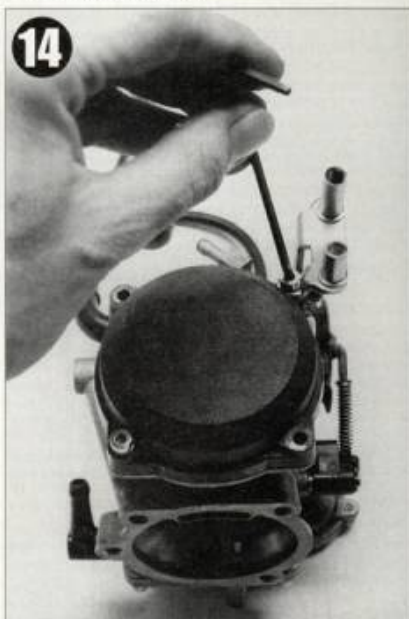
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Reinstall the spring...



...and carefully re-set the carb top over the rubber diaphragm. Don't pinch it! If it has swollen so it won't go back in its groove, let it dry overnight. Exposure to air will shrink it back to normal size.

Finally, reinstall the cable guide, and put the carb back on the motorcycle. Remember that liquid soap is a good lubricant for the manifold seal. Spit works just as well, but those seals taste perfectly awful! ■

SOURCES

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