

Parts & Accessories Bulletin

SCREAMIN' EAGLE

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CARBURETOR KIT, P/N 91731-85

Parts and Accessories has received several calls from dealers inquiring as to jetting recommendations for the Keihin BD44/40 Carburetor used in this kit. Below are some initial adjustment settings and tuning tips which may prove valuable in dialing-in the carburetor. In the majority of cases, the device will perform flawlessly as delivered.

FLOAT LEVEL

14 - 16 mm measured from the carb body to the bottom of the float. Check with the throttle bore vertical, as with the stock carb.

ACCELERATOR PUMP

Screw should be set to allow about 1/2 of the possible travel of the pump arm.

IDLE MIX SCREW

1/2 to 3/4 turn out from the full in position. In most cases, this will be "lean best idle" or perhaps slightly more lean; the common approach of adjusting for "best idle" may result in the low end being overly rich. The idle mix screw is extremely sensitive, and will affect mixture throughout most of the rpm range.

JETTING

The most common question concerns roughness in the mid-range evidenced as spitting, missing or surging. This is often incorrectly diagnosed as a lean condition; the symptoms usually are the result of an overly rich idle mix adjustment or too large of a slow speed jet. Shovelheads and XL's are more affected than are the Evolution engines.

Engines with heads that have been extensively ported draw more air through the carburetor and result in the power circuit introducing more fuel than may be needed. It may be necessary on these engines to use a slightly smaller main jet than supplied in the kit such as a #135 or #130.

Refer to P&A Bulletin #259 (9/6/85) for a listing of slow speed and main jets.

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