

3264 WILDCAT 44mm MIKUNI CARB KIT

INSTALLATION INSTRUCTIONS

1. Unscrew carb tops and remove slide assemblies.
2. Remove the choke assemblies from the carbs.
3. Remove the fuel lines from the original carbs.
4. Remove the original carb assemblies.
5. Remove airbox and disassemble. Drill two 2 1/2 minimum diameter holes in the divider plate inline with the carb inlets. Clean up all shavings and reassemble airbox using supplied airbox boots. Install new intake manifolds on cylinders and reinstall airbox.
6. Carbs are pre-jetted for use with our #3262 pipes & #3263 porting. If your engine is not ported to our 3263 specs install the leaner supplied 320 main jets instead of the standard 340's.
7. Install the new carbs.
7. Reinstall fuel lines and choke assemblies.
9. Adjust choke cables to have 1/8 slack in the cable when the choke is in the off position.
10. Remove the original throttle lever and throttle cable, replace them with the new ones supplied. A 3/32" pin (supplied) is to be inserted into the slotted hole in the throttle assembly between the pivot pin and the safety switch to allow the carbs to be fully opened.

CAUTION: This will disable the throttle safety switch. Always use the safety tether cord!

11. Finish installing carbs, Check all connections and cable routing. Make sure the carbs are properly installed in the airbox boots and the carb clamps are tight.
12. Start engine and warm up thoroughly. Now disconnect one spark plug wire and install a spare plug. Lay plug on a metal surface to ground out. Start engine and run on 1 cylinder. Leave off throttle and adjust idle speed on running carburetor to 900 RPM. Now switch plugs and adjust the other cylinder to run at 1500 RPM. Now reinstall both plug wires and start engine again. Idle speed screws are set in or out to obtain proper idle speed. Now with engine still running, slowly unscrew the cable slack adjusters on one carb (there are two cable slack adjusters, one on top of the carbs, and one on the cable 90 degrees elbow), until the RPM just starts to increase, in other words until all the slack has just been removed. Do this for both c Shut off engine and turn in each adjuster exactly one turn. Tighten the lock nuts and your carburetors are now synchronized.

Carburetor Specifications 0-3000 feet elevation.

Main jets: 340

power jets: 120

Needles: custom

Needle clip position: 4th

Air screw: 1 to 1 1/2 turns out

NOTE: STOCK ENGINES MAY USE SUPPLIED 320 MAIN JETS

The pilot air screw adjustment is 1 to 1 1/2 turns out but may be changed to accommodate varying temperature conditions. These carb specifications are for sea level to 3000 feet elevation with an average temperature range of -10°F to $+20^{\circ}\text{F}$ degrees. Temperature extremes will require a jetting change for optimum safety and performance. For Hi— e ion use the main jets and power jets will have to be leaned down as necessary.

Note: We highly recommend that you install a large front axle driver kit for use with your modified wildcat. The installation of the larger drive cogs will make a substantial difference in top end performance and acceleration. Generally this will limit your maximum stud length to .750”.

CAUTION: To avoid engine damage absolutely no internal engine or carb modifications are encouraged other than what is recommended by REICHARDS PERFORMANCE CENTER.