



**HSR Carburetor
Sportster/Buell**

Installation Instructions

**Carb Kit: 42-10
Carb Kit: 42-11**

**'94 -- present Sportster
All Carbureted 1200 Buells**

Sportster/Buell Installation

The HSR series carburetors are precise yet durable instruments; however, like any other piece of fine equipment, they require correct installation and reasonable care to assure optimum performance and long life. Extra time spent during installation will pay off in both short and long term performance and reliability.

This Mikuni HSR carburetor kit is designed to be a bolt-on application, and as such, is set-up and jetted properly for many applications. However, since many Harley-Davidson motors are highly modified, re-tuning may sometimes be necessary. The Mikuni Tuning Manual helps make jetting alteration and adjustments an easy matter.

NOTE: Carburetor Kits not designated as C.A.R.B. exempt, are not legal for motor vehicles operated on public highways in the state of California, or in any other states and countries where similar laws apply.

Application: Sportster and Buell motorcycles (Sportsters must have petcock on left side of the fuel tank).

Notes, Cautions and Warnings

Statements in this manual preceded by these words are very important:

NOTE:

Gives helpful information that can make a job easier.

CAUTION

Indicates a possibility of damage to vehicle if instructions are not followed.

WARNING

Indicates a possibility of personal injury or vehicle damage if instructions are not followed.

WARNING

Read these instructions carefully before you begin installation of your HSR kit. All procedures should be followed, paying particular attention to the following:

1. Mikuni HSR series carburetors require the use of a push/pull throttle assembly to assure closing of the throttle valve.
2. The throttle cables should be routed freely (without sharp bends) between the throttle twist grip and the carburetor and must not be pinched.
3. Gasoline is extremely flammable and is explosive under certain conditions. Do not install your Mikuni near open flame.
4. Never look directly into the bore of the carburetor while the engine is running as injury may result from possible backfire.

Disassembly:

1. Disconnect the battery ground wire from the battery.
2. Turn the fuel petcock to the "OFF" position.
3. Disconnect any vacuum hoses and the fuel hose from the stock carburetor.
4. Remove the fuel tank.
5. Remove the complete air cleaner assembly, including the backing plate.
6. Remove the stock carburetor together with the choke cable.
7. Sportster only: remove the V.O.E.S. from its normal location.

Installation:

Choke Cable to Carburetor:

1. Remove the choke cable from the stock carburetor.
2. Remove the Harley spring and plunger from the Harley choke cable.
3. Remove the Mikuni spring and plunger from the Mikuni carburetor.
5. Install the Mikuni spring and plunger onto the Harley choke cable. Change nothing else; be sure to use the Harley plastic nut, not the Mikuni nut.
6. Install the new assembly into the Mikuni. Be careful to only gently tighten the plastic nut.

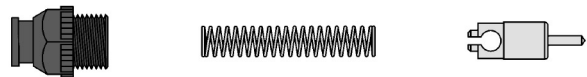


Figure 1: Harley nut with Mikuni spring & plunger

NOTE:

Carburetor to Manifold:

It is easier to fit the throttle cables to the carburetor before mounting the carburetor. Cable adjustment should wait until after the carburetor is mounted.

1. Inspect the manifold seal for damage. If it is nicked or distorted, replace it with a new seal.
2. Lubricate the seal and carburetor spigot with rubber lube, chassis grease or motor oil.
3. Insert the carburetor into the manifold. The fit is tight and a pushing --- twisting motion works well.
4. Align the carb vertically. The mouth of the carburetor should be parallel with front of the ignition cover on the crankcase.
5. Route and install the choke cable. Make sure that the choke cable is fully bottomed and that it has free-play as shown in Figure 5.

