

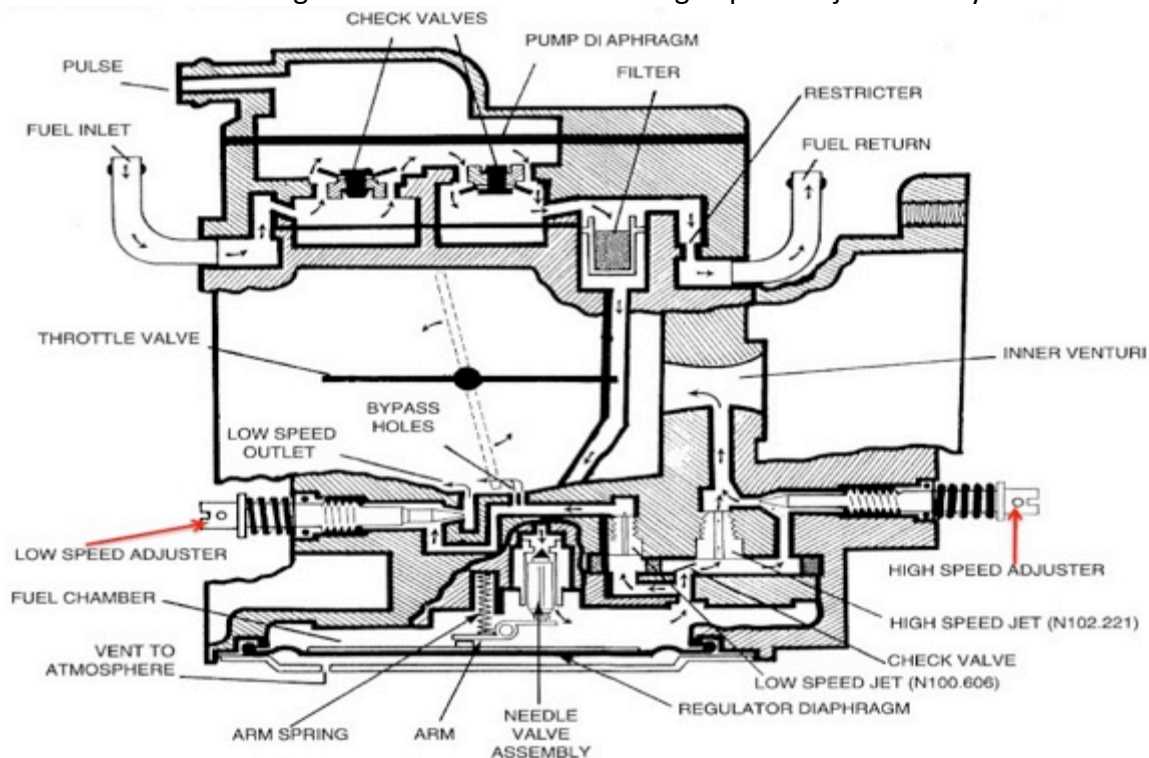


Stock Carb Settings

Whenever you do a carburetor rebuild, it's very important to set the carburetor back to factory spec.

To check the pop-off pressure, you will need a pop-off pressure gauge capable of registering up to 100 P.S.I. First, wet the needle & seat assembly with WD-40 or gas. Then place the pump hose on the fuel inlet and cap off the fuel return fitting and pulse fitting on carb. Next, pump until the pressure unseats the needle. Re-pump a few times to verify what point the pressure holds at. It's important that each carb is as close as possible to all the other carbs on the craft. If pressure is too high on a particular carb, you can lower it by snipping parts of the spring coils. Simply remove the spring and start by cutting $\frac{1}{2}$ a coil at a time and then re-testing. If you need to increase pressure use a heavier spring but never stretch a spring.

Refer to the below diagram to locate the low and high-speed adjusters on your carb:



(Diagram credits: www.Mikuni.com)

To ensure your carburetor is at factory standards, refer to the spec listings below for Kawasaki.

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M=MAG, Front, C=Center, P=PTO, RearStock Carb Settings, all listed as turns out from seated:

<u>Kawasaki</u>	<u>Engine Size</u>	<u>Pop Off (PSI)</u>	<u>Low Speed Screw</u>	<u>High Speed Screw</u>
	440 cc	18-22	1	- 5/8
	550 cc	30-35	1-1/16 (M), 1 (P)	- 7/8 (M), 5/8 (P)
	650 cc	27-29	1	- 5/8
	750 cc	16-18	$\frac{3}{4}$ +/- 1/4	- 1 $\frac{1}{4}$ +/- 1/4
	800cc	36-40	7/8	3/4
	900 cc	20-30	1-1/4 +/- $\frac{1}{4}$	- $\frac{3}{4}$ +/- $\frac{1}{4}$
	1100 cc	20-30	1-1/8 +/- $\frac{1}{4}$	- 1 +/- $\frac{1}{4}$
	1200 cc		not adjustable	

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