

U.M.I. RACING PRIMER KIT INSTRUCTIONS

1. Remove flame arrestor from carburetor.
2. Loosen the fuel tank cap to relieve any pressure that may be built-up in the fuel tank.
3. Remove the carburetor from the intake manifold. Take note where each fuel line is connected on the carburetor for reinstallation.
4. Remove the two screws that secure the choke plate to the choke shaft and remove the choke plate.
5. Remove the choke shaft from the carburetor. This procedure will vary depending on the model, style and manufacturer of your carburetor (Mikuni or Keihin). Remove the screw or circlip at the end of the choke shaft and pull the shaft from the carburetor body.
6. If you have a Keihin carburetor you will also need to remove the plastic bushing that the choke shaft rides in.
7. Determine which side of the carburetor you will want the fuel inlet fitting on. (Typically the same side the primer pump will be mounted on.)
8. Press fittings into choke shaft holes on both sides of carburetor and seal them in with epoxy or case bond if necessary.
9. Reinstall carburetor onto intake manifold. Fasten fuel lines back onto carburetor.
10. Locate the on fuel line that comes from the fuel tank to the on/off fuel valve. (The fuel lines are typically marked on the side of each line.) Cut the line as close to the on/off fuel valve as possible. Insert the brass tee fitting here. Make sure to zip tie the fuel line so you do not have any fuel leaks.
11. Determine where you want to mount the primer pump, most commonly mounted where their old choke knob is located. If you need to drill a hole for the primer pump the correct drill bit size is $\frac{3}{4}$ inch.
12. Measure out enough fuel line to go from the tee fitting to the primer pump. Cut line and install onto tee fitting with a zip tie. (There are two barbed fittings that come out the end of the primer pump, the angled one is for fuel from the fuel tank to the primer pump, the straight one is for fuel from the pump to the carburetor). Connect the other end of this line to the angled barbed fitting of the primer pump.
13. Measure enough fuel line to go from the primer pump to the barbed primer fitting on the carburetor. Cut line and fasten onto primer pump (straight fitting) and carburetor fitting with zip ties.
14. Pump primer plunger until fuel squirts into carburetor. Be careful not to get any in your eyes or on your skin.
15. Make sure there are no fuel leaks at any of the fittings and connectors in the fuel lines.
16. Reinstall flame arrestor onto the carburetor.