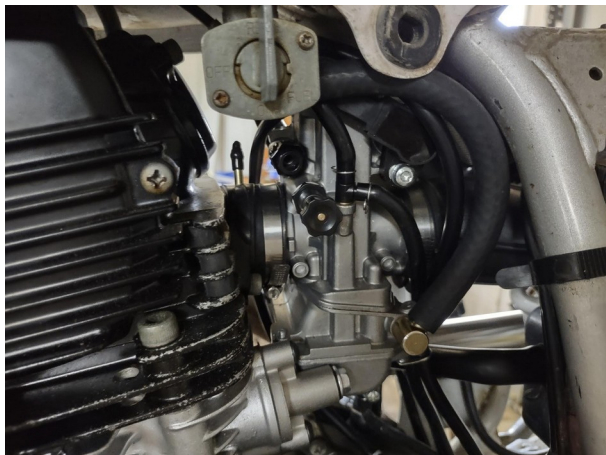


**Bradley Performance Products
TW200 FCR 33 Carburetor
Install Tips and Requirements**

This carburetor requires professional installation with permanent modifications to the motorcycle. These instructions along with the factory service manual specs are required for this installation. For offroad use only. Bradley Performance Products is not responsible for misinstallation, misuse, injury, death, mechanical failures, or any other reason that you can think of when installing this kit on your motorcycle. Use at your own risk.

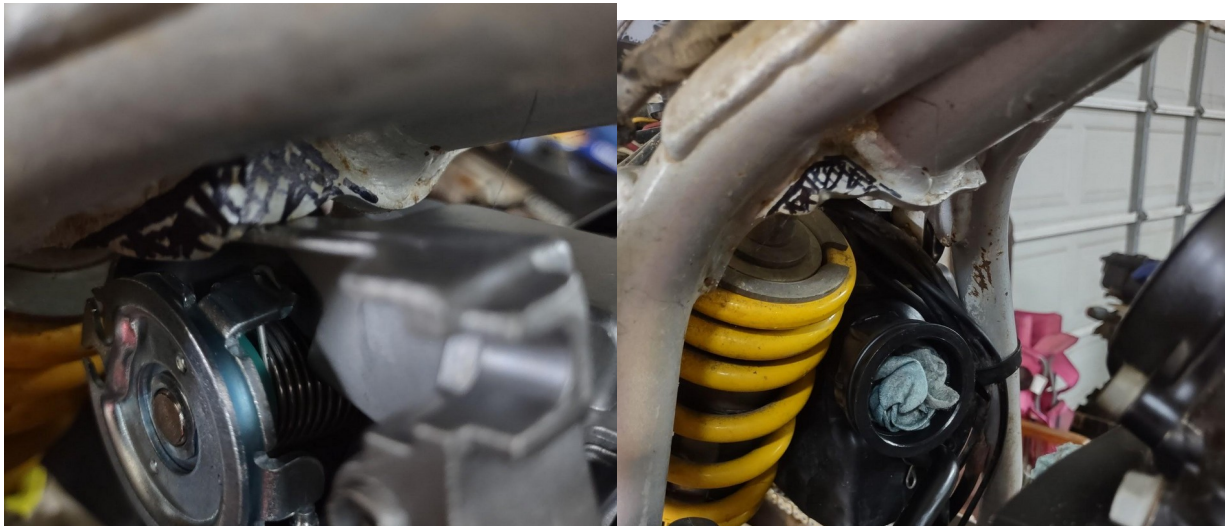
Engine requirements: people have asked “ can I put this carb on my stock engine”? Simple answer is yes it will fit, however you do not stand to gain anything. The engine performance will probably be less. For the carb to work properly on this engine it needs the larger bore, higher compression, and cam modifications along with free flowing intake and exhaust. We also do not have jetting specs for a stock engine. It is not a good fit for the stock engine.

Carb and intake installation: Remove and replace the intake manifold with the supplied intake manifold and torque to spec. Install the supplied rubber nipple onto the brass fitting on the intake manifold as this is not used in this application. Loosen the bolts that hold the airbox in the frame. Using a pry bar or comparable, gently pry the airbox as far forward in the frame as much as possible and retighten the mounting bolts. Bending the rear airbox mounting tab slightly will help this as well. This will move the airbox slightly forward in the frame. It may be necessary to slot the plastic airbox mounts to move it as far forward as possible. Install the airbox lid mod filter into the airbox lid. If you are using a 2000 and older airbox to carb boot, you will need to update to the newer 2001 and up airbox to carb boot. The air boot needs to be rotated slightly counter clockwise in the airbox. This can be done by hand. Once in place, the molded part number on the air boot will be facing north, or straight up in the chassis. The open mouth of the airboot will now be parallel to the face of the cylinder head.



Carb Needle and Jet install: Remove the top cover of the carb along with the brass needle hold-down screw and install the supplied needle in the fifth clip position (6th clip for colder temps)(4th clip for high elevations). Remove the bottom float bowl drain and remove the main jet and the pilot jet. Replace the pilot jet with the supplied #40 and the main jet with the supplied #120. Remove the float bowl and replace the unmarked leak jet with the supplied 55 leak jet. Adjust air/ fuel screw to 2 turns out. The accelerator pump screw is preset and should not need adjusting. This is a base setting for 0-500 ft elevation and summertime temps with open exhaust and a modified airbox. Cooler temps will need richer jetting. Higher elevation will need leaner jetting. If tuning is required, we recommend making yourself familiar with the FCR tuning manual available online from Keihin. Needle changes should not be required. Use the supplied pilot and main jets to fine tune to your elevation and temperature. Use of these carburetor settings are not guaranteed to be correct for your elevation, temperature, or humidity. Jetting will be affected if using a different engine bore, compression, exhaust, camshaft, air filter, fuel type, etc. We have found that even different brands of air filters and/or filter oil can affect the jetting on this configuration.

Carburetor modifications: The carb must be modified to fit inside the frame of the motorcycle as well as the frame itself. The frame has a large steel bracket at the tail of the backbone above the carb that requires slight trimming. This will not affect the structural integrity of the frame. Using a grinder or metal saw, Trim the excess material from the bracket as shown.



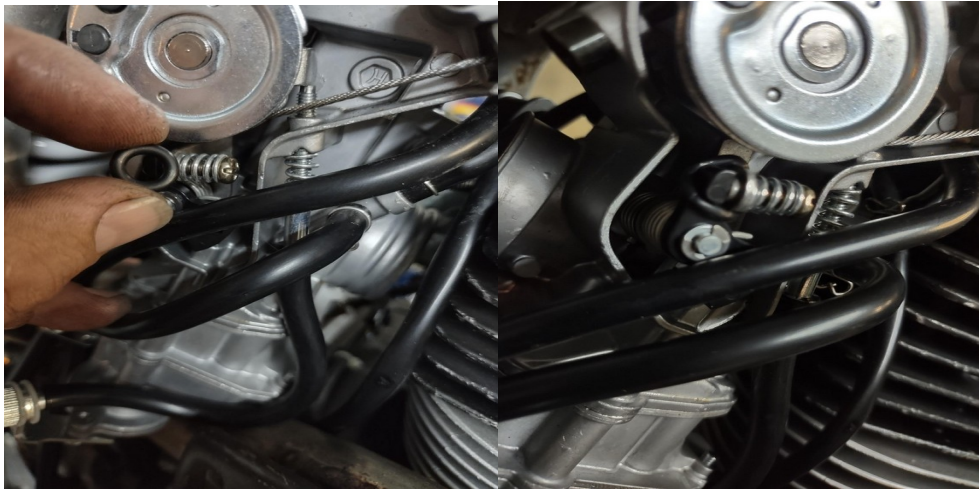


Material marked with black marker removed.

The carburetor has an upper and a lower mounting flange for the throttle cables. The upper cable flange needs to have the protruding extruded material trimmed away completely. Use a hacksaw or comparable to trim the material flush with the housing. The portion to be removed is painted black in the photo.



O-ring Mod: Install the supplied O-ring around the accelerator pump arm and adjuster screw in order to hold the two pieces together. Slide the O-ring over the adjuster screw and spring, then around the back of the black pump arm as shown below.



Install the carburetor into the airbox boot first, tighten the clamp, then pull the carb into the intake manifold boot last.

Fuel line: The fuel petcock fitting on the TW200 fuel tank is 6mm and the inlet on the FCR carb is 8mm. This causes an issue finding the right fuel line. A soft, flexible non-braided 8mm or 5/16" fuel line works well enough to be squeezed down on one end and stretched on the other. On most 2001+ TW's the unused gray colored EVAP line is still laying on the frame under the fuel tank. This hose works great for the fuel line.