

# INSTALLATION GUIDE FOR THE JRC 26 or 30MM FLATSLIDE CARBURETOR

## Introduction

Congratulations on your purchase of the JRC flat slide carburetor. This carburetor has been developed to give better starting, engine performance, and throttle control for your class motorcycle. The procedure to install it, depending on the level of experience of the installer, takes approximately 60 minutes to perform.

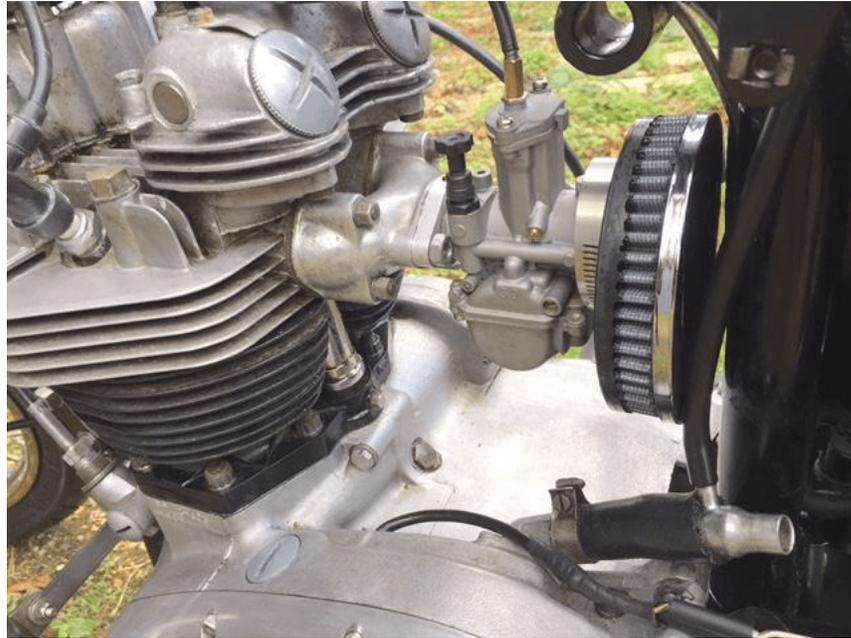


Fig.1



Note: A cable operated choke is available for single, twin and 3 cylinder applications.

### Tools Required

The installation procedure is simple and requires a Whitworth open ended spanner set (up to 1968 British motorcycles) or inch size spanner set (1969-82) and Philips style (Cross head) screw driver, see Fig.2



Fig. 2

**Screwdriver** - used for removing the top housing of the throttle slide to attached the throttle cable.

**Spanner** - used to tighten up the bolts at the flange

## Installation Procedure

The first step is to disconnect the battery to ensure no sparks occur around gasoline vapors. Then remove the old carburetors and gasket(s) and detaching the throttle cables. Be sure to take extra care with gasoline during this step. Gasoline is extremely flammable and fumes may be ignited by appliance pilot lights from a surprising distance. Be careful to work in a well ventilated area.

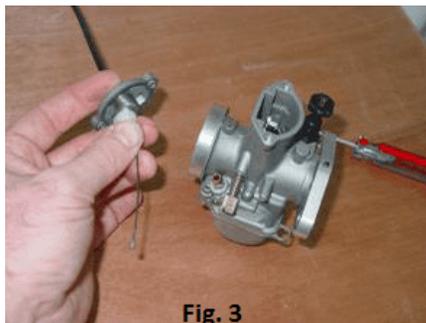
**This will leave the manifold bare as shown. (Royal Enfield shown)**



**Fig.3**

Step two involves attaching the throttle cable to the slide assembly. To do this unscrew the two screws at the top of the throttle slide housing assembly taking care to keep a finger on the top as once the screws are undone the spring inside will push upwards.

Removing the top cover, the spring, white collar, will leave the chromed slide and needle inside the housing.



**Fig. 3**

Having removed the top cover, push the nipple end of the throttle cable through the top cover and down the center of the spring and through the white retaining collar. Note that the white retaining collar must be installed the same direction it comes out. Compress the spring and hold it all together so as much of the cable is showing as possible.

Note: Return springs of different spring rates are available from your dealer.



**Fig. 4**

**Fig. 4** Now insert the end of the cable so that the nipple sits in its place in the throttle slide.



**Fig.5**

JRC Superior carburetors are pre-jetted if the application is specified upon ordering. application was given the carbs are supplied with the factory jetting specs. Jetting is for the stock motorcycle not taking into account any modifications that your bike m have. If you tell us, for example: that your bike has open pipes we can adjust the sp accordingly.

Insert slide into the throttle housing ensuring it is the correct way round. NOTE – there is only one way it can be inserted, no force should be applied for this.



**Fig 6.**

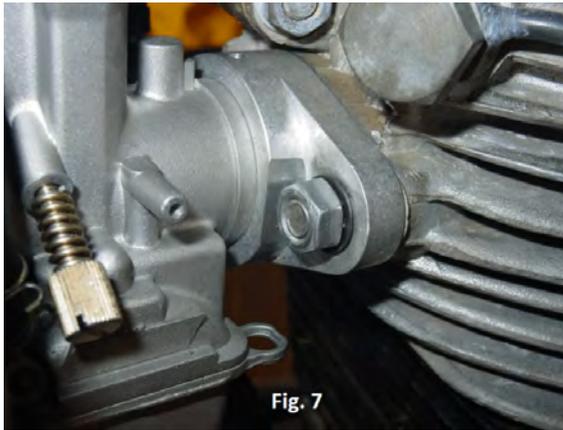
Re-position the top cover and screw back into place taking care not to over tighten the screws, Be sure that there is enough free play in the cable that the throttle slide sits full closed.

NOTE –The weight of the carburetor should not hang from the cable alone. Support the carburetor with a length of wire.

The next step is to ensure the 'O' ring is in its seat on the face of the flange and the gasket is on the threaded studs against the head. Mount the carburetor onto the studs fully and put on the washers and nuts and tighten them up with the open ended spanner. Do not over tighten the nuts.

**Fig.7**

Note: On 1969 and later Triumph models delete the cupped steel and rubber washers and replace with flat and lock type nuts. Make sure to use the insulator block 70-2968 on all applications. Your machine had these fitted with the original carburetors and it is acceptable to re-use them.



(Fig. 7 Royal Enfield specific unit)



Top picture showing heat insulator and lock nuts on Triumph manifold.

With limited space the use of a thin nut on the choke/enrichener side is advised. Also a heat insulator between the carb and manifold/head is recommen  
Otherwise the left hand mounting stud may need to be shortened.

Half/Thin nut



Standard nut



Thinner nuts are available:

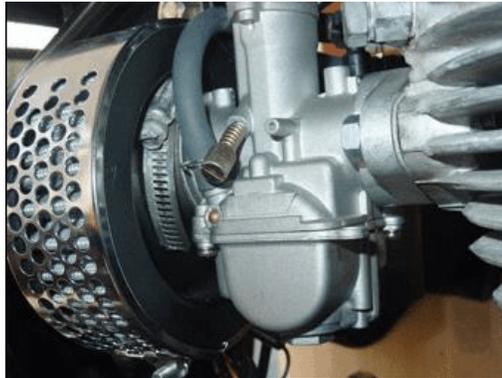
[5/16x26 CEI Pre-68 machines - 57-0224](#)

[5/16x24 UNF Post 68 machines - 14-0402](#)

Heat insulator:

[70-2968](#)

available in 26-32mm bore sizes

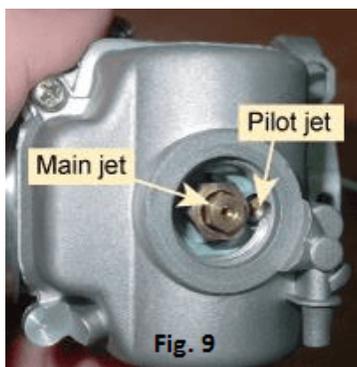


**Fig.8**

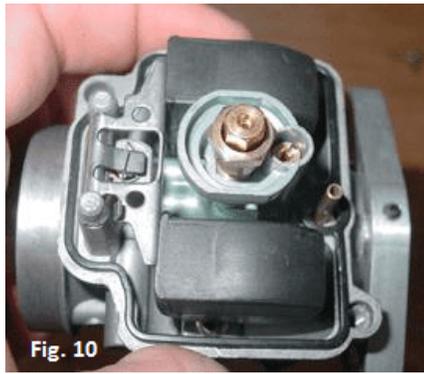
Final step is to [fabricate fuel lines](#). Always use clamps on [fuel hose](#) and always use ethanol resistant hose. JRC can supply correct hose and fittings if needed. Now fit the air filter. The stock pancake Volkes type filter will fit as long as it has the removable insert and is for a 900 or 389 series Amal carburetor. The 26mm Amal has smaller threads so a larger filter will have to be sourced. (also available from JRC Engineering please see website or catalog for details).

**Fig.9 Jets**

The carburetor comes with extra jets, a pilot and four main jets. The jets can be changed easily whilst the carburetor is mounted in place on the bike.



To replace the main jet, the bottom large nut at the base of the float bowl can be removed, Fig.9 (remember to turn off your fuel tap from the tank). Some fuel will spill out so have a large rag or bowl to catch it. A couple of small spanners will be needed to remove the jet.



**For changing of the pilot jet, the float bowl needs to be removed to gain access to it and this can be done by removal of the two screws. NOTE – the bowl needs to be gently maneuvered around to release it as there are the floats and internal structure inside. This must be done very gently for both removal and reinstallation. Fig. 10 shows what is there once the bowl is removed (in the photo the carburetor is removed from the bike and sitting on a bench).**

#### **DISCLAIMER**

The steps in this guide are just that, a guideline only. Anyone wishing to install the carburetor does so at their own risk and JRC Engineering cannot accept any liability for any loss, damage or claims arising as a result of any work or action carried out based on the information given in this guide.

Note:

- 1.** Always turn fuel taps to “Off” position when the engine is not being run, even for a short time.
- 2.** All rubber components supplied with JRC Carburetors are suitable for use with 10% ethanol fuels however with the advent of 15% fuels JRC does not recommend use of any greater than 10% ethanol blends.
- 3.** It is recommended also that all rubber O rings on jet blocks and float bowls be replaced whenever they are disturbed. We have priced these at very low cost to encourage replacement.
- 4.** Ethanol and the moisture it attracts is extremely corrosive so we further highly recommend that if your motorcycle is to be left standing for more than two weeks that you drain the float chamber by removing the drain on the bottom. Ensuring the fuel taps are in the off position do this in a well vented area and have a catch basin under the float chamber to capture the small amount of fuel that will drain out.

**It is suggested if you do not feel confident enough to perform the installation procedure on your own that you engage the services of a professional motorcycle technician to do so on your behalf**

#### **Breather hose locations**

While the carburetor body has a few stubs for overflow tubes only two actually are used in our application.

They are indicated below by arrows. The stub opposite the cold start plunger is the only stub on the body used.

Breather number two is on the side of the float chamber. Both tubes should be directed toward the ground.

Their purpose is to direct fuel away from the hot engine in the event of a fuel spill.

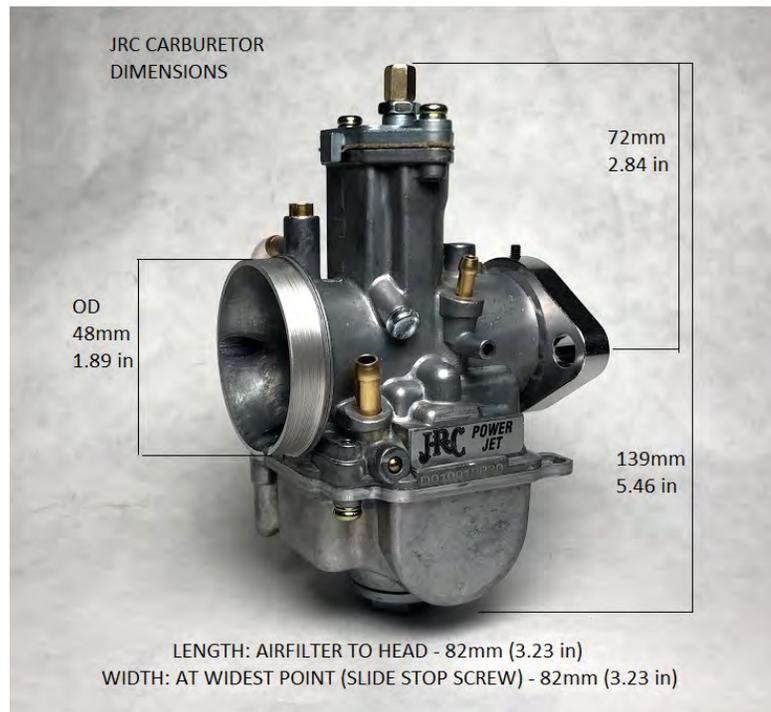
If more than a small amount of fuel comes out the float may be hanging up or debris is holding the valve open.



**Additional information on your JRC carburetor.**

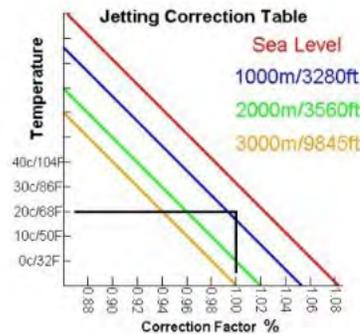
**Accessories and kits available;**

1. Cable operated choke assembly for single , twin , and 3 cylinder applications
2. Fuel line and fuel fittings to make custom fuel lines
3. Air filters , custom and original type
4. Throttle cables for single , twin or 3 cylinder applications
5. Carburetor kits for Norton Commando single 30 or 32mm
6. Carburetor kit for TR6/7 to fit standard air filter box, 30mm
7. Carburetor kit for T140E 1979-82, replaces Mk2 Amal or Bing
8. Carburetor kit for new Royal Enfield 500, 30 or 32mm
9. Carburetor kit for Ural twins
10. Trident and Rocket 3 gantry conversions to keep stock air box and gantry



Make	Bore	Pilot jet	Main jet	Needle/position	Elevation FT
BSA A10	30mm	35	125	standard/center	2000
BSA A65T	30mm	35	118	standard/center	2200
BSA A65L	30mm	30	130	standard/ center	2200
BSA B25	26mm	25	110	standard/ center	2200
BSA B44	28mm	30	135	standard/ center	1000
BSA B50T	28mm	30	130	standard/ bottom	1000
BSA B50MX	30mm	35	140	standard/ bottom	1000
BSA RK3	26mm	30	110	standard/ top	2200
BSA RK3 – upgrade	30mm	30	132	standard/ top	1500
Norton 750	30mm	35	132	P11/32/ center	2200
Norton 850	30mm	35	135	P11/32/ center	2200
Moto Guzzi 850	30mm	38	128	P11/32/ #3 pos	4000
Moto Guzzi 850	30mm	38	130	standard/center	2200
R. Enfield 350	26mm	38	110	standard/ center	1200
R. Enfield 500	30mm	35	138	standard/ center	2200
R. Enfield 500 AVL	32mm	42	145	standard/ center	2500
Triumph T100R	26mm	30	110	standard/ center	2200
Triumph T100C	26mm	30	115	standard/ center	2200
Triumph T120	30mm	35	130	standard/ center	2000
TR6/T110/6T	30mm	38	135	standard/ center	2200
Triumph TR7	30mm	40	140	standard/ center	2200
T140	30mm	40	130	standard/ top	2200
T140E MK2R	30mm	35	132	P11/32/ center	500
T150/160	26mm	30	110	standard/ top	2200
T150/160	30mm	30	125	standard/ bottom	2000
T20 Cub late	26mm	25	90	standard/ top	2200
Ural 750 Dneper	30mm	38	125	standard/ center	1000
Velocette 350	26mm	30	135	standard/ bottom	1000
Velocette 500	30mm	35	138	standard/ bottom	1000
Vincent 1000	30mm	40	140	standard/ center	1000
Yamaha XS650	30mm	35	132	standard/ center	1000
Single Carb Norton Kit					
Norton 750	32mm	25	125	P11/32/ center	2200
Norton 850	32mm	25	130	P11/32/ center	2200

For higher elevation 4000 ft +jetting deduct 2-5% from the jet sizes. Use the nearest size round up.



Check out our carb fitted to various applications. Click the links below: