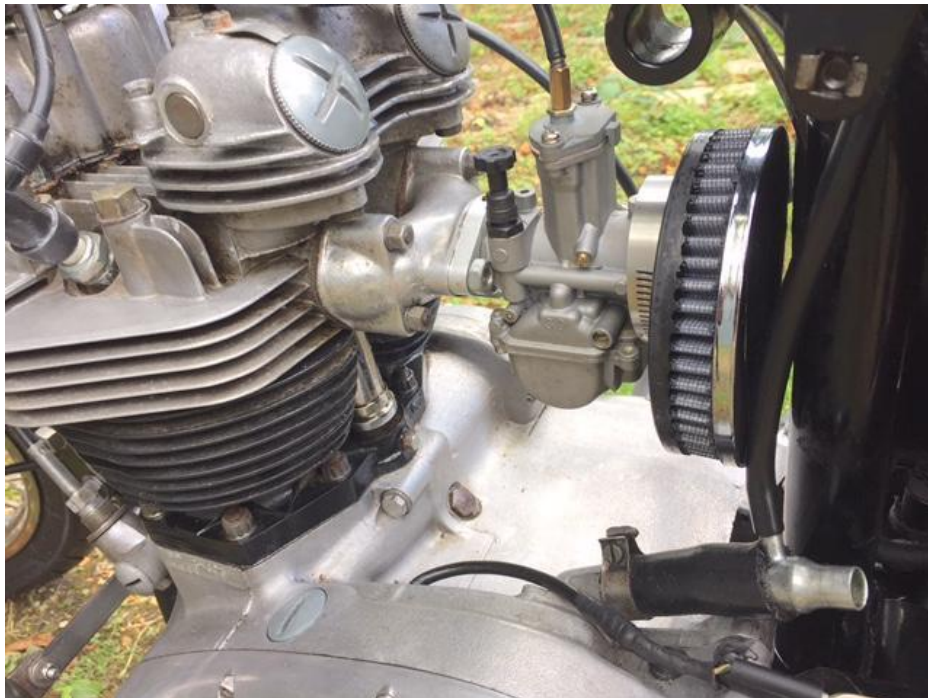
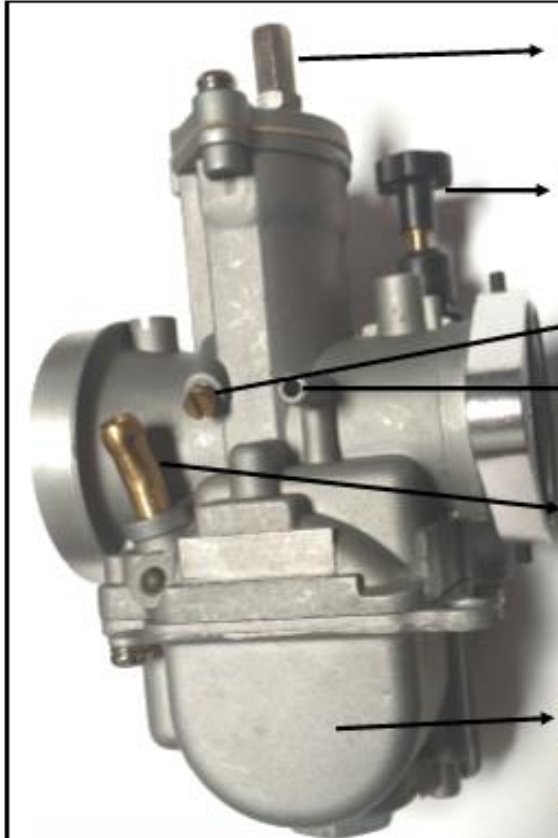


# INSTALLATION GUIDE FOR THE JRC 26 or 30<sub>MM</sub> FLATSLIDE CARBURETOR

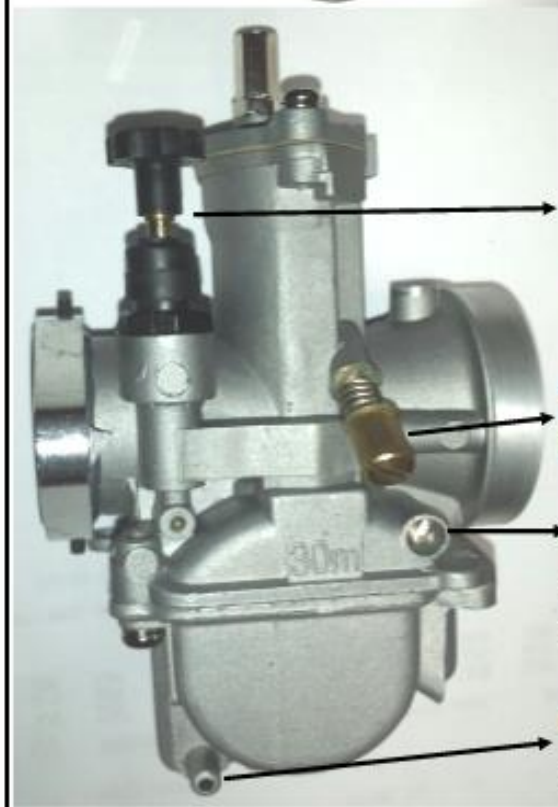
## Introduction

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 classic motorcycle. The procedure to install it, depending on the level of experience of the installer, takes approximately 60 minutes to perform.

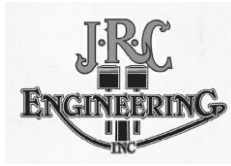




- Throttle cable adjuster, use to adjust free play in cable housing.
- Cold start plunger, lift until it clicks for cold starting. Push down after engine is up to temperature.
- Idle adjust plug, use to change the side the idle screw is on
- Breather for float chamber. Fit clear tube supplied and route to under motorcycle.
- Fuel feed inlet from fuel tank. Always use a clamp on all fuel lines!
- Float chamber, be careful removing . Use a twisting motion while gently pulling downward to remove. Replacement is the reverse of removal.



- Cold start plunger , pull up to start and push down when engine is up to temperature. Cable operated unit is available
- Idle speed adjuster. Screwing clockwise increases idle speed by lifting the throttle slide
- Slow speed screw, turning in leans the idle circuit and screwing out richens. Start with 1 1/2 turns out
- Float chamber overflow , fit supplied clear tube and route to the underside of the motorcycle.



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

**Fig.1**

## 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



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

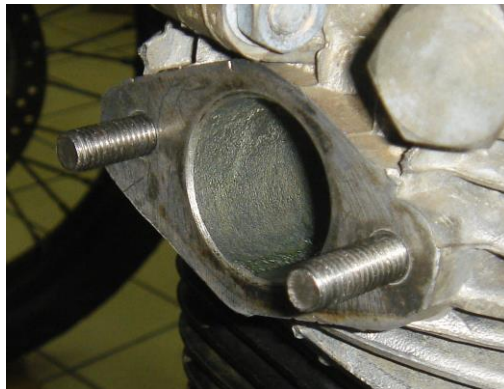
**Spanner** - used to tighten up the bolts at the flange

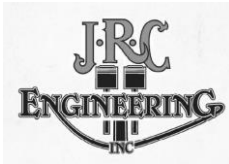
**Fig.2**

## 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.



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





**Fig.5**

Fig.5 shows a close up of the throttle slide with the cable end in place but not yet with the white collar in position. Note that the throttle needle is held in place by the white collar and the throttle return spring. When these are fully in place the throttle needle should have no up-down play in the slide. If it does move then the plastic retainer may be installed backward or upside down.

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**

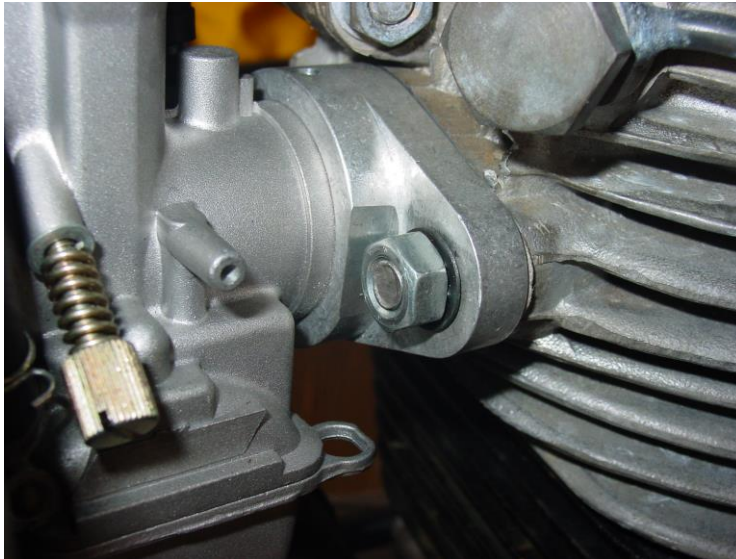
Re-position the top cover and screw back into place taking care not to over tighten the screws, Be sure that there is enough free play in the cable that the throttle slide sits full closed. Fig 6.

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



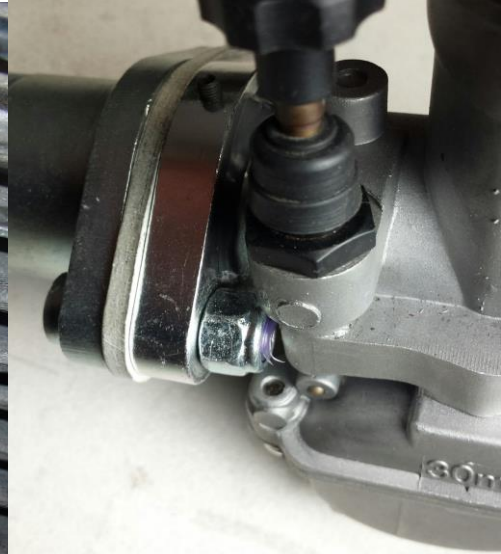
The next step is to ensure the 'O' ring is in its seat on the face of the flange and the gasket is on the threaded studs. Mount the carburetor onto the studs fully and put on the washers and nuts and tighten them up with the open ended spanner. Do not over tighten the nuts, **Fig.7**

Note: 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 70-4919 on all applications. Your machine had these fitted with the original carburetors and it is acceptable to re-use them.



Royal Enfield specific unit

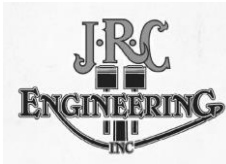
**Fig.7**



Triumph stepped stud installation



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



**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. For illustration purposes, a gauze offset pancake air filter is shown (also available from JRC Engineering, please see website or catalogue 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.



**Fig.9**

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.





**Fig.10**

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 re-installation. 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**

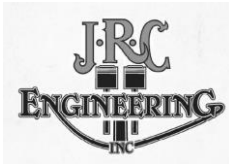
*The steps in this guide are just that, a guideline only. Anyone wishing to install the carburetor does so at their own risk and JRC Engineering cannot accept any liability for any loss, damage or claims arising as a result of any work or action carried out based on the information given in this guide.*

*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.**





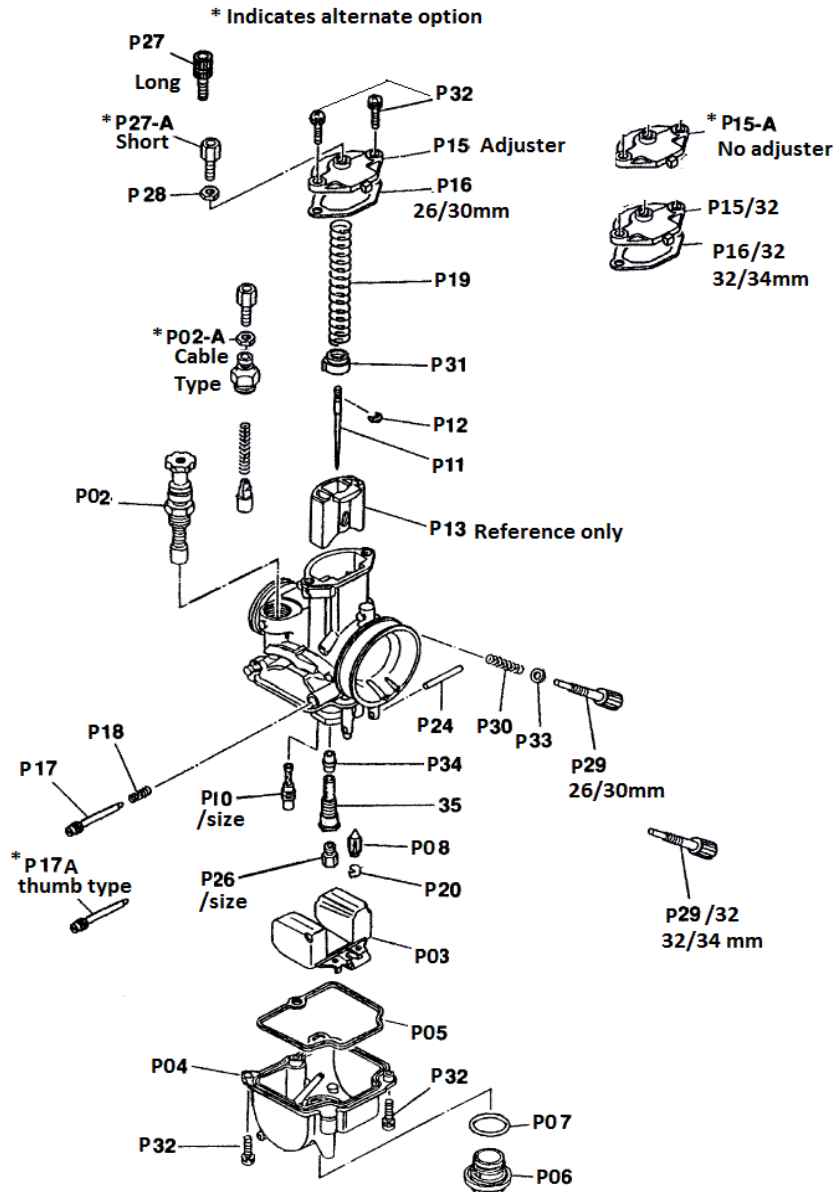
## Additional information on your JRC carburetor.

### Accessories and kits available;

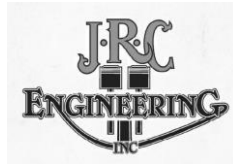
1. Cable operated choke assembly for single , twin , and 3 cylinder applications
2. Fuel line and fuel fittings to make custom fuel lines



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	Pilot	Needle jet	Needle	Needle pos	Main elevation	Unit
BSA A10 650	35	std	std	center	125 2000	30mm
BSA A65T	35	std	std	center	118 2200	30mm
BSA A65L	30	std	std	center	130 2200	30mm
BSA B25	25	std	std	center	110 2200	26mm
BSA B44	30	std	std	center	135 2200	30mm
BSA B50T	30	std	std	bottom	130 1000	30mm
BSA B50MX	35	std	std	bottom	140 1000	30mm
Triumph T100C	30	std	std	center	115 2200	30mm
T100R	30	std	std	center	110 1000	26mm
TR6/T110/6T	35	std	std	center	135 2200	30mm
T120	35	std	std	center	137 2200	30mm
TR7	40	std	std	center	140 2200	30mm
T140	40	std	std	top	130 2200	30mm
T160	30	std	std	top	110 2200	26mm
T20 Cub	25	std	std	top	90 2200	26mm
Moto guzzi 850	38	std	std	center	130 2200	30mm
Velocette 500	35	std	std	bottom	140 1000	30mm
Vincent 1000	40	std	std	center	140 1000	30mm
Norton 750 com	35	std	p11/32	Center	132 2200	30mm
Norton 850 com	35	std	p11/32	center	132 2200	30mm



Notes:



