

Andrews Products, Inc.

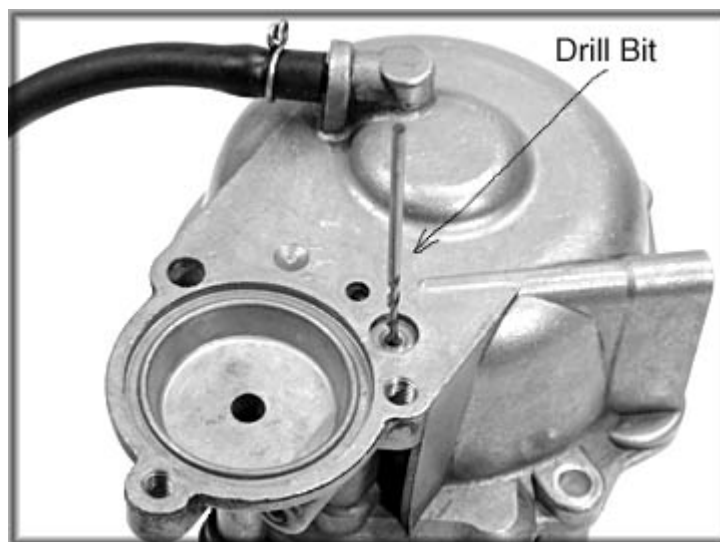
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INSTALLATION INSTRUCTIONS

High Flow Accelerator Pump for Stock Keihin Carburetors (For Stock Keihin Carbs from 1980-1988)

1. Remove float bowl from carburetor. There are four screws holding it in place. It is NOT necessary to remove the entire carburetor from the engine to install your new high flow accelerator pump.
2. Clean any fuel residue from the bowl assembly and remove the stock accelerator pump housing. It is held in place with three screws but one of them already has been removed with the bowl.
3. Position the bowl upside down for drilling a single hole through the bottom as shown in photo.
4. Any drill of approximately 1/16 diameter will be quite satisfactory. The exact location for this hole is already marked with a dimple on the bottom of the float bowl casting as shown in photo below.
5. Feed the drill through until it breaks out into the float chamber. Don't worry if the hole breaks into either a cross drilled passage or through the actual bottom of the bowl. The location is not critical as long as fuel can feed through into the accelerator pump.
6. Thoroughly clean any drill chips from the bowl. There is a small bypass hole in the bottom of the bowl which does not have to be plugged. Several earlier magazine articles have recommended plugging this hole but there will be no measurable benefit from doing so.
7. Install the new accelerator pump housing onto the bowl with the two shortest screws of the original three. Make sure that the two small "O" ring seals are installed; one into a recess in the pump housing and the second into a recess into the bottom of the bowl casting.
8. If the accelerator pump jet needs to aimed differently, now is the time to do this. With a small adjustable wrench, carefully reposition the pump jet by gently turning it in the bowl casting (it's a press fit).
9. Reinstall the bowl and pump assembly back onto the carburetor body to complete the job. The extra fuel from the larger capacity pump should result in smoother, quicker throttle response especially off idle or at low RPM.

BE CAREFUL WHEN WORKING AROUND GASOLINE!



View of float bowl (upside down) with pump housing removed.
Drill bit is shown after drilling new hole in proper location.