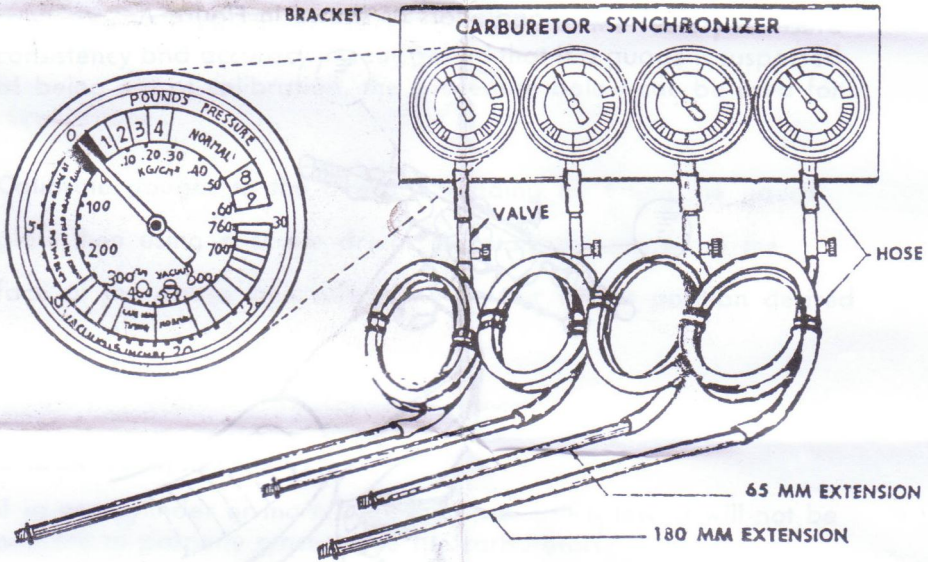


MOTORCYCLE CARBURETOR VACUUM SYNCHRONIZER

FAST EASY TUNE UPS



PARTS INCLUDED

QUANTITY

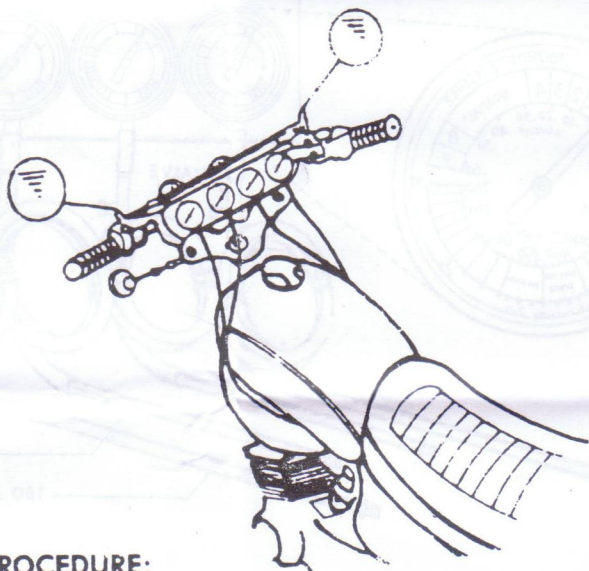
DESCRIPTION

1	Bracket
4	Gauges
4	Hose
4	Valves
2	180mm Extension
2	65mm Extension

VACUUM GAUGE KIT

INSTRUCTIONS FOR USE:

1. Run the engine until operating temperature is reached, carburetors must be adjusted with engine warm and the choke fully open.
CAUTION: Choke operation may damage vacuum gauges.
2. Attach a bungee cord to the vacuum gauge mounting plate at the holes provided in the upper corners of the plate. Stretch the cord around the bottom of the mirror arms, suspending the vacuum gauges above the handlebars as shown in Figure A.



TUNING PROCEDURE:

1. Remove the vacuum attachment plug-screws from the carburetor flanges or intake manifolds and install the vacuum hose attachment probes in these holes (long attachment probes to inside and short attachment probes to the outside. A drop of oil on threads of probes eases installation).
 - A. Start the engine, let it idle, and check the gauges.
 - B. If more damping is desired close valve or valves slightly. If less damping is desired open valve or valves slightly. (Do not attempt to adjust valves when not attached to engine).
 - C. The needles will flutter, but should not oscillate more than one graduation on the gauge faces.

HONDA

5 MM X (65 MM LENGTH)

5 MM X (180 MM LENGTH)

- D. Synchronize carburetors according to instructions in manufacturers specifications of the appropriate shop manual or service bulletin.
- E. However, synchronization is a function of relative vacuum between cylinders rather than any specific vacuum readings. Synchronization is obtained when the vacuum is the same on all gauges.

GAUGE CALIBRATION

While the gauges were carefully calibrated at the factory to insure consistency and accuracy it is suggested that if a gauge is suspected of being out of calibration, the procedure below can be used for recalibration.

Calibrate gauges to the average reading by lifting the gauge glass then using a screw driver to rotate the screw on the face of the gauge and adjust the pointer to the position desired

CHECK COMPRESSION

If in one cylinder or more the piston pressure is low, it will not be possible to properly synchronize the carburetors.

To check compression use a Compression Tester

NOTE: The color coding, red and green blocks on dial are used only for automotive, disregard for other applications.