

MIKUNI

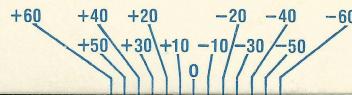
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Performance Starts Here

RACING CARBURETORS

TEMPERATURE — °F

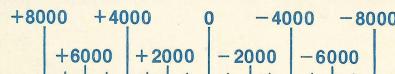
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Cut Out Green

ELEVATION — ft

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Cut Out Green

FOR BEST PERFORMANCE INSIST ON GENUINE MIKUNI JETS.

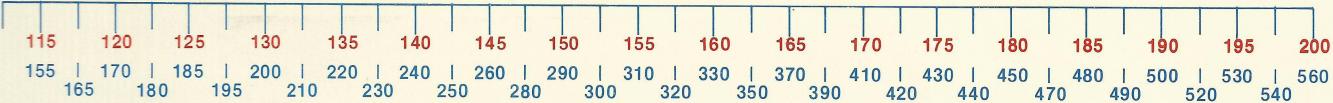
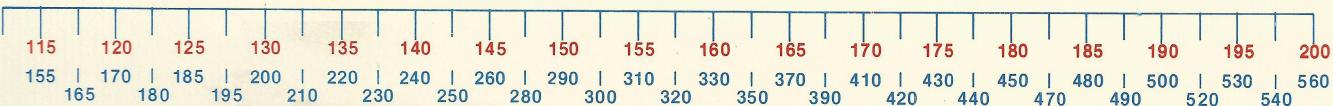


INSTRUCTIONS for TEMPERATURE/ELEVATION COMPUTATION:

Align current proper main jet size with "0" indicator on POCKET TUNER graph. Note temperature CHANGE plus or minus in degrees and/or elevation CHANGE plus or minus in feet. Find your new main jet size.

NOTE: When temperature and elevation CHANGE, determine new main jet size first for one and then apply to the other.

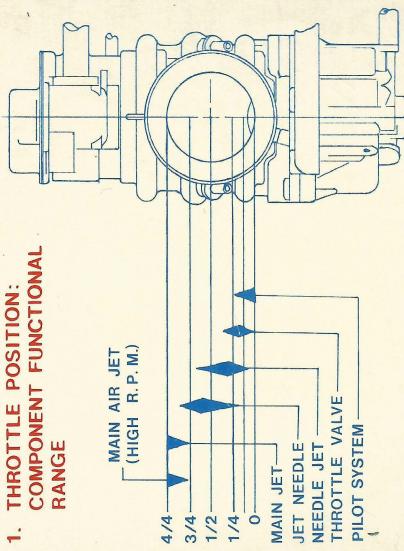
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MIKUNI

POCKET TUNER

1. THROTTLE POSITION:
COMPONENT FUNCTIONAL
RANGE



PILOT SYSTEM: PILOT JET, PILOT AIR JET,
PILOT SCREW OR AIR SCREW

2. SYMPTOMS: ENGINE CONDITION TOO RICH

- PERFORMANCE IS FLAT, NOT CRISP.
- CONDITION IS WORSE WHEN ENGINE IS HOT.
- CONDITION IS WORSE WHEN THE CHOKE/STARTER IS USED.
- DARK, FOUL ED SPARK PLUG.
- REMOVAL OF AIR CLEANER HELPS.
- EXHAUST POPPING OR BACKFIRE.
- ENGINE SOUND IS DULL.

3. SYMPTOMS: ENGINE CONDITION TOO LEAN

- ACCELERATION POOR, SURGING.
- PERFORMANCE IMPROVES SLIGHTLY AS ENGINE WARMS.
- BETTER PERFORMANCE WHEN CHOKE/STARTER IS USED.
- NO COLOR, OVERHEATED SPARK PLUG ELECTRODE.
- REMOVAL OF AIR CLEANER MAKES CONDITION WORSE.
- POPPING BACK THROUGH CARBURETOR.
- ENGINE PINGS OR KNOCKS, EXCESSIVE ENGINE HEAT.

MIKUNI AMERICAN CORPORATION
Northridge, CA. U.S.A.

POCKET TUNER
MIKUNI