

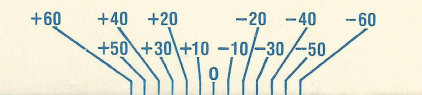
MIKUNI

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Performance Starts Here
RACING CARBURETORS

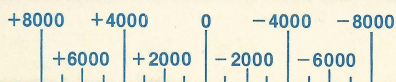
MIKUNI
POCKET TUNER

TEMPERATURE — °F
N 100.604
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Cut Out Green

ELEVATION — ft
N 100.604
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Cut Out Green

FOR BEST PERFORMANCE INSIST ON GENUINE MIKUNI JETS.



N 100.604



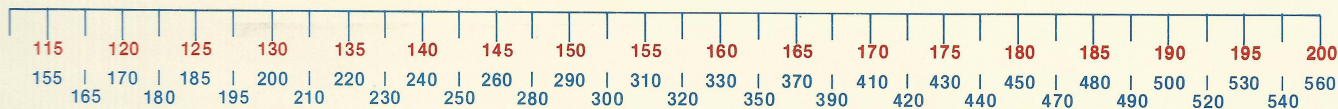
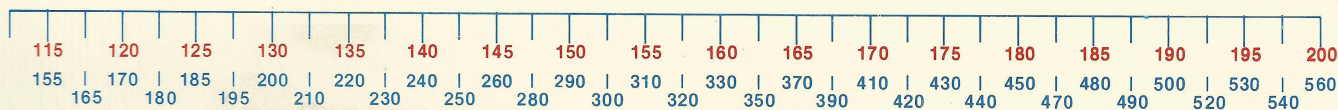
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INSTRUCTIONS for TEMPERATURE / ELEVATION COMPUTATION:

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.

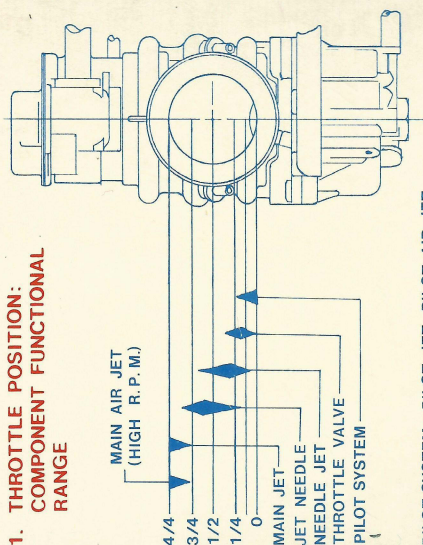
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MIKUNI

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, FOULED 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
POCKET TUNER
MIKUNI AMERICAN CORPORATION
Northridge, CA. U.S.A.