

Parts & Accessories Bulletin

Genuine

February 18, 1987

PARTS & ACCESSORIES

P&A333

SCREAMIN' EAGLE CARBURETOR AND AIR CLEANER KIT 'TECH TIPS' Part #91731-85



This bulletin covers air filter mounting tips, adjustment tips and jetting recommendations.

1. Air Filter Mounting Tips

The air filter mounting flange on the carb body has a sharp outside edge (see figure 1, item 1) which can cause tearing of the air filter element. Over tightening of the air filter element worm clamp combined with the sharp mounting flange may also cause tearing of the filter element. To avoid this potential problem H-D recommends the following:

- . Round off the sharp edge (figure 1, item 1) with a file making sure filings do not fall into the carb. Clean off with a soft cloth.
- . Do not over tighten the filter element worm clamp when attaching it to the carb body. A snug fit is all that's required.

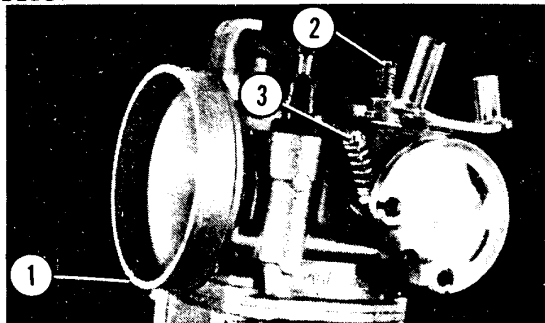
2. Adjustment Tips

This covers adjustments to the idle mixture screw (figure 1, item 2) and the throttle stop screw (figure 1, item 3).

- . The general setting of the idle mixture screw on most carbs is 1-1/2 turns out from the fully closed position. This general setting is not correct for our H-D Screamin' Eagle carb. The correct setting for the idle mixture screw (figure 1, item 2) is 5/8 of a turn out from the closed position. This setting should NEVER exceed 3/4 of a turn out.

CAUTION: Do not attempt to smooth the idle by adjusting the idle mixture screw!

- . The throttle stop screw (figure 1, item 3) should be adjusted accordingly to get the desired RPMs at idle.



"Figure 1, Carburetor"



(Page 1 of 2)

FILE IN ACCESSORY GUIDE FOR FUTURE REFERENCE

3. Jetting Recommendation Tips

Some Harleys equipped with our Screamin' Eagle carb kits exhibit a 'lean condition' at cruising speeds. There may be a noticeable surging at cruising speeds and H-D recommends the following:

- . Replace the main jet, slow speed jet and the power fuel jet with the following:

P/N 27108-87	160 main jet
P/N 27896-79	65 slow speed jet
P/N 27109-87	55 power fuel jet

This group of three jets will work fine for most applications and will improve all around driveability.

If these recommended changes appear to give you either a "too lean" or "too rich" condition at wide open throttle there are several other power fuel jets to choose from:

Choices for "too lean": P/N 27110-87 80 power jet
P/N 27111-87 100 power jet
P/N 27112-87 120 power jet

Choice for "too rich": P/N 27113-87 Blank power jet

NOTE: Improvements center around the 160 main jet. Regardless of which power jet you may use, H-D strongly recommends not deviating from this 160 main jet!

Screamin' Eagle carburetor and air cleaner kits have always had excellent wide open throttle performance, and our recommended re-jetting will not diminish that excellent performance.

These new jets have been designed to improve driveability while supplying the proper amount of fuel throughout the entire R.P.M. range.