

BLOWSION SINGLE PRIMER KIT

This kit includes a primer pump, primer fuel line, and brass barb and tee fittings for adding a cold-start primer circuit to a single Mikuni or Keihin carburetor.



INSTALLATION

1. **Remove the flame arrestor** from the carburetor.
2. **Loosen the fuel tank cap** to relieve any pressure that may be built up in the fuel tank.
3. **Remove the carburetor** from the intake manifold. Take note of where each fuel line is connected for reinstallation.
4. **Remove the two screws** that secure the choke plate to the choke shaft and remove the choke plate.
5. **Remove the choke shaft** from the carburetor. This procedure will vary depending on the model, style, and manufacturer of your carburetor (Mikuni or Keihin). Remove the screw or circlip at the end of the choke shaft and pull the shaft from the carburetor body.
6. If you have a **Keihin carburetor**, you will also need to remove the plastic bushing that the choke shaft rides in.
7. **Determine which side** of the carburetor you want the fuel inlet fitting on. (Typically the same side the primer pump will be mounted on.)
8. **Press fittings** into the choke shaft holes on both sides of the carburetor and seal them in with epoxy or case bond if necessary.
9. **Reinstall the carburetor** onto the intake manifold. Fasten fuel lines back onto the carburetor.
10. **Locate the "on" fuel line** that runs from the fuel tank to the on/off fuel valve. (Fuel lines are typically marked on the side of each line.) Cut the line as close to the on/off fuel valve as possible. Insert the brass tee fitting here and zip tie so there are no fuel leaks.
11. **Determine where to mount** the primer pump — most commonly where the old choke knob was located. If you need to drill a hole for the primer pump, the correct drill bit size is $\frac{3}{4}$ inch.
12. **Measure and cut** enough fuel line to go from the tee fitting to the primer pump and install with a zip tie. (Two barbed fittings come out of the primer pump: the angled one is for fuel from the tank to the pump, the straight one is for fuel from the pump to the carburetor.) Connect the other end of this line to the angled barbed fitting on the primer pump.
13. **Measure and cut** enough fuel line to go from the primer pump to the barbed primer fitting on the carburetor. Fasten onto the primer pump (straight fitting) and carburetor fitting with zip ties.
14. **Pump the primer plunger** until fuel squirts into the carburetor. Be careful not to get any fuel in your eyes or on your skin.
15. **Check for leaks** at every fitting and connector in the fuel lines.
16. **Reinstall the flame arrestor** onto the carburetor.

SAFETY NOTICE

Work in a well-ventilated area away from open flame or sparks. Fuel system modifications should only be performed by an experienced installer. Improper installation, fuel leaks, or damage caused by incorrect fitting placement is not covered under warranty.

Thank you for choosing Blowsion Performance Products. Ride Hard. Ride Smart.

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