



## BLOWSION TRIPLE 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 triple-carburetor setup.



### INSTALLATION

1. **Remove the flame arrestor** from the carburetors.
2. **Loosen the fuel tank cap** to relieve any pressure that may be built up in the fuel tank.
3. **Remove the carburetors** 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 on each carburetor and remove the choke plates.
5. **Remove the choke shafts** from the carburetors. This procedure will vary depending on the model and style of your carburetor. Remove the screw or circlip that secures the choke shaft in the carburetor and remove the shafts.
6. With some models (**new-style Mikuni and all Keihin**), you will need to remove the plastic bushing that the choke shaft rides in.
7. **Determine which side** of the carburetors you want the fuel inlet fittings on — typically the same side the primer pump will be mounted on. Press fittings into the choke shaft holes on all three carburetors and seal them in with epoxy or case bond.
8. **Reinstall the carburetors** onto the intake manifold. Fasten fuel and pulse lines back onto the carburetors and secure with zip ties.
9. **Locate the "on" fuel line** that runs from the fuel tank to the on/off fuel valve. Cut the line as close to the fuel valve as possible. Insert a  $\frac{3}{8} \times \frac{3}{8} \times \frac{1}{4}$ -inch brass tee fitting here and secure with zip ties.
10. **Determine where to mount** the primer pump — 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.
11. **Measure enough primer line** to go from the  $\frac{3}{8}$ -inch tee fitting to the primer pump. Cut and install onto the tee fitting, secured with a zip tie. Of the two barbed fittings on the primer pump, the angled one is for fuel from the tank to the pump — connect the other end of this line there.
12. **Measure enough primer line** to go from the primer pump to the carburetors. Install a  $\frac{1}{4}$ -inch four-way (cross) fitting into one end of this line and the other end onto the straight barbed fitting on the primer pump; secure with zip ties. Measure three short pieces of primer line from the barbed fittings on each carburetor to the remaining legs of the cross fitting and secure with zip ties.
13. **Pump the primer plunger** until fuel squirts into all three carburetors. Be careful not to get any fuel on your hands or in your eyes. Check for leaks in the primer system and confirm all hoses are zip-tied, then reinstall the flame arrestors.

### 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.

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