



Revision: 1.6 - 04/06/2010

CAUTION: We strongly recommend that a qualified Yamaha technician install this kit since the carburetors must be removed from the motorcycle.

INCLUDED IN THE KIT:

(1) Jet Kit BA-2400-00	(2) Nylon Zip Tie
(4) K&N Filter	(1) Crankcase Filter with Stud, Locknut and Breather Hose Extension

INSTRUCTIONS:

Remove the vacuum slide from one of the carburetors.

Remove the OEM needle and spacer, noting the order of assembly.

Counting from the top to the bottom, install the new Baron needle clip on groove #3 of the replacement Baron adjustable needle. Make certain that the OEM spacer is correctly reinstalled with its alignment post.

Reinstall the vacuum slide.

Note: Verify that the slide maintains a full range of movement before reinstalling it.

Repeat first four steps for each carburetor.

The carburetors must now be de-racked in order to install new main jets. To de-rack the carburetors:

1. Remove the Phillips head screw and steel plate on the top and sides of each carburetor.
2. Remove the crossover hose from carburetor number two.
3. Remove the #2 Phillips head screws from the sides of carburetor three and four.
4. Drain the fuel from the float bowls and remove the bowls from each carburetor.
5. Replace the OEM main jets with Barons genuine Mikuni main jets.
6. Thoroughly clean the inside of each float bowl prior to reinstalling it.
7. Reassemble the carburetors by reversing the order of above steps. Replace the Phillips head screws on the carburetor bowls with the small, black Allen head screws provided in the kit, and replace the Phillips head screws on the steel carburetor plates with new Allen head screws from the kit. The internal installation is now complete.

Reinstall the carburetors on the engine, paying special attention to the routing and the correct connection points of all vacuum hoses, vent hoses and fuel hoses.

Check all vent lines, fuel lines, and linkage for any obstructions or blockage.

Note: It is important to verify proper throttle operation before starting the engine.

Locate the fuel mixture plug; it will either be a screw head or a brass plug. If it is a screw head, skip to step c.

If you see a brass plug with a small hole in the center, proceed as follows:

- a. With a 5/32" drill bit, carefully and slowly drill through the fuel mixture plug for each carburetor.

CAUTION: The fuel mixture screw is located directly beneath this plug. Be prepared to stop the drill and remove

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the bit the instant you break through the plug.

- b. Insert a self-tapping sheet metal screw into the drilled hole and remove the plug.**
- c. With air/fuel screw now accessible, use a flat blade screwdriver to turn the screw clockwise until it seats, then carefully turn it counter-clockwise 3 turns. Refer to last step below for assistance in fine-tuning the setting of the air/fuel adjustment screw.**

Reinstall the carburetors. We strongly suggest that you attach the throttle cables prior to mounting to intake manifold.

Reinstall the OEM air filter assembly.

Check all vent lines, fuel lines, and linkage for any obstructions or blockage.

Note: *It is important to verify proper throttle operation before starting the engine.*

Install the crankcase breather filter in the following way:

- a. Locate the frame grommet where the front end of the OEM airbox was located.**
- b. With the stock rubber grommet in place, install the new crankcase breather filter into the grommet using the provided hardware.**
- c. Connect the new 1/2" breather hose to the plastic elbow on the end of the OEM breather hose that was disconnected from the OEM airbox. Secure this new hose with a nylon zip tie.**
- d. Route the new breather hose forward over the carburetor banks, and fasten this end of hose to the new filter. Secure this end of the hose with another zip tie.**

Oil and install the new Big Air" air filters and tighten the clamps until they are snug. Note: *Do not over tighten the Air Cleaner clamps. Over-tightening can cause the filters to slip off the intake bells of the carburetors.*

CAUTION: *Do not oil these filters excessively. Apply two (2) drops of oil per pleat and allow the oil to soak-in for 10 minutes.*

Reinstall the carburetors on the engine. Be certain that the new breather hose does not interfere with other carburetor hoses or linkage.

CAUTION: *The adjusting procedure is critical. Correct carbon monoxide settings are key to maximum performance.*

***Do not overlook the next step!* The adjusting procedure requires the use of carburetor sticks or a set of vacuum gauges. The carburetors must be synchronized in order to achieve optimum performance. This procedure should be performed by a qualified Yamaha repair technician.**

Verify that the air/fuel adjustment screw has been set to a starting position as described in step #12c, and that the clip has been installed as detailed in step #3. Check the engine at idle speed for any popping or back firing. For best results, we recommend that the engine be adjusted on an Exhaust Gas Analyzer (EGA) to a CO reading between 3% and 4%. Please bear in mind that this percentage will depend on several factors, including altitude, regional weather patterns, etc. Contact us if you have any questions regarding this installation.

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