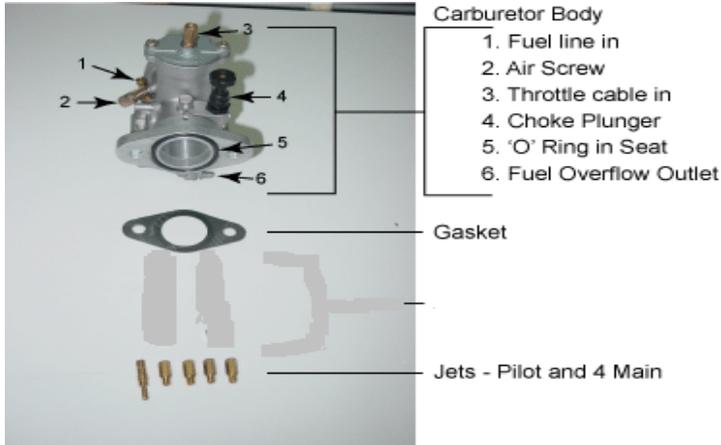


# Installing JRC 26/30 Carburetors on a Trident.

The carburetor is detailed as in Fig.1



Begin by removing stock carburetors from the inlet manifold. Remove the throttle rods from the throttle slides and retain for reuse. Remove the choke cable adjusters from the carburetor tops and retain for future use.



You will need to remove 1/16 inch from the left carburetor retaining stud as shown. Thread one of the nuts on the stud and grind the stud. Remove the nut to remove any burrs on the stud left from grinding.

Next attach a short length of fuel line to each carburetor, it is easier that trying to do after they are on the inlet manifold. Remove the JRC Carburetor idle adjusters and plug the hole with plugs provided.

The brass knurled thumb screw supplied replaces the pilot air screw to make low speed fuel adjustments easier. Remove the factory adjuster recessed in the hole above the float bowl replace with extended adjuster.

Attach the carburetor bodies to the inlet manifold assembly using new O rings. It may be necessary to discard the washer on the left side stud of each carburetor for clearance on the retaining nut.

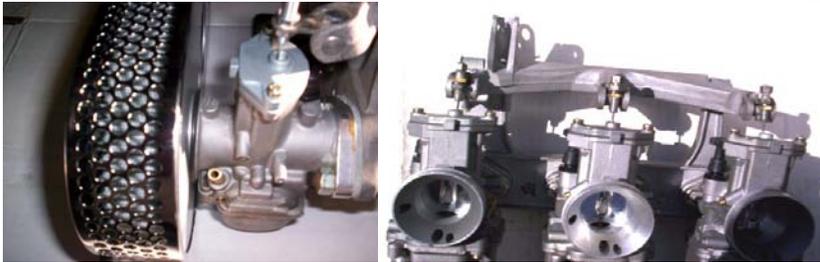
Thread the nut from the Amal choke adjuster on to the original throttle rod. Add the adaptor plate and thread the Amal nut supplied onto the throttle rod. You will be using these nuts to raise or lower the slide to synchronize the throttle slides later.



Drop the slides into the carburetor bodies and attach the adaptor piece to the stock gantry with the Amal choke cable adjuster retained from original carburetors. Use the nuts on the throttle rods to set the throttle slides to the same height. Do this by turning the idle adjuster screw on the original inlet manifold in until light can be seen under the throttle slides. Adjust the slide height so all are even, light being just visible under the engine side of the slide. Work the gantry to make sure all carburetor slides work freely and will rise to full open and move all the way to full closed.



Remove the stock rubber grommets from the air filter box. Stretch the O rings provided over the carburetor inlet mouth. The air filter will be closer to the carburetor body and make up the difference in length of the JRC carburetor. Install assembly on the bike and complete fuel line fabrication.



My own machine has 110 main jets



There is no seal provided at the carburetor tops. We have found this to not be a problem in use.