SLP Boost Bottle

Installation Instructions

22-52
1999-2004 500/600
Small Block VES
Twin Engine

1) Remove air box from sled**.**

2) Remove carbs from carb adapters (carb boots).

3) Remove carb adapters from reed cage.

4) Using an "Exacto" type razor knife, cut the plug out of the snorkel tubes in the top of the carb adapters or use a 1/4" track drill to drill three offset holes in each snorkel tube. Some models will have a plastic reed stuffer. Continue holes through this plastic also.

5) Replace carb adapters.

6) Pull antifreeze surge bottle and hose as far forward as possible without stretching hoses to far as to cause leaks.

7) Loosen clamps on hose coming from the bottom of the head and twist hose as close to the cylinders as possible

8) Loop short plastic tie wraps around the rubber spigots of the carb adapters (Do not tighten).

9) Install the SLP boost bottle into the carb adapter snorkel tubes.

10) Loop long plastic tie wrap around the boost bottle and brass fitting of the water hose on the bottom side of the head and tighten so that the boost bottle is 1/8" from the idle screw adjuster. **NOTE: Make sure that the hose clamp on the underside of the head is not rubbing the boost bottle.**

11) Attach the Boost Bottle with plastic tie wraps to the rubber spigots securely.

12) Reinstall the carburetors and the airbox.

13) Tie wrap antifreeze surge bottle hose to the water return hose (hose coming from the top of the head).

****Warning: Severe engine damage may result if tie's or hoses rub on the Boost Bottle. Due to the vibration of the engine, contact between parts can cause wear and possible oil or air leaks**.

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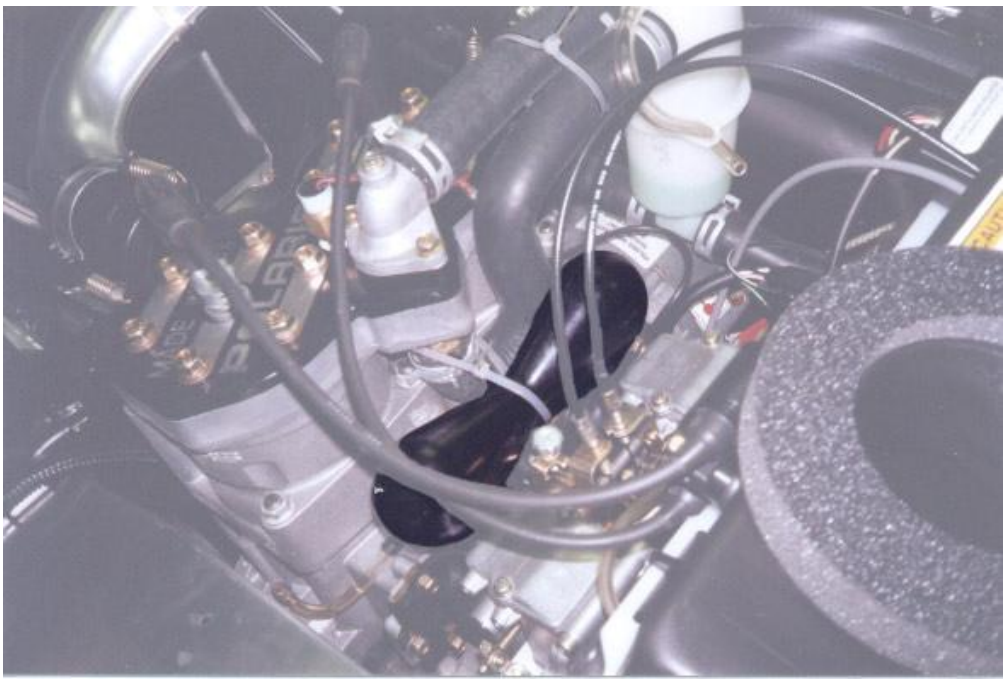
Carb Tuning: The boost bottle, when installed, will cause the idle speed to increase. For example, if it idles at 1600 RPM, when the bottle is installed the idle may increase to 2500 RPM. This is caused by insufficient puddled fuel being converted to efficient atomized fuel by the boost bottle. A good thing! Seldom ever does the pilot jet require changing when a bottle is installed. To adjust properly the following must be done: 1) Idle must be reduced to proper RPM level by adjusting the idle screw on Mikuni carbs to 1600-1800 RPM. If you try to reduce idle speed with the air screw adjustment or pilot size and not idle adjustment, the optimum performance will not be achieved. 2) Fuel screw adjustment needs to be adjusted at running temperature to achieve the best throttle response. Fuel screw adjustment range is ½ turn (lean) to 2 ½ turns out (rich). Testing at different settings will be worth while to accomplish the best performance instead of just "setting to a given spec." This way you can adjust for your particular atmosphere.



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