

# ***MIKUNI***

## ***RS Series Radial Flat Slide Carburetors***

### ***Applications & Parts Lists***

# MIKUNI RS SERIES CARBURETOR APPLICATIONS

## STANDARD TUNING SPECIFICATIONS

MIKUNI KIT NUMBER	APPLICATION * (GENERAL)	ENGINE MODIFICATIONS (TYPICAL)	CARB SPACING (Throttle Shaft No.) A-B-C	SPIGOT (O.D.) MM	MAIN JET (N100.604)	JET NEEDLE (J8-) (CLIP POS.)	NEEDLE JET #568 (784-13002)	PILOT JET (VM28/486)	PILOT SCREW (TURNS)
RS34-D31-K	YAM FZ 600 ALL	[1]—[2]	70-80-70 (700-17013)	38	115	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS34-D26-K	YAM FJ 600 ALL KAW NINJA 600 KAW NINJA 750 87-88	[1]—[2] [1]—[2] [1]—[2]	70-89-70 (700-17013)	40	115 115 115	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS34-D21-K	GSX-600 88 GSX-R 750 ALL SUZ GS 750 ALL KAW KZ 750 ALL	[1]—[2] [1]—[2] [1]—[2] [1]—[2]	77-93-77 (700-17011)	42	115 115 115 115	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS36-D8-K	KAW NINJA 900 ALL KAW NINJA 1000 86-87 YAM FJ 1100 ALL YAM FJ 1200 ALL	[1]—[3] [1]—[3] [1]—[2] [1]—[2]	77-85-77 (700-17011)	42	130 130 130 130	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS36-D3-K	GSX-600 88 GSX-R 750 GSX-R1100, GS 1000-1150 KZ 1000-1100	[3]—[7] [1]—[6] [1]—[2] [1]—[2]	77-93-77 (700-17011)	42	120 120 130 130	9DZH1 (-3)	P-4	17.5	1/4-1/2
RS38-D35-K	NINJA 900 NINJA 1000 FJ 1100-1200	[1]—[7] [1]—[7] [1]—[7]	77-85-77 (700-17011)	42	135 135 135	9CHY3 (-2)	Y-6	17.5	1/4-1/2
RS38-D19-K	GSX-R 750 GSX-R1100, GS 1000-1150 KZ 1000-1100	[7] [1]—[7] [1]—[7]	77-93-77 (700-17011)	42	135 135 135	9CHY3 (-2)	Y-6	17.5	1/4-1/2
RS40-D12-K	NINJA, FJ RACE	[7]	77-85-77 (700-17011)	44	140	9CHY3 (-3)	Y-6	17.5	1/4-1/2
RS40-D1-K	GSX-R, GS, KZ RACE	[7]	77-93-77 (700-17011)	44	140	9CHY3 (-3)	Y-6	17.5	1/4-1/2

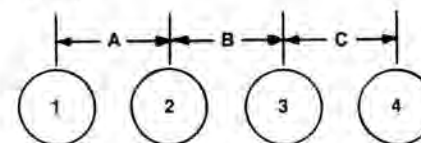
KIT PREFIX NUMBER DENOTES CARB VENTURI SIZE IN MILLIMETERS. EG: RS36 = 36MM BORE

\*NOTE: THESE ARE GUIDELINES ONLY, OTHER APPLICATIONS MAY BE AVAILABLE. CONTACT YOUR MIKUNI DISTRIBUTOR. SPECIFICATIONS ARE SUBJECT TO CHANGE.

### MODIFICATIONS:

- [1] AFTERMARKET EXHAUST
- [2] AFTERMARKET FILTER/NO AIRBOX
- [3] INCREASE "CC" CAPACITY
- [4] VALVES AND HEAD WORK
- [5] INCREASE COMPRESSION
- [6] IGNITION HI-REV
- [7] COMPLETE RACE ENGINE

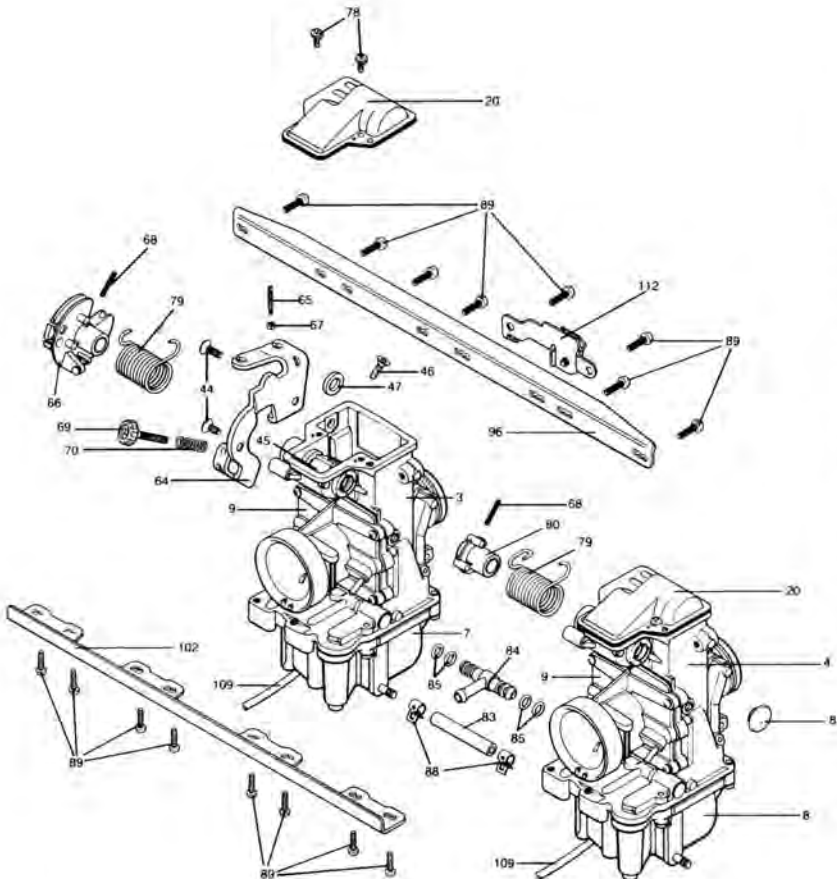
### CARBURETOR SPACING: (mm)





No.	Description	Part Number
17	SCREW, SYNCH. LOCK	C5=0518
18	RING, SYNCH. ADJUST	TM36/06
19	GASKET, TOP COVER	TM36/39
20	TOP COVER, CARB.	<del>TM36/50</del>
21	LEVER ASSY, T.V. #1-2-4	<del>TM36/51</del>
22	GASKET, A/FUNNEL	<del>TM36/42a</del>
23	SCREW, 2.5 mm ALLEN	739-13001
24A	E-RING, RS 32-34-36 NDLE	VM20/369
24B	E-RING, RS 38-40 NDLE	BS32/126
25	WASHER, NEEDLE CLIP	VM26/315
26	CONNECTOR PLATE, T.V.	<del>TM36/54</del>
27A	VALVE, THROTTLE 32-34-36	832-42004
27B	VALVE, THROTTLE 38-40	832-42004-01
28	O-RING, FUEL SCREW	NI33.037
29	WASHER, FUEL SCREW	VM12/33
30	SPRING, FUEL SCREW	NI33.206
31	SCREW, PILOT FUEL	604-26003
32	O-RING, F.C.B. #1-3-4	616-94020
33A	JET NEEDLE RS36 BEFORE 12/87	J8-9CHY01
33B	JET NEEDLE RS32-34-36	J8-9DZH01
33C	JET NEEDLE RS38-40	J8-9CHY03
34	PILOT JET	VM28/486
35	O-RING, DRAIN PLUG	VM28/254
36	MAIN JET	NI00.-604
37	NEEDLE JET-568	784-13002
38	FLOAT ASSY	859-32044

No.	Description	Part Number
39	PIN, FLOAT	<del>VM36/160</del>
40	NEEDLE VALVE ASSY	NI49.040
41	O-RING, NEEDLE VALVE	KV/10
42	FILTER, NEEDLE VALVE	VM18/233
43	MAIN AIR JET (PLUGGED)	B5/30/97
44	SCREW, CRANK BRACKET	C5=0512
45	LEVER ASSY, T.V. #3 CARB	<del>TM36/57</del>
46	SCREW, LEVER LOCK	<del>C5=0514</del>
47	PACKING, SHAFT	<del>VM29/174</del>
48	HEXAGON, LOCK NUT	<del>VM18/267</del>
49	PLATE, NEEDLE RETAINER	<del>TM36/42</del>
50	SCREW, T.V. PLATE	<del>C2=0310</del>
51	SPRING, STARTER SHAFT	B21/29
52	BALL, STARTER SHAFT	B21/28
53	PLUNGER, STARTER	<del>NI51-030</del>
54	SPRING, STARTER	VM16/42
55	GUIDE HOLDER, STARTER	<del>640-12002</del>
56	O-RING, STARTER	N138.198
57	CAP, STARTER	<del>NI06.214</del>
58	STARTER JET	VM17/1002
59	O-RING, A/P NOZZLE	N124.063
60	PLUG, A/P NOZZLE	TM29/14
61	PUMP NOZZLE	TM36/43
62	SCREW, START BRACKET	N158.052
63	LEVER, STARTER SHAFT	<del>NI70.666</del>
64	BRACKET, BELL CRANK	<del>TM36/37d</del>
65	ADJUST SCREW, A/P	TM36/48A
66	LEVER ASSY, BELL CRANK	<del>TM36/34</del>
67	HEXAGON NUT, A/P	<del>NI2-030</del>
68	PIN, THROTTLE BELL CRANK	N138.019
69	ADJUSTER, IDLE	<del>790-55000</del>
70	SPRING, IDLE ADJUSTER	N110.209
71	CAP, VACUUM FITTING	N148.013
72	SPRING CLIP, VAC. FIT	<del>SVK20/120</del>
73	SCREW, NV HOLDER	VM13/216
74	SHAFT ASSY, STARTER	<del>TM36/34a</del>
75	PAN HEAD MACHINE SCREW	C2=0508-B
76	FLAT HEAD MACHINE SCREW	<del>C5=0514</del>
77A	SHAFT, THROTTLE B/C #3	700-17011
77B	SHAFT, THROTTLE B/C #1	700-17012
77C	SHAFT, THROTTLE B/C #3	700-17013
78	SCREW, TOP COVER	CW2=0408
79	SPRING, THRTL. RTRN.	<del>TM36/46a</del>
80	LEVER, RTN. SPRING	<del>TM36/33</del>
81	CAP, SHAFT END	<del>TM33/63-A</del>
82	SCREW, AIR FUNNEL	<del>VM36/190</del>
83	HOSE, FUEL CONNECT	<del>000-44009</del>
84	INLET, FUEL "T"	<del>791-23010</del>
85	O-RING, FUEL JOINT	616-23002
86	HOSE, A/P FUEL	<del>000-44004</del>
87	JOINT, FUEL	792-20014
88	CLIP, FUEL HOSE	E100729-BB
89	SCREW, BRACKET	C2=0512-B
90	PILOT AIR JET	BS30/97-0.8
91	LEVER, A/PUMP	<del>TM36/47</del>
92	PIN, A/P LOCATE	<del>BN30/43</del>
93	O-RING, A/P ADJ.	B30-205
94	LEVER, A/PUMP	<del>TM36/48</del>
95	SPRING, A/PUMP	<del>TM36/45</del>
96	PLATE, TOP BRACKET	<del>TM36/35</del>
97	ROD, A/PUMP	TM36/44
98	SPRING, A/P ADJ.	M12F/46A
99	SCREW, A/P ADJ.	MC-0316-B
100	HEXAGON NUT, A/P ADJ.	N3=03-B
101	CAP, A/P RUBBER	TM36/64
102	PLATE, LOWER BRACKET	<del>TM36/36</del>
103	O-RING, F.C.B. A/P	<del>010-24021</del>
104A	PLUNGER, A/PUMP 8mm	TM36/60
104B	PLUNGER, A/PUMP 12mm	TM36/60a
105	SPRING, A/P 12mm	VM14SC13/89
106	SCREW, FLOAT BOWL	C2=0412-B
107	PLUG, DRAIN	VM33/77
108	RING, A/P SPRING	<del>E204-040</del>
109	HOSE	<del>000-23020a</del>
110	LEVER, STARTER CABLE	TM36/63
111	SPRING, STARTER BRACKET	730-06027
112	BRACKET, STARTER CABLE	TM36/61



PART NUMBER (000-000) = NO AVAILABLE STOCK

# RS Series Tuning Component Guide

All Mikuni RS Series Carburetor Kits are designed to be a bolt-on application, and as such, are set up and jetted properly as sold for your particular motorcycle application. Carburetor Kits are jetted and tuned for use on a stock production model motorcycle or a production model motorcycle with bolt-on modifications like a tuned exhaust system, and with the stock airbox removed and the carburetors using less restrictive individual clamp-on air filters.

Major engine modifications like higher compression pistons and racing camshafts may require minor tuning adjustments to your RS Series Carburetors. But for most applications the advanced design of these carburetors and their unmatched sensitivity to supply an engine's fuel mixture requirements throughout a wide range of modifications allow these carburetors to come jetted correctly for most applications.

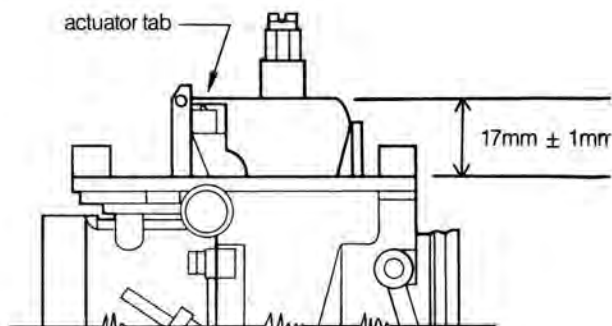
Before attempting any jetting changes which you feel are needed, first refer to the carburetor specification chart in this manual and check if your carburetors are equipped with the recommended jetting for your particular RS Series Carburetor and motorcycle applications.

The accompanying diagram shows which jetting circuits in the RS Series Carburetors are the principal operating circuits for a specific amount of opening of the throttle slide. The jetting circuit being affected is determined by the throttle slide opening...and not by engine RPM.

## FUEL METERING CIRCUITS:

- **Closed Throttle:** *Choke/Starter System* Fuel mixture enrichment system for cold starting. Pull lever OUT for cold starting, push lever IN as engine warms up.
- **Closed Throttle to  $\frac{1}{8}$  Throttle:** Idle circuit consisting of the *Pilot Jet, Pilot Fuel Screw* and *Pilot Air Jet*. *Idle Adjustment Screw* raises or lowers throttle slide height to control engine idle speed. *Pilot Fuel Screw* meters fuel with standard setting  $\frac{1}{8}$  to  $\frac{1}{2}$  turn out maximum.
- **$\frac{1}{8}$  to  $\frac{3}{4}$  Throttle:** Fuel metering components in this range are the *Needle Jet* and the *Jet Needle*. Raising the circlip at the top of the needle lowers the needle into the needle jet, making the mixture leaner. Lowering the clip and raising the needle makes the mixture richer.
- **$\frac{3}{4}$  to Full Open Throttle:** *Main Jet*. The larger the jet number, the richer the jet.
- **Throttle Response.** Controlled by the accelerator pump system. Use adjustment screws to set operation beginning at  $\frac{1}{4}$  Throttle and end operation at  $\frac{3}{4}$  Throttle. The accelerator pump system should not be in operation when jetting changes are being made (see Installation Instructions).

Any testing for carburetion jetting or adjustments to the idle circuit should be done with the engine at normal operating temperature.



## FLOAT LEVEL ADJUSTMENT:

Invert carburetors and remove float bowls. Float Assembly's actuator tab should just begin contact with Needle Valve Assembly when bottom of Float Assembly is 17mm from carburetor bottom as shown. Make required adjustments by bending actuator tab.

## THROTTLE SLIDE POSITION:

The carburetor's tuning components functional range.

