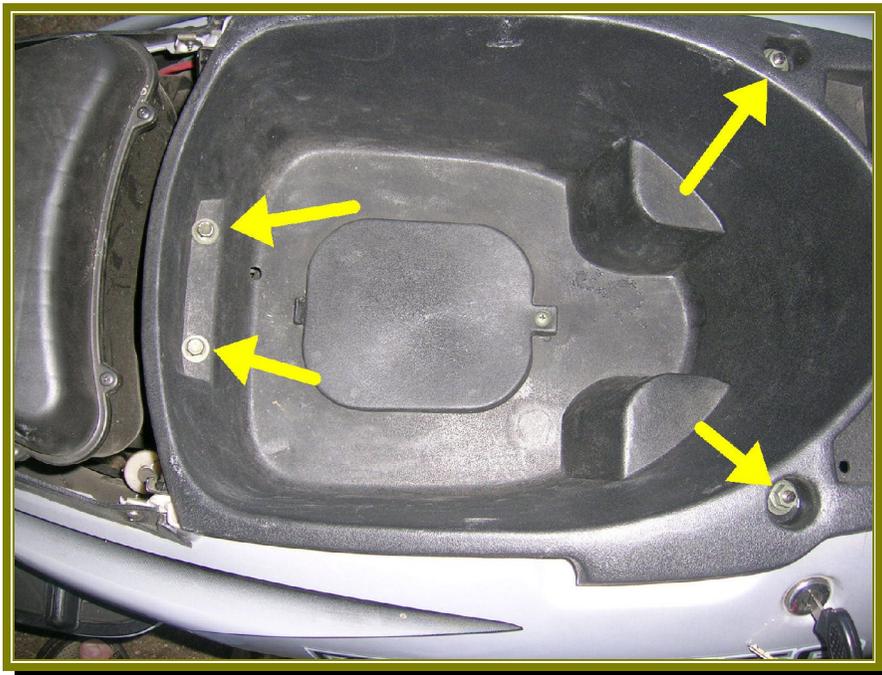




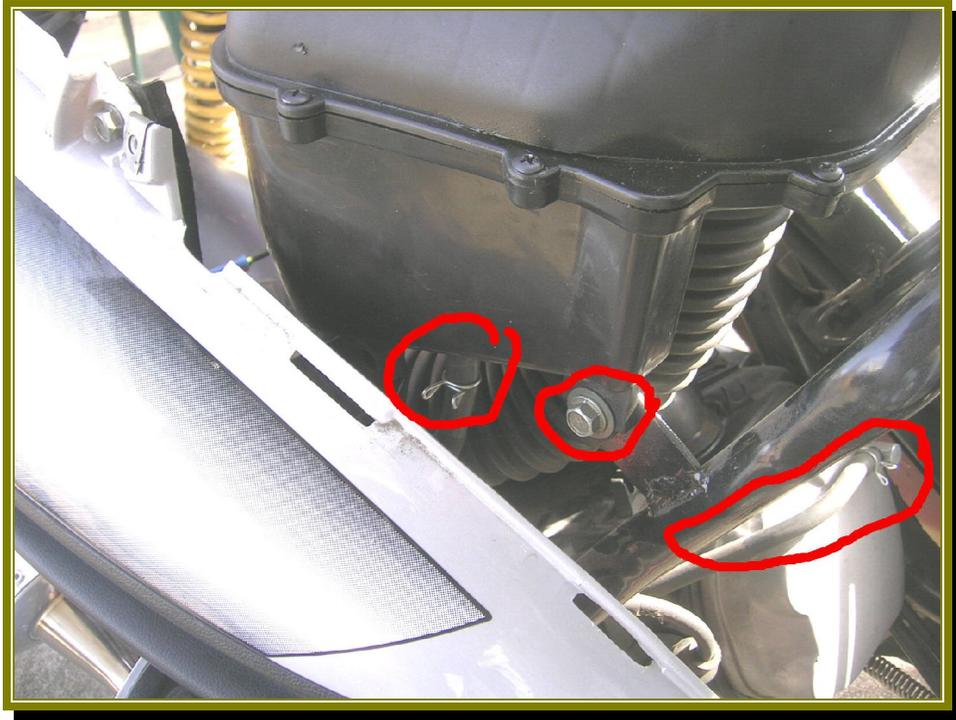
Installation Guide for Keihin CVK Carburetor For the GY6 Vento Phantom/UM Matrix



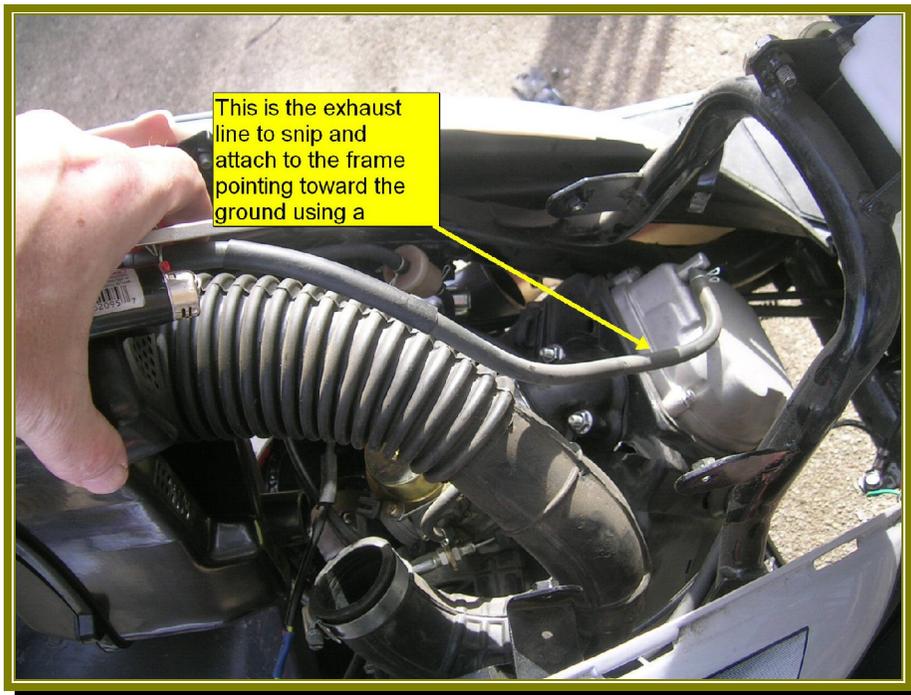
Start by removing the storage bin under the seat by removing the four nuts shown. The gas cap must also be removed. Replace the gas cap after removing bin.



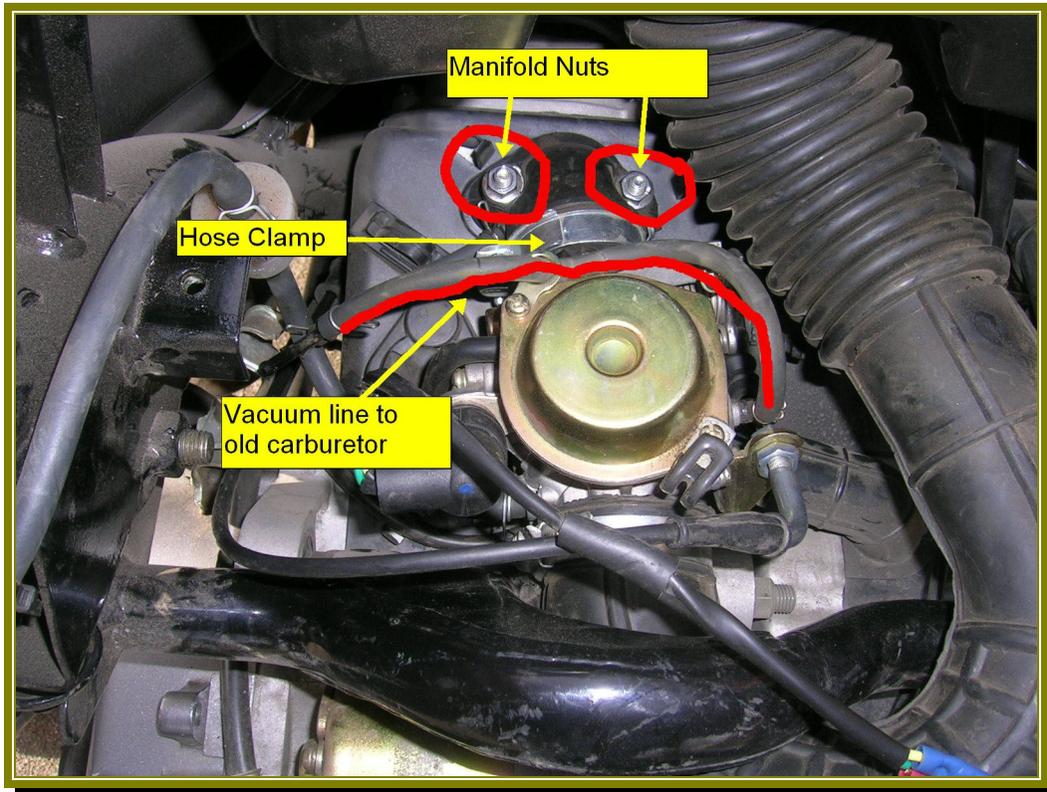
Next, remove the air box and air intake tube.



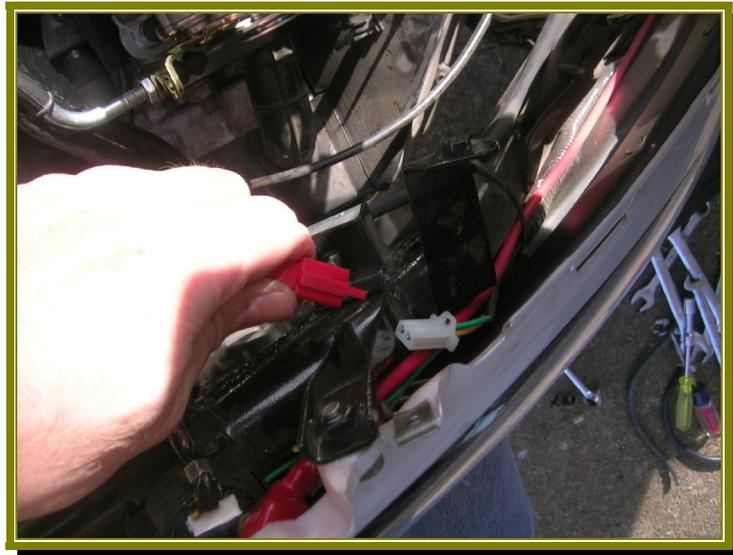
You will notice an exhaust line attached to the cylinder head cover that is routed back into the air box. This is to vent manifold gasses. If you are installing a uni-filter, snip this line and secure it to the frame with a cable tie routed toward the ground. It will no longer be routed back to the air intake.



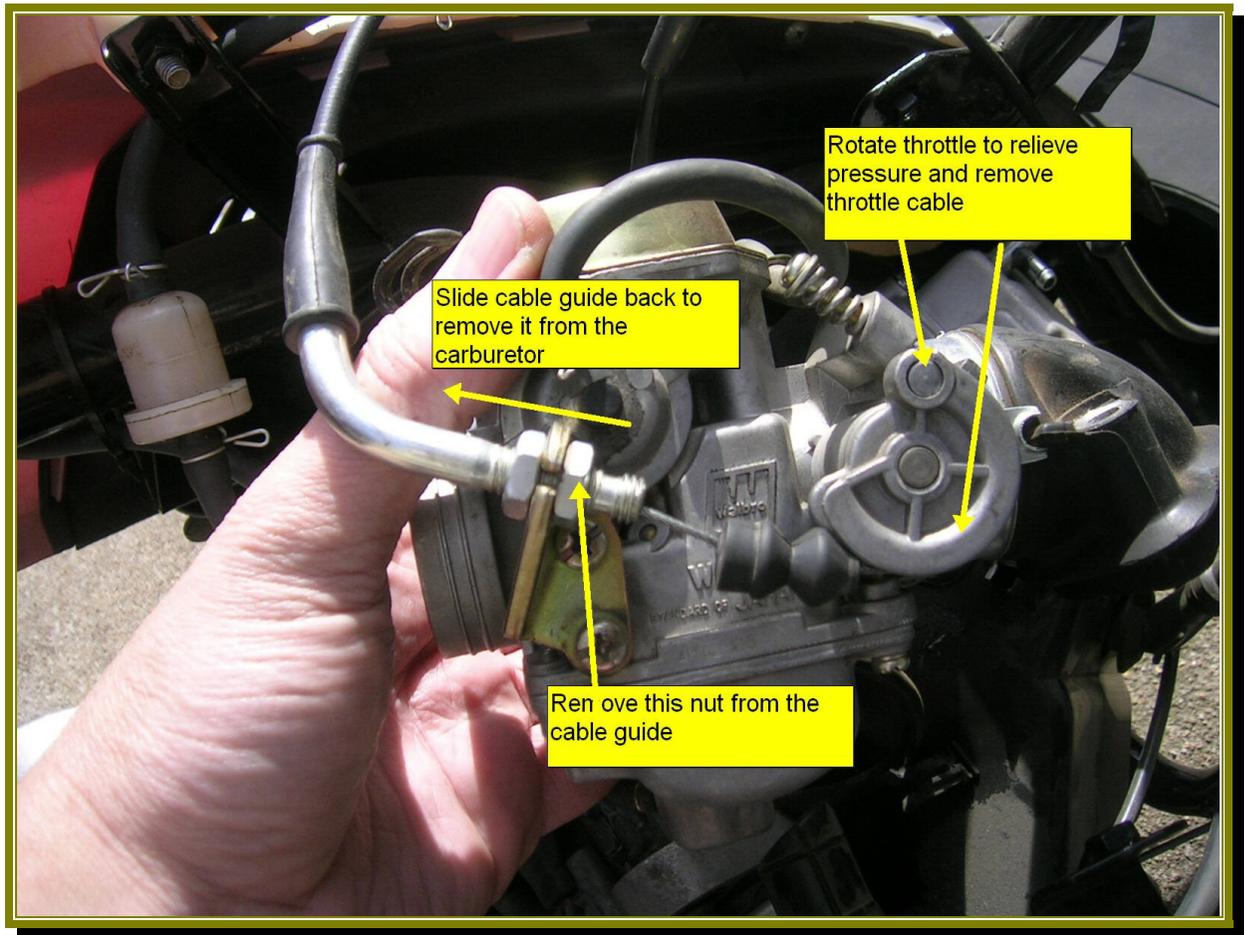
Loosen the hose clamp attaching the carburetor to the manifold and remove the carburetor. Next, remove the two nuts attaching the manifold to the cylinder head and remove the old manifold. If your old carburetor has a vacuum line, remove this. The Keihin CVK does not require this. You will run a single vacuum line from the fuel petcock to the new intake manifold.



Unplug the wiring from the choke.



Remove the throttle cable as illustrated.

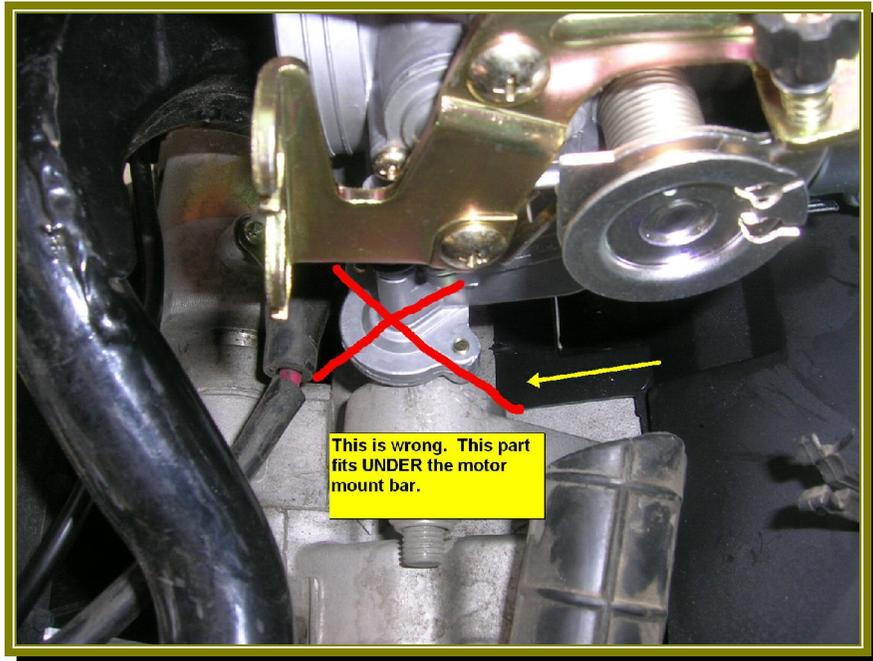


The 30mm carburetor is a very tight fit and on some scooters will not fit without modifications to a stock intake manifold.

If you are installing it with the polished metal MRP manifold, do not use any of the spacers where it attaches to the engine. Use only a thin gasket.



The bottom of the carburetor fits under the crossbar motor mount, not on the top.



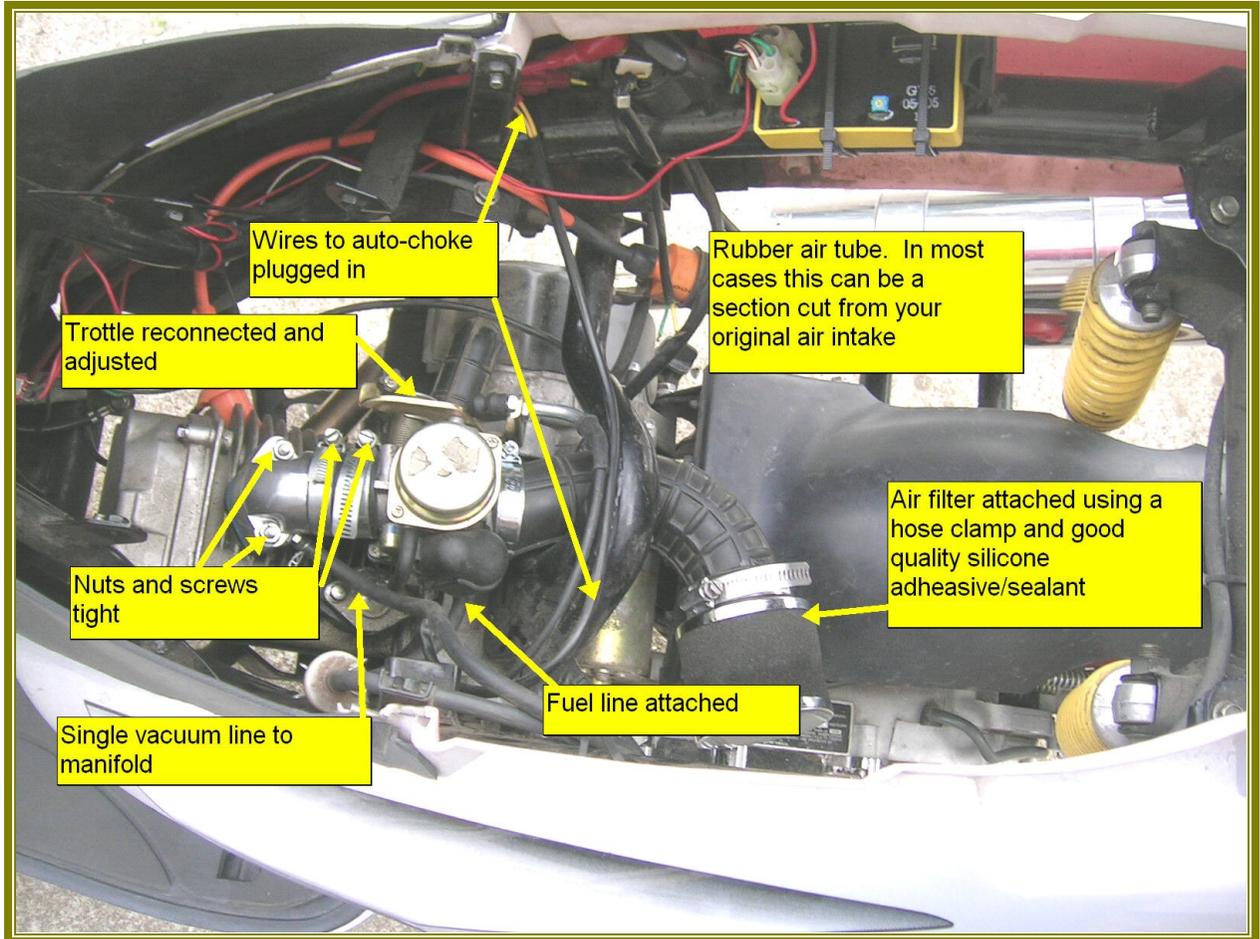
Put the carburetor in place and slide the manifold onto the mounting bolts. Leave the nuts loose and slide carburetor into the mouth of the manifold and adjust for proper fit. Once in place, tighten the nuts attaching the manifold to the engine. Then tighten the clamps attaching the carburetor to the manifold.



If you find that you can't fit the carburetor into the space in your vehicle, you can modify a stock rubber intake manifold by boring the mouth to proper size to fit the carburetor. Seal with a good quality soft gasket sealant. The stock manifold is shorter, bringing the carburetor closer to the engine.

Reassemble the unit in reverse order. In most cases you can make your own rubber air intake by cutting a section from your original part. Attach the air intake and air filter using hose clamps. It's a good idea to use a silicone adhesive/sealant on the air filter.

Your finished product should look like this.



Once the carburetor is installed, warm the engine and adjust the idle speed.