

BladeZ/Tanaka HP Carb Installation Instructions

Contents:

1 - 15mm carb
1 - Billet intake manifold
1 - Composite manifold spacer
2 - Intake gasket
1 - Carb gasket
2 - 5x25mm allen bolt
2 - 5mm lock washer
1 - fuel line w/grommet - 35cc only
2 - 5x50mm allen bolt - 40cc only
2 - 5mm flat washer - 40cc only
2 - 5mm lock washer - 40cc only

What tools you will need:

Phillips screwdriver
4mm allen wrench
11/32" drill bit—35cc only

Basics:

High speed (black screw in side of carb) setting 1-3/4 turns open from all the way in

Low speed (black screw at top of carb) setting 1 turn open from all the way in

Turning the high or low speed in is leaner, which gives the engine less fuel. Too lean on the high speed can result in a piston seizure at high rpm. Too lean on the low speed will result in hesitation during acceleration. Too rich (screw out to far) will result in gurgling and/or a fouled spark plug.

This fits the Tanaka 35cc and 40cc engines only!

Read instructions completely through before installing!

Note: This hp carburetor installs and operates the same as the stock one. So, pay attention when removing the stock carburetor as this will help with installing the hp carburetor kit.

Step 1: Empty all gas from fuel tank and pump primer bulb on stock carb to purge fuel from carb.

Step 2: Remove the stock carb and intake manifold. Disconnect throttle cable from stock carb and unhook fuel lines. Wipe cylinder surface clean.

Step 3: Install the billet intake manifold using the composite spacer between the manifold and the cylinder. Make sure to use a gasket between each surface. Make sure to line up the small hole in the bottom of the gasket with the small hole in the cylinder. The manifold and spacer must also line up with the hole. Use the supplied 5x25mm allen bolts to mount the manifold and spacer. It is recommended to use Lock-tite on the bolts that hold the manifold on.

Step 4: Bolt the HP carb onto the manifold, with the primer bulb facing down (same as stock), using the stock screws. You can use either your stock air filter or an aftermarket filter/velocity stack. Make sure to use the supplied gasket between the carb and the manifold. On the 40cc, use the supplied 5x50mm allen bolts with the lock and flat washers to mount the HP carb. The 35cc will use the stock bolts.

Step 5: Connect the throttle cable just as it was connected to the stock carburetor. Make sure that the throttle operation is smooth and it returns to a closed position.

Step 6: 35cc only: You will need to remove the fuel tank and drill an 11/32" hole for the required return line. Find a good location that will not interfere with the routing of the fuel line to the carb. Beside or in front of the existing one will work. Once the return line is installed and the fuel tank is re-mounted, you can install the fuel lines. Install the fuel lines with the stock existing line on the larger multi-barbed fitting and the newly installed return line on the fitting on the 90° single barbed fitting out the side of the carb.

Step 6: 40cc only: Install the fuel lines with the black line on the larger multi-barbed fitting and the clear line on the fitting on the 90° single barbed fitting out the side of the carb.

Step 7: You can now re-fill the fuel tank. Pump the fuel circulation bulb on the bottom of the carb until you see fuel in the bulb and fuel going back to the gas tank thru the yellow fuel line. Double check the operation of your throttle again.

Step 8: Set the adjustment screws as follows: High speed 1-3/4 turns out, low speed 1 turn out. To set the high and low speed, turn them all the way in just until they stop, then back them out the suggested amount. The high speed is the black slotted screw that sticks out the side of the carb. The low speed screw is located in the center of the throttle fulcrum at the top of the carb, next to the swivel where the cable connects.. The high speed needs to be adjusted for peak speed/rpm while riding, then turn it out 1/16 of a turn. Never adjust the high speed by free revving with the back wheel off of the ground and holding the throttle wide open while adjusting the screw. The low speed should be adjusted for good throttle response when initially accelerating. As you adjust your low speed setting, it may affect idle speed. Idle is adjusted by turning the screw that acts as a stop for the throttle fulcrum.