

Website:

www.samuraiguy.com

Phone:

(805) 746-4468

Email:

info@samuraiguy.com



INSTALLATION INSTRUCTIONS



The complete "Wild Bore" kit from Samuraiguy.com includes the following. Check to make sure all parts are included in your kit before beginning installation.

*** NOTE:** The Basic "Wild Bore" kit from Samuraiguy.com does not include carburetors or air filters.

- 4 - Tuned and pre-jetted Mikuni side-draft carburetors
- 4 - Black rubber carburetor boots with 8 matching hose clamps.
- 2 - Custom aluminum intake manifold halves
- 4 - Chrome reusable race-style air filters
- 1 - OEM intake manifold gasket
- 1 - Throttle cable with custom machined firewall adapter
- 1 - Inline thermostat
- 1 - High-temp. cooling hose "T"
- 3 - New cooling hoses
- 6 - Cooling hose clamps
- 8 - Allen-head manifold bolts
- 1 - Adjustable fuel regulator
- 1 - Instruction manual
- 1 - Samuraiguy.com die-cut decal

NOTE: FOR OFF-ROAD USE ONLY! Not legal for use on street or emissions controlled vehicles.

**STEP 1.)**

The first step in the carburetor swap is to remove the stock unit by unbolting the factory intake manifold (with carburetor attached) from the engine. Simply unbolt the entire with the nuts and bolts attaching the factory intake manifold to the engine head.

**STEP 2.)**

With the factory intake manifold and carburetor removed, ensure that the engine head mounting surface is clean of any gasket material. Work carefully to ensure nothing falls into the engine head ports.

**STEP 3.)**

After removing the cooling hoses from the factory manifold, the return lines are cut and the supplied "T" connects the heater core hose. Simply cut the lower radiator hose and install hose between two halves. connect heater core hose to small end of "T"

**STEP 4.)**

With the intake surface of the engine head scraped clean, the supplied factory Suzuki intake manifold gasket is installed with some high-temp (red) RTV.

**STEP 5.)**

Now, the new custom aluminum manifold runners are positioned onto the head with another coating of high-temp (red) RTV.

**STEP 6.)**

Longer, stainless steel hex-head bolts are included in the kit to replace the rusty Samurai intake bolts. Each bolt is torqued to factory specifications.

**STEP 7.)**

The "Wild Bore" intake manifold comes with a threaded port for the factory temperature sensor to screw into with some Teflon tape.

**STEP 8.)**

The "Wild Bore" kit replaces the restrictive factory thermostat and housing with a custom inline thermostat designed to flow much better than the stock unit.

**STEP 9.)**

With the two supplied intake hoses connected to the thermostat, they are clamped to the ports on the intake manifold.

**STEP 10.)**

A bung with a fitting, welded to the side of the number four-cylinder intake runner is connected to the factory brake booster vacuum hose.

**STEP 11.)**

Next, the supplied carburetor connector boots are clamped onto the backside of the carburetors.

**STEP 12.)**

With everything ready to go, the carburetors can now be “plugged” onto the intake runners. The custom machined grooves and matching tongue in the connector boots ensure a tight, secure fit. Make sure each carburetor is secure with supplied hose clamps. (Do not over-tighten hose clamps) If t

**STEP 13.)**

The complete “Wild Bore” kit also includes four chrome reusable filters for the ultimate race look. Securely install air filters onto carburetors with supplied hose clamps.

**STEP 14.)**

The factory wire for the temperature sensor is connected using factory wire.

**STEP 15.)**

A fuel regulator, included in the kit is connected between the factory fuel pump and the supplied carburetor fuel line. Set regulator to 3.5 (psi) initially. After test running the engine once installation is complete, check fuel overflow hose to see if it is spilling fuel. If fuel is overflowing from hose, turn regulator down until it stops.

**STEP 16.)**

A new throttle cable, supplied with the kit is installed with a custom-machined firewall adapter. Begin installation, by entirely removing the factory cable. Install the barrel-end into the pedal assembly, with the aluminum firewall adapter inserted into the factory cable's firewall hole. Next, attach the barrel end into the carburetor (between 2 middle carburetors). Tighten the nut on top of the carburetor assembly, adjusting slack until the cable is only slightly loose to touch.

**STEP 17.)**

With everything installed, the cooling system is filled with coolant and the installation is complete.

**STEP 18.)**

Looking at the new "Wild Bore" carburetor setup from this angle, it is easy to see how the patented design will provide a noticeable power increase. The carburetors are aimed directly at the intake valves, while a quality aftermarket header provides easy escape for exhaust gasses.

*** ADDITIONAL NOTES & TROUBLESHOOTING:**

NOTE: FOR OFF-ROAD USE ONLY! Not legal for use on street or emissions controlled vehicles.