

IMC CARBURETOR RETROFIT KIT
For
1975 thru 1981
HARLEY-DAVIDSON GOLF CARS
(P/N 27158-82RF)

ASSEMBLY & INSTALLATION INSTRUCTIONS



STEP I ASSEMBLY INSTRUCTIONS – Fuel Pump / Carburetor / Manifold

- A) Install fuel pump on carburetor, using shortest fuel line hose (1 3/4" long) and two small diameter clamps. Ensure that you connect the correct nipple from the fuel pump to the carburetor. (Refer to Fig. 3)
- B) Install carburetor and fuel pump assembly on the intake manifold, along with gaskets, insulation block, lock washers and nuts supplied in kit. (Refer to Fig. 2) Tighten nuts to 8 – 12 foot lbs. torque.
- B) Attach one end of 7" fuel line to the pulse tube on the intake manifold. Slide two small diameter clamps over the fuel line and then attach the other end of the line to the crankcase fitting on fuel pump. (Refer to Fig 3.) Position clamps at each end of hose and tighten securely. Proceed to STEP II.

STEP II INSTALLATION INSTRUCTIONS – Fuel Pump / Carburetor / Manifold

CAUTION

Before installing this kit it is advisable to disconnect the negative (-) battery cable.

- A) Remove the nut and bolt that holds the throttle and choke cable assembly to the bracket under the starter/generator.
- B) Remove starter/generator and lay aside.
- C) Disconnect the throttle and choke wires and governor control from the carburetor.
- D) Remove the air cleaner mount horn, support tubes, Tillotson carburetor, manifold and reed plate assembly.

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STEP II (...Continued From Page 1)

- E) Remove reed leaf and reed stop from the **old** assembly and install on **new** reed plate supplied in kit. **NOTE:** ensure that the reed leaf is properly aligned on the plate, with the index hole located between the petals of the leaf.
- F) Remove the four mount studs for the air horn from the engine block.
- G) Install the reed plate, gaskets and carburetor/manifold assembly to the engine block, using the four 5/16-18 x 1 ½ cap screws provided in kit. (Refer to Fig. 2) Applying a light coating of grease to the gaskets will help hold them in place during installation. **NOTE:** Ensure that you also re-install the generator mount bracket under the aft mounting cap screws at this time. Tighten all cap screws to 18 ft. lbs. of torque.
- H) Remove the **old** fuel line from the carburetor side of the fuel filter and replace with the **new, long** line supplied in the kit. Slide the original hose clamps over fuel line and attach other end to the inlet nipple on the fuel pump. (Refer to Fig. 3)
- I) Slide both **large** hose clamps over the air intake hose. Attach one end of the hose to the carburetor and tighten the clamp securely. Push new air horn into other end of hose, but **DO NOT TIGHTEN CLAMP AT THIS TIME!** Proceed to STEP III.

STEP III INSTALLATION – Air Cleaner Bracket

- A) Loosely attach the air cleaner mount bracket to the golf car frame, using the U-bolt clamps provided. (Refer to Fig.) **DO NOT TIGHTEN THE U-BOLTS AT THIS TIME!** **NOTE:** Aft u-bolt clamp uses 4 nuts; Fwd u-bolt clamp uses 2 nuts.
- B) Position the air horn so that it aligns with the hole in the mount bracket, and install air cleaner mount stud in horn.
- C) Position air cleaner mount gasket in place and install air canister assembly. (Ensure that the air filter is clean and that the dust unloader is positioned toward the inside of the golf car frame.) Tighten canister wing nut securely.

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STEP III (...Continued From Page 2)

- D) You may now tighten the clamp on the air horn end of hose.
- E) At this time, the air cleaner mount bracket should still be loose. Position the bracket so that there is a minimum of 1/8" clearance between the battery and the bracket. (Refer to Fig. 4)
- F) With the air filter positioned as upright as possible, tighten the lower nuts on the aft u-bolt clamp. Next, tighten the upper nuts.
- G) Tighten the nuts on the forward u-bolt clamp.
- H) Finally, ensure that the hose between the carburetor and the air horn is not kinked. Proceed to STEP IV.

STEP IV FINAL ASSEMBLY

- A) Re-install starter/generator.
- B) Connect the throttle & choke wires to the carburetor and clamp housings securely to bracket under the starter/generator.
- C) Install the governor control. Adjust the throttle, choke and governor controls according to the procedures in the appropriate service manual.
- D) Ensure that there is adequate clearance between the secondary drive clutch assembly and the crankcase pulse hose on the carburetor.
- E) Reconnect the negative (-) wire on the battery terminal and operational check the engine.

NOTE: It may be necessary to re-adjust the throttle control at the pedal connection to allow the carburetor throttle shaft lever to return to the fully closed position. Proper adjustment at the pedal will also help obtain proper "free-play", which will ensure that the engine ignition **before** the carburetor throttle opens and allows gas to be drawn into the manifold. **FAILURE TO PROPERLY MAKE THESE ADJUSTMENTS COULD RESULT IN ENGINE BACK-FIRE AT START UP, WHICH COULD BLOW OUT CRANKCASE SEALS, AND CAUSE ADDITIONAL HARM TO YOUR ENGINE.**