Clean your Kawasaki KZ1300 carburetors with

"Scotch's Cleaning Tool" ™

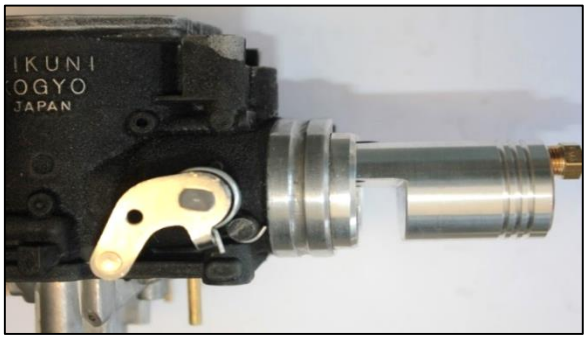
Precision CNC machined from Aluminum ***"Scotch's Cleaning Tool"*** ™ was developed specifically for the KZ1300's Mikuni BSW32 carburetors. It provides a fast, effective and efficient method for cleaning/flushing the idle/transition ports and the fuel/air circuits. **It is easy to use. No tools are required.** The ***"Scotch's Cleaning Tool"*** ™ is guaranteed for one year against defects in material.

How it works? ***"Scotch's Cleaning Tool"*** ™ directs cleaning fluid or compressed air directly into the idle/transition ports and fuel/air passages reverse to the normal direction of flow. Dissolved varnish, loosened scale and rust are flushed unobstructed from the larger openings in the jet towers.

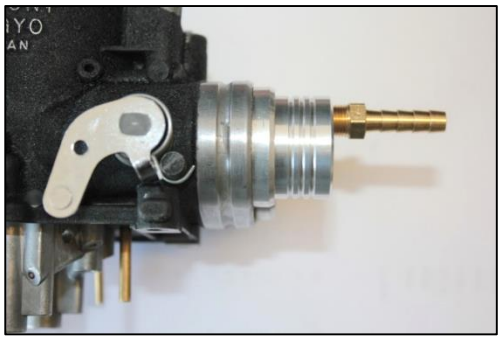
NOTE: To prevent damage to the tool body and O-ring, remove solid deposits from venturi. **Carburetors must be completely disassembled.** Lacquer-thinner is the most effective cleaning fluid. Lacquer-thinner is highly flammable**.**
USE ONLY in a well ventilated area.

To insert: (A) Hold the throttle-plates fully open. **(B)** Ensure the tool O-ring is fully seated and carefully insert the tool from the **ENGINE SIDE** and **ON TOP** of the throttle-plate**. (C)** Push gently until the tool stops. The tool is self-aligning and self-sealing. **To Remove: Do Not Twist!** Pull on the tool firmly while releasing the throttle-plate pressure using the linkage arm.

A



B



C

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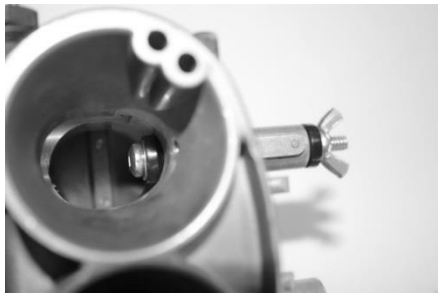
1) Use a suitably sized metal container to hold the carb-body and capture the discharging fluid. Fill the large syringe with clean lacquer-thinner and connect the syringe to the cleaning tool using the included tubing. A steady pressure on the syringe piston will inject fluid through the venturi fuel-ports and galleries. Waste fluid will discharge through the various openings. **Note:** Depending on the pressure applied to the syringe the fluid is capable of shooting a significant distance from the coaster enrichment vacuum port. The cover can be installed loosely to prevent this. The first injection of fluid can be left for 1 minute to dissolve heavy varnish buildup. Remove residual cleaning fluid and debris after each application by applying compressed air to all ports. Continue each procedure until no discoloration or debris is seen.

2) Now install the **idle-air screw** and open about 4 turns. The O-ring may be left installed. Refill the syringe and flush.

3) Close the idle-air needle (**Do not over tighten!)** refill the syringe and flush. Fluid will now be injected only into the three "transition- ports" (And the coaster enrichment vacuum port if cleaning the left-side venturi). Flush until satisfied.

4) With the idle-air needle still closed install the **idle-jet tower cap-screw**. **Do not install the idle-jet.** Repeat flushing.

D

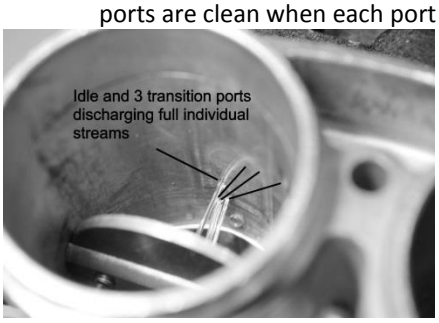


E

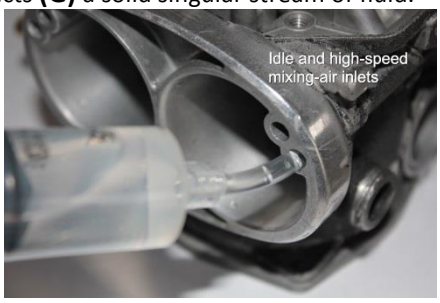
F

5) Install the tower-dam **(D) "finger-tight only"** to block both ends **(E)** of the high-speed jet tower. Fluid will now be forced through the fuel/air galleries and should flow from the mixing-air intake-ports at the front of the carburetor. Repeat as required.

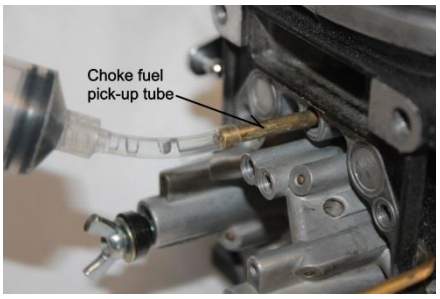
6) **Remove the idle-jet tower cap-screw**. Use the smaller syringe to inject **(F)** fluid into the idle circuit**.** The idle and transition ports are clean when each port ejects **(G)** a solid singular stream of fluid.



G



H



I

7) Remove the tower-dam. Using the smaller syringe flush each mixing-air supply port (**H**). A strong stream of fluid should been seen in the high-speed tower or the idle tower, respectively. Flush the choke pick-up tube (**I**). The fuel-bowl choke fuel chamber metering-jet can also be flushed by inserting the syringe-tube into the open end at the bowl flange.

8) With **only** the ***"Scotch's Cleaning Tool"*** ™ installed, apply compressed air to the end of the PVC tubing to remove any residual cleaning fluid and debris. NOTE: Hold the air nozzle tip **against** the PVC tubing. **DO NOT** make a hard connection!

9) Remove the tool and blow-out all passages and porting one final time. Internal cleaning is complete!

To store: Remove the syringe-pistons and allow to dry. Dry the cleaning tool before storing. NOTE: Tubing, syringes, tower-dam sealing-washers (**6mm/1/4S plumbing washer**) and tool O-ring (**#54114–3/32 X 5/8 X 13/16**) are expendable and will require replacing periodically due to contact with lacquer-thinner. They are inexpensive and readily available. Depending on the severity of the blockages and the force applied to the syringe, weeping of fluid from between the flushing tool and the throttle-bore may be experienced and does not indicate a defect. Excessive leakage indicates the tool is not fully inserted or the O-ring requires replacement. To avoid damage to the tool use a tooth-pick to remove the O-ring.

The user accepts all responsibility for the application and use of this tool.

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