

INSTALLATION INSTRUCTIONS MIKUNI TDMR 40-B14 – DUCATI 900SS / MONSTER

The installation of the TDMR carburettor should definitely be carried out by a specialist workshop. Improper installation can lead to vehicle malfunctions with life-threatening consequences. Handling highly flammable liquids such as gasoline requires a well-ventilated area free from open flames, sparks or similar hazards that could ignite the gasoline.

We expressly point out that, for safety reasons, the TDMR carburetors may only be operated with an opener and closer cable!

REMOVAL OF THE ORIGINAL CARBURETTOR BATTERY

- Remove the fairing side parts (900SS) on the left and right
- Remove the seat cushion, fold up the tank and turn off the fuel tap
- Disconnect the negative pole on the battery
- Unscrew the tank bracket at the front of the frame
- Remove air filter cover and air filter insert
- Unscrew the air filter housing at all four fastening points
- Loosen the hose clamps between the air filter housing and the carburettor
- Raise the air filter housing as far as possible and lock it
- Loosen the hose clamps on the intake rubber on the carburetor side
- Remove collection container for carburettor overflow, ventilation and ventilation hoses
- Pull the carburettor battery out of the intake manifold and turn it so that the choke cable, gas cables and fuel hose can be removed on the carburettor side
- Now pull out the carburetor battery downwards on the left (between the frame tube on the left and diagonal bracing)
- Remove throttle grip complete with throttle cables

INSTALLATION OF THE MIKUNI TDMR CARBURETTOR BATTERY

- Insert the carburetor battery in the same way as the original carburetor was removed
- Before pushing the TDMR carburetors into the intake rubber, fuel hose (with hose clamp) on the carburetor and make sure that the fuel line cannot chafe anywhere
- Slide the carburetor into the intake rubber as far as it will go and tighten the hose clamps
- Shorten the original choke inner cable to 35mm and solder the supplied nipples
- Lay the choke cable below the throttle cable holder and attach it to the carburetor
- Adjust the play in the choke cable to approx. 1-2mm using the adjusting screw on the choke handle - Install the throttle cables in the throttle grip and slide them over the handlebars (drill the handlebars (4mm) to prevent the throttle grip from twisting
- Hang the gas cables on the carburetor (in each case in the first possible hole in the deflection pulley)
- Move the handlebars from stop to stop and adjust the play of the throttle cables so that the minimum play is 1mm in every handlebar position and the throttle slides close automatically in every handlebar position after releasing the throttle grip
- Open the fuel tap and check the carburetor and fuel line for leaks - Connect the synchronization measuring instrument to the intake manifold
- Reconnect the negative pole to the battery - Start the engine and let it warm up (approx. 70-80 °C oil temperature)
- Set idle speed to approx. 1000 rpm and check synchronization (see next page)
- If synchronization is necessary, proceed as follows:
 1. Turn off the engine
 2. Remove the right (in the direction of travel) throttle valve cover
 3. Slightly loosen the lock screw with a 2.5mm Allen key
 4. Start the engine and turn the eccentric nut with a 10mm ring spanner so that both carburetors are synchronous stand
 5. With the eccentric nut held tight, tighten the lock screw (2.0Nm)
 6. Check synchronicity after tightening, readjust if necessary
 7. Fasten slide cover (2.0Nm) and recheck synchronicity. Should be a difference of more than 15mmHg, repeat the process Synchronicity must be achieved with the slider covers closed
- Proceed in reverse order to removal and complete the vehicle (first fix the connecting rubbers to the air filter box with the hose clamps and then attach the filterbox to the frame)

TÜV SETTING – TDMR 40-B14 (DUCATI 900SS / MONSTER)

(air filter box in standard condition, rubber intake tubes installed)

The values in brackets refer to the adjustment for operation with open velocity stacks. This variant brings an additional increase in performance, however not intended for public road traffic and we are therefore not certified by the TÜV documents.

MAIN JET: 130 (165) N100604 size

IDLE JET: 25 N224103 size

JET NEEDLE: 10E101-50 J8 size

IDLE AIR JET: 120 N211100 size

CLIP POSITION (JN): 2nd from the top

NEEDLE JET: P-6 785-40004 size

CO SCREW: 2.0 turns out

SYNCHRONIZATION VALUE: 210 mmHg + -15

IDLE SPEED: 1000 rpm + -100

FLOAT LEVEL: 13mm

TIGHTENING TORQUES

AIR CLEANER ADAPTER 8.0 Nm

THROTTLE SLIDE COVER 2.0 Nm

FLOAT CHAMBER 2.0 Nm

DRAIN SCREW 8.5 Nm

LOCKING SCREW (SYNCHR.) 2.0 Nm

NOZZLE NEEDLE LOCKING SCREW 3.0 Nm

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