

TCI / THUREN LOW VOLUME ANGLED INTAKE MANIFOLD, FOR PISTON PORT NON REED KAWASAKI 440/550

- T6061 Aluminum 5 Axis machined
- Designed for SBN44 Mikuni Carb
- Low 149cc volume for the best signal possible.
- Does not fit Reed Valve engines.

SUPPLIES NEEDED FOR PROPER INSTALLATION

- Standard tools
- Three Bond 1211 sealer, or Permatex MotoSeal.
- 6" long Benchstone / Sharpening Stone.
- Blue Loctite

HARDWARE INCLUDED

- SS M6x25mm 4pcs
- SS M6x40mm 2pcs
- SS M8X35mm stud x2
- SS M8 Flange nut x2

No gaskets supplied, as we prefer to just run a good sealer. There are many reason for this. Intake gaskets are very prone to failing, and with no gasket at all, there is very little to fail. Most often intake gaskets hurt the laminar flow, unless perfectly matched to the ports, hurting performance. Another reason is that the bottom port corners are VERY thin in regard to sealing surface, where a gasket is VERY likely to fail. That is even worse when the engine is ported. That said, run gaskets is you like, but you'll need to locate them.

In order to run no gaskets though, the surfaces need to be prepared properly. We suggest locating a 6" long multi-grit sharpening stone(to buy, search for oil stone, sharpening stone, benchstone) to flatten the cylinder surface. Soak the stone surface in oil, and rub back and forth on the engine cylinder until the mounting face is flattened. Takes a bit to do, but it will feel good knowing your surface is proper. This can be done with the engine in the boat.

Our intakes surfaces are VERY flat, but scuff up both surfaces with some very fine sandpaper if you like, to help the sealer do it's job.

For a sealer we suggest Three Bond 1211, which can be impossible to find local to you, so purchase some ahead of time. Permatex MotoSeal works good too, and can usually be found at your local Auto Parts store.

The above noted process is suggested to be used at the Carburetor surface also, but as noted before, use a gasket if you prefer.

No washers on the main mounting bolts is intentional. Before installing the manifold, check that the threaded holes in the cylinder are not clogged with silicone or sealer. Pick out any debris inside the holes and make sure the supplied bolts can be run down deep in the threaded holes.

The supplied studs for mounting the Carburetor should not be run all the way to the bottom of the hole, and cranked tight, for fear of breaking through into the ports. We suggest setting the required stud height before installation, so there are a few threads above the nut once installed, and then Blue Loctite the studs in place at that height.

Throttle cable.... The slot for the throttle cable is sized to make sure the larger thread cables will function. Regarding the 1986 to 1989 cables with the smaller 6mm threads, the cable fits loose but will work. Just put a bit of marine sealer around the washers and once set up, everything will stay in place. If you have a pre-1985 JS, you either need to get the ideal 1986 to 1994 cable, or find a carb lever arm that will work with your non-barrel end. The most ideal cable seems to be the 650sx cable part number 54012-3731. It is inexpensive, also.