

FI INTERNATIONAL RESTRICTIONS KITS

Inlet Manifold restrictions (Kit A)



This is the most popular form of restriction for carburetted models. You will need to remove the carburettors from the inlet manifold and place one restriction blade into each manifold. Sometimes the blades will have an off centre aperture or a small pilot hole. In this instance the aperture or hole needs to be at the lowest point in the relation to the slide. If the blades are oval in shape and match the shape of the inlet manifold these should be fitted between the inlet manifold and cylinder head.

Exhaust restriction (Kit C)

On a few models exhaust restrictions are supplied. These are generally fitted in the exhaust headers and will sometimes need retaining with a little spot weld.

Main jet change (Kit E)

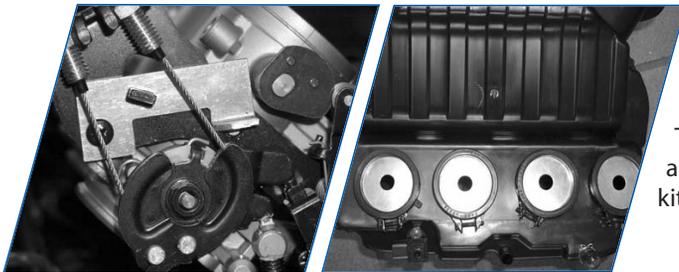
On some 2 stroke models this kit will be used in conjunction with a main jet change.

Carburettor restrictions (Kit D)

Carburettor restrictions generally consist of tubes, caps or pins that limit the amount of travel of the slides. You will need to remove the carburettor tops and place the restriction tube or cap on top of the diaphragm or in the slide hole. Sometimes the slides will be severely restricted. This kit will sometimes be used in conjunction with inlet manifold restrictions. This kit will sometimes also include the inlet manifold restrictions, both restriction devices will need to be fitted.



Throttle restriction (Kit F)



With more and more bikes being produced with fuel injection systems this type of restriction is becoming more popular. The basics of the kit are that a device is attached to the side of the injection bodies which stops the throttle cam from opening fully. This is normally combined with restriction blades that go into the air box or sometimes the inlet manifolds. Generally each of these kits has specific fitting instructions that are delivered with the kit.

Separate Fitting Instructions

A separate sheet of instructions is included, please follow the information.

Certificate Instructions

1. Once a kit is correctly installed the fitter must sign all 3 certificates in the space provided. The customer must sign all three certificates. The customer must be advised to read and acknowledge points 1 - 6 on the important notes.
2. Give the customer the coloured test certificate explaining that it is proof a restriction kit is fitted to their bike and may need to be shown to their insurance company or the police should they ever be requested.
3. Return the F I International copy of the fitting certificate back to us. (This is very important; as it is the only proof we will have on file that the motorcycle has been restricted.) This will be held on file at our premises in case the insurance company or crown prosecution service should require it.
4. Keep the dealer copy for your own records.

Should you encounter any problems or require any advice then please do not hesitate to contact us.