

## Air filter change

While I'm on my way down thru this bike figured I'd show y'all how to get down to the air filter to change it out. I know many of you know how to do this but I'm sure we have many who don't also? You'll have to reverse the process to put it back together cause I am still tearing apart. The best tool for this job is a pair of long handled needle nose pliers, they are the go to tool for this job when it comes to putting back on the vent line and fuel line and vacuum line if your running the OEM petcock

I'm not a fan of the OEM petcocks but many on here are so I showed both hook ups for the OEM and the Pingel. Comments are in the pictures.



(left) I pull the side covers off first to keep from scratching them up. This one still has the paint code label on the frame.

(right) Use your key to unlock the seat under the seat in the center panel. Once the seat is removed you need to remove this 12mm bolt from the rear of the tank.



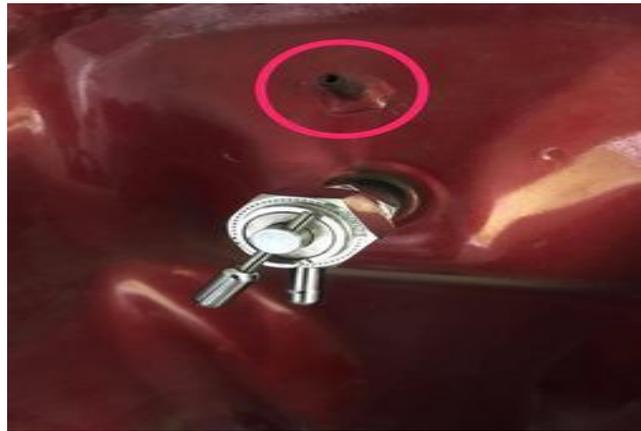
(left) Then remove the 8mm bolt at the front of the tank

(right) Remember to replace the sleeved washer when reinstalling.



(left) This is a Pingel petcock that will be used on this bike along with a Dan-Marc electronic fuel shut off. The Petcock is non vacuum and only requires one line, the fuel supply line.

(right) The line to the left is the fuel supply line and the line to the right is the tank vent line. The tank vent line should have a T connector about halfway down to the bottom of the bike spliced into this line. It has nothing that hooks to it, it's only purpose is to let the tank vent in the event the bottom of the line gets plugged from dirt or hard rain. The line ends down around the kickstand along with a couple other hoses.



(left) This connects to the fuel supply line

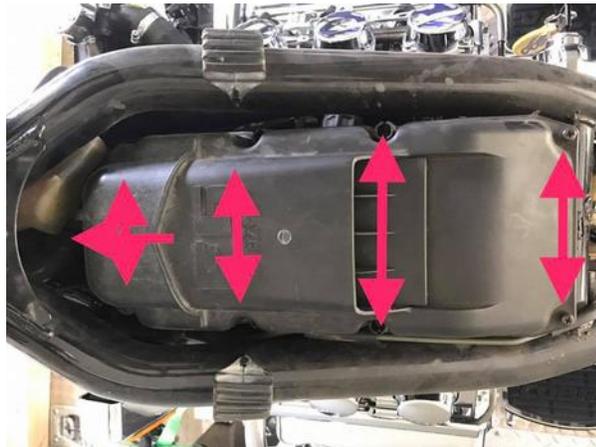
(right) This is the tank vent that hooks to the line with the T that goes to the bottom of the bike. When reinstalling the tank always be sure this line doesn't get kinked or you will have run out of gas symptoms about every 2 miles.



(left) This is the OEM style petcock, the large fitting on the left goes to the fuel supply line and the smaller fitting on the right goes to the vacuum line come off the #6 cylinder intake runner.

(right) Here are the lines for the OEM petcock

The one on the left is the fuel supply line that goes to the big fitting on the petcock. The line on the right goes to the tank vent nipple and the one in the middle goes to the small fitting on the side of the OEM petcock.



(left) Like I said earlier, I'm not a big fan of the OEM petcock but not going to say it's worthless either. I believe it has its place?

(right) Once the tank is off and resting somewhere it won't fall over or get scratched you need to remove these Phillip head screws from the top of the air box. They don't need to come out just make sure they are all the way loosened.



(left) Lift the lid off the air box and you'll find your air filter.



(right) This one definitely needs replacing.



(left) This is the bottom side of the filter that goes down toward the engine when you replace it



(right) Make sure the gasket around the edge is in place when putting it back together.