

## **BAK installation** *by TN650Vstar CC&D#777*

This is "my" rendition of how "I" installed the BAK on my bike. I accept NO responsibility for your installation on yours. I just hope this can be of use and help to those that have that "puzzled" look when you get to a certain point of installation.

Before beginning, add 2 drops of K&N oil to each fin of the filters and set aside for later. **DO NOT OVEROIL THESE!!!**

1. Remove the seat
2. Remove the 3 hex bolts that hold the speedometer assembly to tank.
3. Unscrew the speedometer cable and unplug the 2 wiring harnesses and lay speedometer assembly to the side.
4. Remove the side bolts that hold on the gas tank.
5. Turn off gas to tank and slide the hose off. (tip) Plug the gas line with one of the bolts that hold the tank on, perfect fit.
6. Lift and slide tank back while pushing the cable and wires through the hole in top of tank. Set it aside.
7. Remove the side airbox assembly completely, including the box on top of the carbs.
8. Using a GOOD #2 Philips screwdriver, remove the brass screws that hold the diaphragms and needles. Front carb has brass nuts that a socket will work on better. There is a cable bracket on the front bottom that will have to be bent a little to access the one behind it.
9. Remove the diaphragm assemblies and replace the needles per instructions with the kit. Use the #4 notch of the needle and make sure that the plastic spacer under the C clip seats in the hole or the needle wont move. It has a little plastic tab that faces DOWN and locks in a hole. Reinstall the diaphragm assemblies and bend back the cable bracket into place. Right side almost DONE.
10. This is the fun side with those brass screws that are the REAL pain to remove. Try to salvage at least 2 \* of these if possible. The bowls are full of gas, so put a rag under the bike to catch it when the bowl covers are removed.
11. The jets are easily accessible and easy to remove and replace here. Use a good wide flathead screwdriver. Remove and replace, simple enough. DO NOT mess with the floats or damage them in any way. Reinstall the covers over the bowls with the Hex head screws provided with kit. Hopefully, you have a couple of good screws to use on the front carb that has the bracket.
12. Install the air filters on top of carbs and tighten the screwclamps. I noticed a chrome filter that came with the kit that had NO specification as to where it went so my assumption was to put it in the large hose behind the carb. No idea where the mount was supposed to be so I just clamped it and let it sit there.
13. Back to right side of bike and look for the idle/mixture screws. Of course looking for BRASS, I was looking for a golden colored plug that had to be removed. Actually they are silver and right below the diaphragms with a tiny hole in them. VERY carefully drill these NOT hitting the idle/mixture screws behind them. Use a self tapping sheet metal screw to screw in the plugs and work them out to expose the idle/mixture screws.
14. Per instructions, seat the screws all the way in and then open them 3.5 turns each.
15. Reinstall gas tank. Dont forget the wiring and speedo cable. Hookup the gas line. You are NOW ready to FIRE IT UP.

16. Turn on ignition to allow the fuel pump to fill the carb bowls.
17. Mine fired up almost immediately and WOW!!! Sound was different and could definitely hear more umph going through my Vance & Hines.
18. Put that sucker back together and hit the road for a test ride. I found that I no longer had the deceleration popping from my exhaust also. Hmmm, that tickled me too.
19. Now get home and clean up the mess ya made...LOL

Option: The side air box is useless now for anything except cosmetic. Since the brackets would have to be cut off to leave it off, I opted to reinstall the blank box just to cover the brackets. Hope yours runs as good or better and I found out that it doesnt take a rocket scientist to do these things.

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Robert

UPDATE!! (06/07/05)

I went to clean my filters and discovered that they had slipped off the top of the carbs and were laying sideways. Apparently, the screw clamps that hold the filters to the top of the carbs were somewhat "thin" so I went to the auto parts store and bought a couple of radiator hose clamps. This did the trick and the filters are now secure on the carbs. Be sure to keep an eye on them because they will slip off and you wont know it.

\*You may opt to buy a set of carb screws from Ziv because the screws in the Baron kit are all the same length and a couple were too short. Also, I forgot the step of the carb sync after it's all done. This is an important step also.

