

## **C.R.A.K. (Customized Ram Air Kit)**

Originally designed by Tim Wheeler

Write-up and some editing by Steve Harper (Sharperado)

### **HISTORY:**

Here's a little history of how I (Tim Wheeler) came to this set up.

After changing out my pipes, I started with the [RAK](#) and a stock filter. It was good and I saw a noticeable difference in low-end power. I misread the [jetting chart](#) and I was using jets that were specified for use with a K&N filter. Well I only had the stock filter and these jets, no others. So I started working on a way to get more air into the carbs via the air box. More air means you need more fuel, which equals faster performance. I worked on that and got it all squared away and the bike ran pretty well. I read about the K&N and got one on the cheap from another forum member. It helped out a bit in terms of performance but I really wanted to try the Spider RAK (See [Webslinger's site](#) under "Air Box Modifications").

The Spider RAK uses a large slit cut in the chrome bagel cover to allow mass air into the carbs similar to the GAK. I never did get that to work right. With wind gusts and temp changes from valleys to hills the bike would sputter and almost die out in some cases. I did notice the bike was really quick and rode better. So I bought another air box and started working on a design to match the performance without the problems of the SRAK (Spider RAK). Hence the CRAK was born.

### **HOW TO:**

- 1) Cut a slit in the back portion of the box essentially expanding the RAK concept to allow more air into the box.
- 2) Drill three large holes on the inside of the box to allow that air into the carbs through the filter.
- 3) Do the [choke test](#). If you find the settings too rich, drill some 1/4 inch holes in the bagel. This will help get more air in faster and also help with too much air pressure build up in the box.
- 4) Carburetor vent hose should be relocated from the back of the air box to a forward facing position and secured at the fuel petcock to better pressurize the float bowls.

## JET SETTINGS:

EXHAUST	CRAK jets (using K&N filter)
Stock	Not Recommended
3 <sup>rd</sup> baffle drilled	117.5
Gutted or free-flowing aftermarket pipes	122.5-125

## PICTURES OF CRAK







