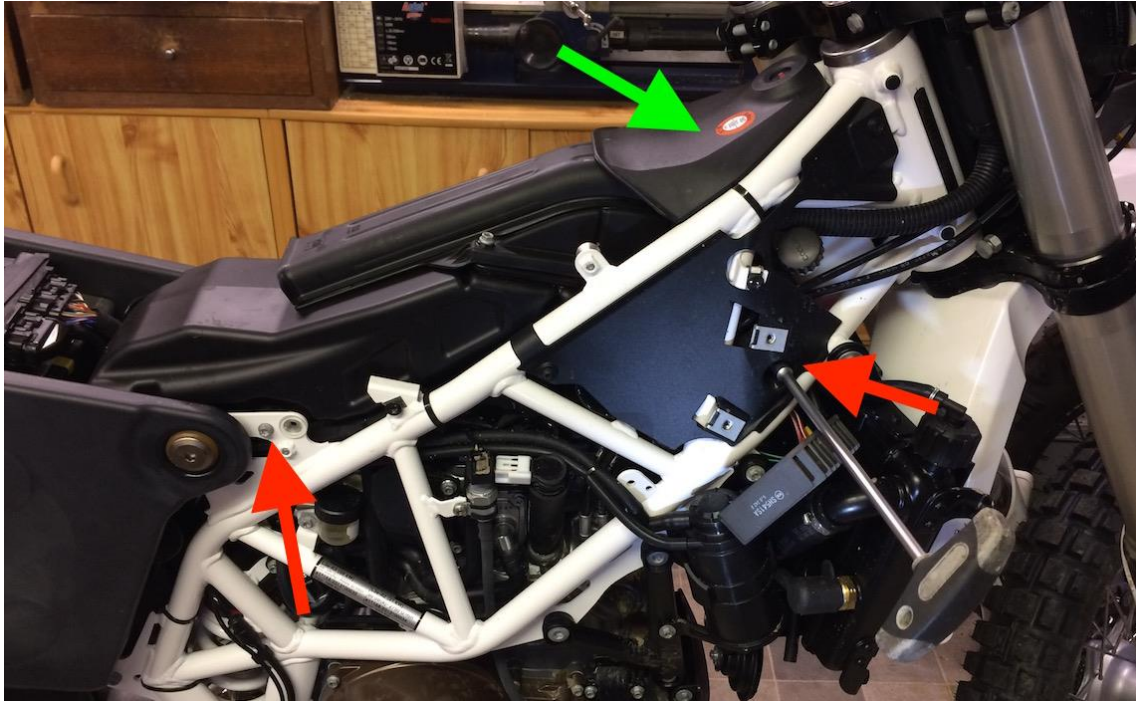


Hello,

Before you start enjoying extra range, you can increase your self-confidence as a great mechanic ☺. I suggest you find 2-3 hours and go for it. All was designed in a way that one pair of hands are enough. And one more hint, **before you start mounting empty the OEM tank as much as possible.**

1/ remove the seat, side panels + take out the airbox

- Remove the side panels first and the rear tank panels too
- 4 bolts to release the airbox and also lift the black plastic ignition cover



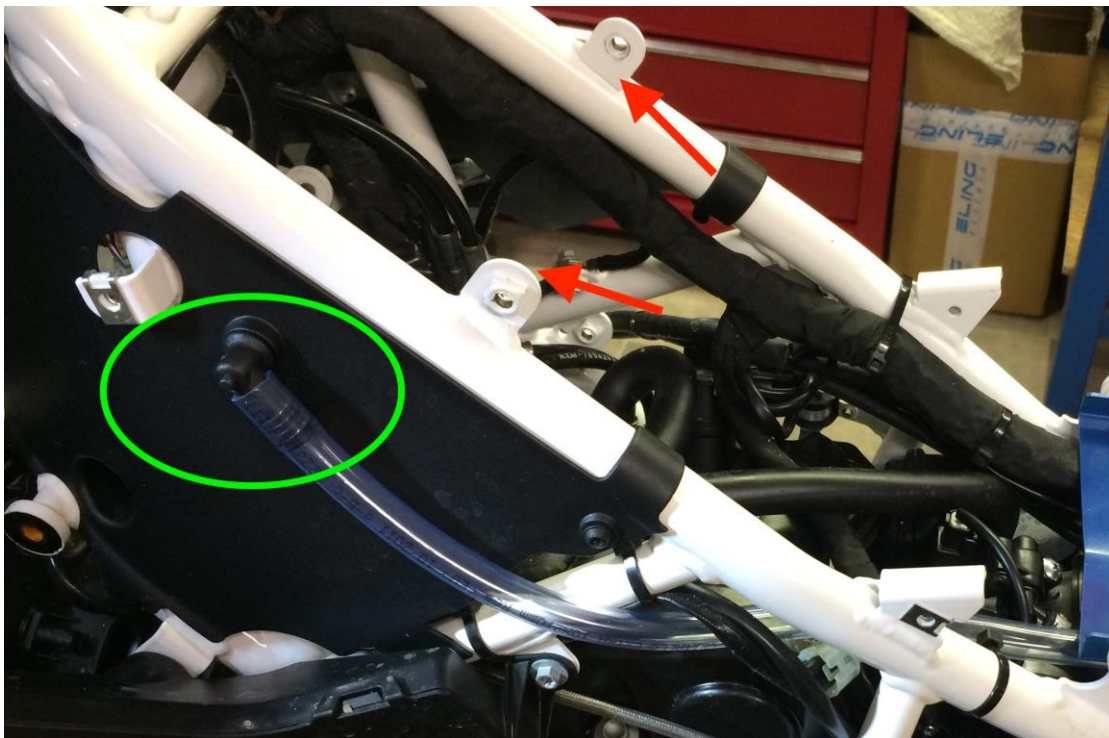
- release the ECU just by lifting up
- disconnect the temperature sensor



- On the left side release the metal sleeve holding the airbox to the engine. If you look closer, there are two. You have to release the one closer to the engine



- Disconnect the black tubes going out the airbox, one is on left side on the frame and second goes down on right side
- Also take out the steel rolls holding the seat



- Now you can take out the airbox by lifting it up in the back

2/ start mounting the direct filter and tank holders

- Put on the direct filter... before you put it on you have to take the heat sensor from the original aribox and insert it into the steel connector where are the wholes
- Turn it the direction you can put on the sensor the electric wires



- Install the small engine breather filter on the left side of the frame

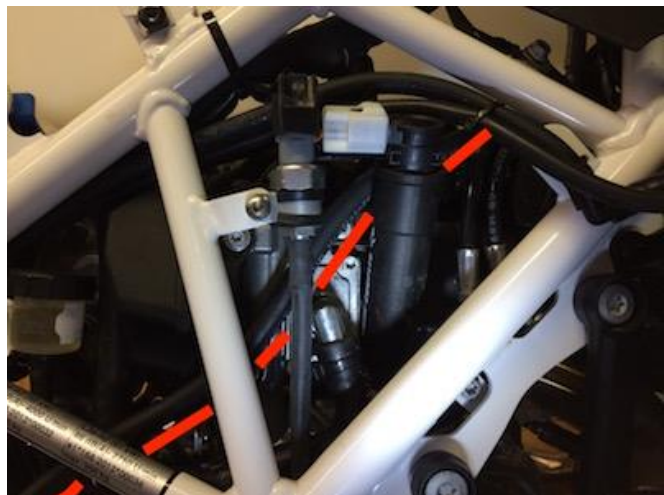


- There is no holder in front, just let sit the tank on the white diagonal frame tube, but before install the back tank bracket
- Make sure the mothers are from outside



3/ Insert the tank

- First make sure the gas tube is connected and really well tighted on the tank outflow
- Start inserting the gastube first in the area where points the arrow on the pix
- Than you can sit the tank in front on the diagonal frame tube and on the bracket in the back
- Line the gas tube as on the pix, make sure it is away from engine and secure by plastic fasteners to the frame



- Now you have the tank in the frame like this
- Mount the electric cooler and the rolls holding the seat back
- Change the grommets for M5 buckle mothers and mount the carbon with M5 bolts



5/ Wire the gas tube to the main tank and put in the petcock

- Put petcock on the gas tube and tight to the frame
- Secure the tubes with steel ring sleeves



6/ Connect the auxilliary tank to the main tank

- NOTE: ideally empty the main tank before as much as you can – just ride up to the reserve
- First remove the rear mudguard and by loosening the 4 screws take out the gas pump



- Pull carefully down the whole pump
- Push the small pins to release the black plastic pump cover and take it out



- Drill two wholes into the plastic black pump cover, one ideally in the radius oposite the aluminium spacer outflow



- Insert the supplied aluminium spacer as „a ring“ on the black plastic
- The rubber gasket goes on top and the outflow on the rightside of the bike
- Tight with the supplied screws
- Connect the gas tube NOTE: before make sure the outflow is well tighten to the aluminium spacer
- Secure the gas tube with the steel ring sleeves



I hope it helps... if you have some questions, feel free to send me an email to: rade@radegarage.com

Thanks Rade