Hello,

Before you start enjoying the extra range, increase your self-confidence as a great mechanic by reading through the following installation instructions☺. I suggest you find 2-3 hours and go for it. The entire kit was designed so one pair of hands are enough to get the job done.  One more hint, before you begin, empty the OEM tank as much as possible.

**0/ see what you get in the box**


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

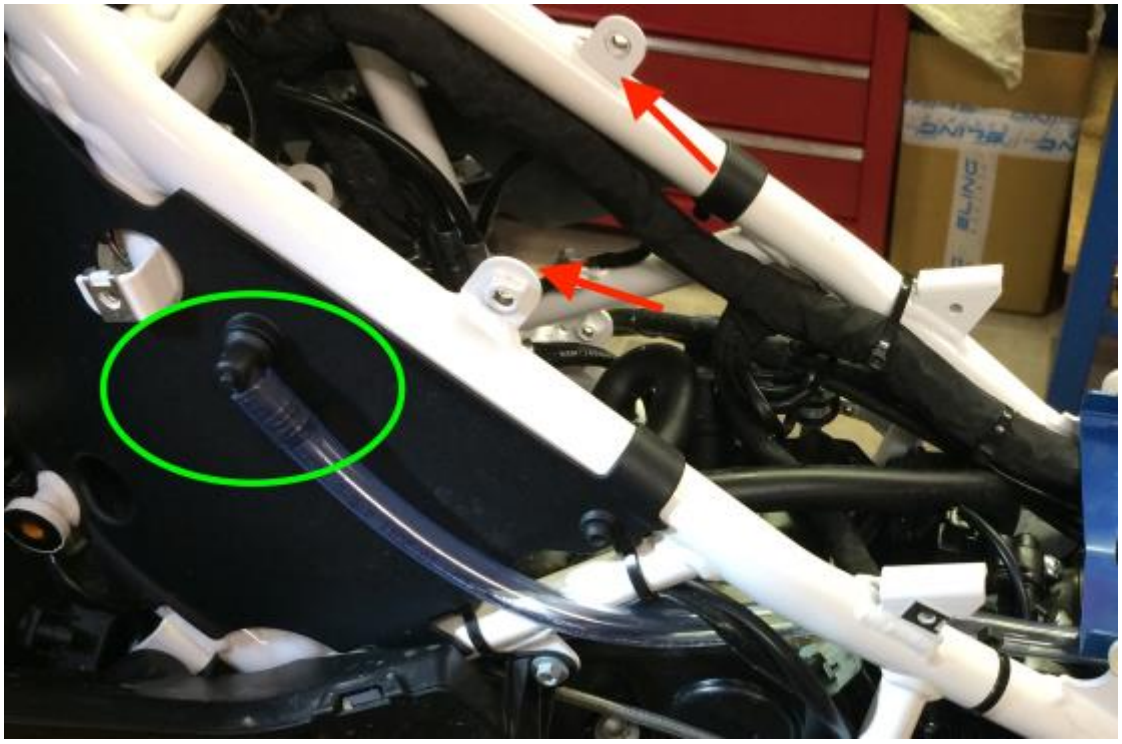
- Remove both the side panels and rear panels
- Remove the 4 bolts holding the airbox in place (red arrows in pic below) and remove the black plastic igniton cover (green arrow in pic below)

- Remove the ECU simply by lifting up on it
- disconnect the temperature sensor

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

- Disconnect the black tubes coming out of the airbox.  One is on left side of the frame and the other goes down the right side

- Also, take out the steel rolls/seat mounts holding the seat (red arrows)



- Now you can take out the airbox by lifting it up from the beack/rear of the airbox

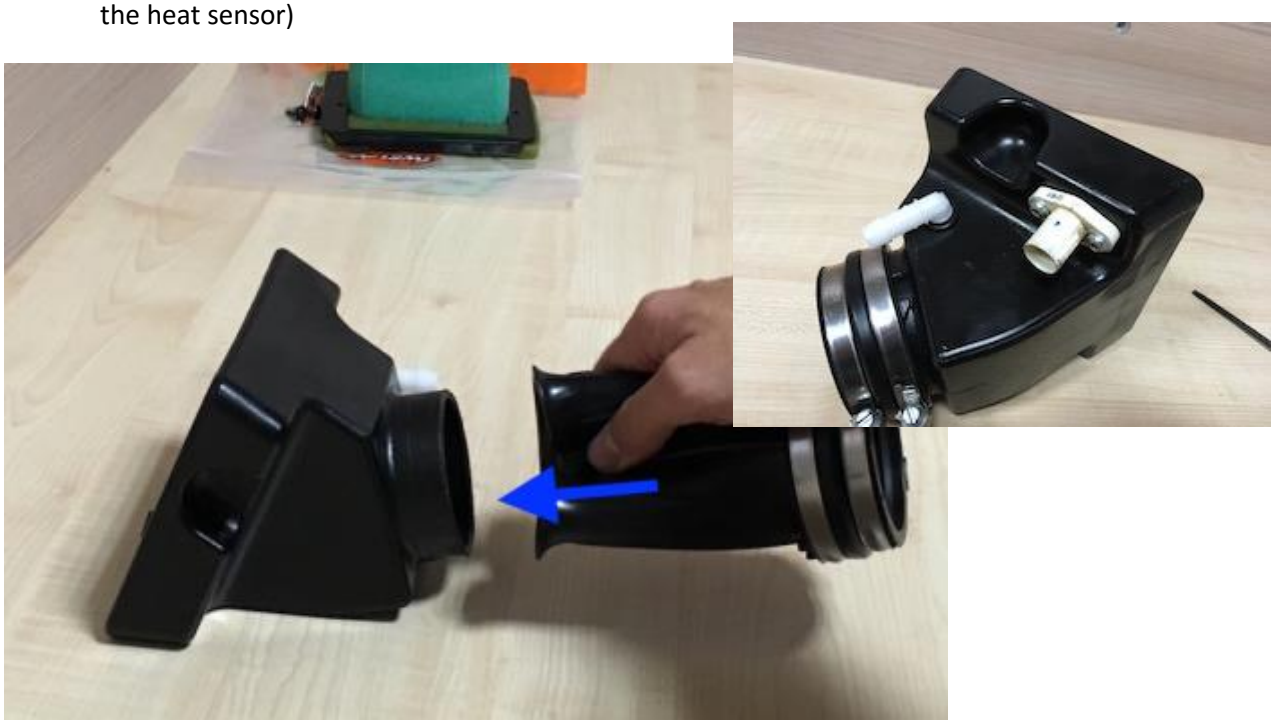
**2/ remove the intake and heat sensor**

- Remove the heat sensor from OEM airbox, keep the screws (you will need them later) and make sure you also have the very small rubber O-ring on the heat sensor
- Loose the larger sleeve and take out the rubber fitting/intake

TIP! Open the OEM airbox from top, remove the filter and put one hand in to better push out the intake and use your second hand to pull it out… you have to queeze it before the end to get it out! Dont worry – it is rubber and it has the shape memmory.

**3/ Complete the „small airbox“ and filter**

- Insert the rubber intake into the „small airbox“ and fasten the bigger sleeve
- Use the OEM screws and fix the heat sensor to the „small airbox“ (make sure the O-ring is on the heat sensor)



Here is detail of the filter parts

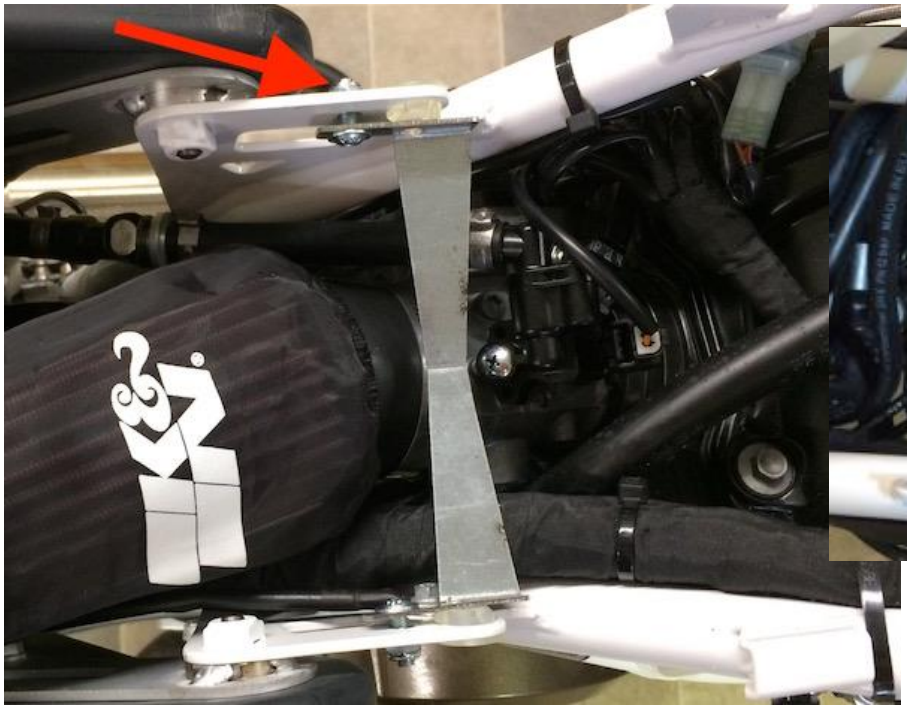

- Put the cage inside the airfilter and from outside put the frame on
- Bolt on with M5x16 bolt to the „small airbox“
- The wholes are asymetric so there is only one direction you can assembly it together

4 / **start mounting the small airbox into the bike**

- Now you have to cut the transparent vent tube into 3 pieces… but measure befor you cut ☺
  Actually you have to replace the two black OEM tubes that goes from OEM airbox.
  a/ one tube has to start on left front side (engine breather)
  b/ second tube goes from SAS
  c/ connect both tubes with white T-fitting and than connect it to the small airbox

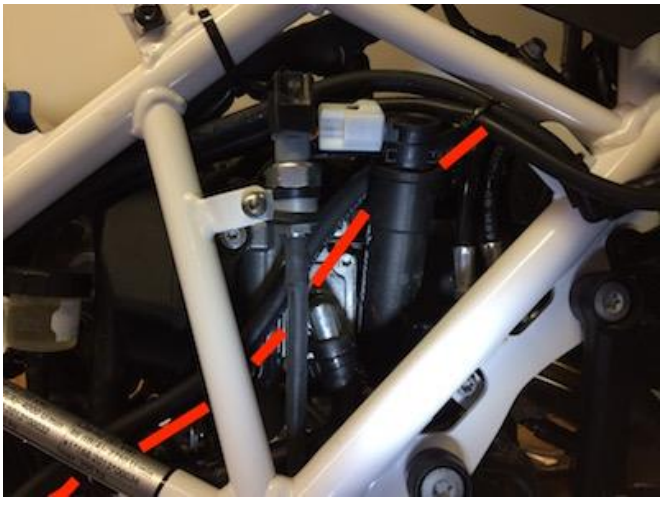
- Before you insert the „small airbox“ into the bike, make sure you connect the vent tube and connector to the heat sensor!

- Next, install the rear tank bracket (see the pic below, left). NOTE: When installing the rear tank bracket, make sure the bolts are insterted from the INSIDE of the bike to the outside of the bike (ie: from the airfilter side to the outside (see red arrow in the pic below, left). This ensures the nuts are on the outside of the bike.
- NOTE: This kit does not require a separate/new front tank bracket for the new tank to rest on; rather, it simply sits on top of the horizontal frame tube already in place (see red arrow in the pic below, right).



5/ **Insert the tank**

- First, make sure the fuel supply hose is conectd and tightened to the nipple on the bottom of the tank. Use the supplied hose clamp to tighten into place.
- Feed the fuel tube through the area where the red arrow is pointing (below, left pic)
- Then, you can sit the tank in front on the diagonal frame tube and on the bracket in the back
- Line the fuel tube as in the pics below, making sure it is away from engine. Secure it to the fame with plastic fasteners



- Now you have the tank in the frame like this (see pic below)
- Re-install the electric cooler and the rolls/seat mounts
- Replace the grommets with the supplied M5 buckle mothers (what is this?) and mount the carbon ingition cover piece with the supplied M5 bolts.

**5/ Conect/plumb the fuel tube to the main tank and install the petcock**

- Put the petcock on the fuel line and secure to the frame
- Make sure you place the suplied steel fuel line clamps onto the fuel line prior to fitting the petcock.  Once the petcock is in place, tighten the fuel line clamps

**6/ Connect the auxilliary tank to the main tank**

- NOTE: As metnioned, I recommend emptying the main tank as much as you can before this step – just ride up to the reserve
- First, remove the rear mudguard (green arrow in below pic). Then, remove the 4 screws holding the fuel pump assembly to the rear fuel tank (see red cirdle in below pic).

- Carefully pull down on the fuel pump assembly and remove it from the tank.
- Once removed, on both sides of the fuel pump assembly there are two small, suare holes (see green circle in below pic). You must carefully push down on the tabs inside these holes to release the black plastic pump cover. With both tabs depressed, remove the black plastic fuel pump cover. NOTE: the pic below shows the fuel pump removed from the black plastic cover.

- Summary of this step: 2 x 4mm holes must be drilled into the black plastic fuel pump cover. 1 directly behind where the banjo bolt goes on the aluminum spacer, the other 90 degrees and 10mm above the first hole (see pic below, left).
- If the banjo bolt is currently installed in the aluminum spacer, remove it. Place the aluminum spacer over the fuel pump cover withthe o-ring groove facing up (see last pic, right for proper positioning; see below pic, right for o-ring groove).
- Instert the drill bit into the threaded hole where the banjo bolt is supposed to be installed and drill 1 x hole into the black plactic cover. Be careful not damage the threads (see green arrow in the pic below, left)
- Next, drill 1 x hole 90 degrees from the first hole, but ~10mm above (see red arrow in the pic below, to the left).
- Clean any plastic shavings from the black plastic fuel pump cover and aluminum spacer.

- Insert the supplied aluminium spacer over the black plsatic cover, with the o-ring groove/o-ring facing up towards the fuel tank.
- Correct installation has the rubber o-ring on top and the outflow on the rightside of the bike (See below pic)
- Tighten with the supplied screws
- Instert the supplied banjo bolt and copper crush washers into the aluminum spacer. Ensure these are tightended appropriately, but DO NOT overtighten.
- Connect the fuel tube from the front tank to the rear tank. Ensure you place the fuel hose clamp onto the fuel line first.
- Tighten the fuel line hose clamp.

Congratulations on a successful installation!  I hope these instructions helped and you enjoy the extended range of your bike.  If you have any questions about installaton, feel free to send me an email at rade@radegarage.com

Thanks, Rade