



## Please Read Carefully

### Prior to Installation

- Use caution and always wear eye protection.
- Avoid skin contact with fuels and oils.
- If you don't feel confident installing this product, please seek professional assistance.

## Legal Notice!

Installation of this kit is intended for closed circuit competition purposes only. Modifying any portion of a motor vehicles emissions system can be in direct violation of state, local or federal laws. Please consult your local authorities for more detailed information regarding specific vehicle modification and equipment laws in your area. The purchaser of this performance kit acknowledges that it is not intended for street use.

### What's Included in your kit

- |   |                                 |
|---|---------------------------------|
| A) 2 x PowerCell Blockoff plates              | E) 1 x Large Airbox Housing Cap |
| B) 1 x SAS Shunt Plug                         | F) 1 x Small Airbox Housing Cap |
| C) 1 x Evap Solinoid Shunt                    | G) 4 x Small Zip-Ties           |
| D) 1 x Manifold Vacuum Plug                   | H) 4 x Stainless Allen Screws   |
| I) 1 x Bosch SAS Shunt Plug for 2017on Models |                                 |

# Installation Instructions

---

## Remove Gas Tank -

Follow the directions provided in the factory service manual to properly remove the gas tank, exposing the airbox and the frame. You will also need to remove the 2 air intake ducts so that removing and installing the lower airbox housing will be much easier.



---

## Remove the Air Box Cover -

Unplug the Air Temperature Sensor and remove the 2 Torx screws securing the Crank Case Vent tube on top of the airbox. Now remove the 8 Torx head screws around the perimeter of the box securing the lid in place. Remove the cover exposing the factory Velocity Stacks, and set it aside for later re-installation.



---

## Remove the Airbox -

Using an 8mm socket, remove the factory Velocity Stacks along with the mounting screws and spacer sleeves.

Remove the lower Airbox by carefully lifting it off the throttle bodies, exposing the SAS control valve and its plumbing attached underneath. You will need to remove the SAS control valve from its bracket underneath the airbox. You can do so by simply pulling down on its rubber mount, separating it from the factory bracket, and disconnecting the larger hose connected to the underside of the airbox. At this time we recommend removing the SAS valve bracket as well, making it easier to service your bike in the future.



# Installation Instructions

## Thoughts on Water Control -

If you're running an air-filter in the stock filter location, we recommend removing the small drain hose from underneath the airbox and replacing it with the provided small rubber cap. Secure the cap with the small Zip-Tie and set the drain hose aside, we will not be using it again.

If you're running a PowerCell Pod Filter System, we recommend removing the drain hose from the airbox, but leaving the small nipple underneath the airbox open so any water that enters the airbox can quickly drain.

In either case, install the large nipple cover over the open SAS port underneath the airbox and secure it with a provided Zip-Tie.



---

## Removing the SAS System -

You can now remove the 4 bolts holding the SAS system to each cylinder head with an 8mm socket. After you've done so, disconnect the SAS control solenoid from the wiring harness by lifting the small tab on the harness side. At this point, the entire SAS system should be free to be removed from the bike as a complete unit. Set it aside in a safe place should you ever need to re-install it.



---

## Install the Cylinder Head Block-Off Plates -

Using the provided 4 stainless steel Allen screws, install the cylinder head block-off plates. There is no need to use any form of sealant, the factory reed valves that we left intact in the cylinder heads will seal against the new block-off plates.



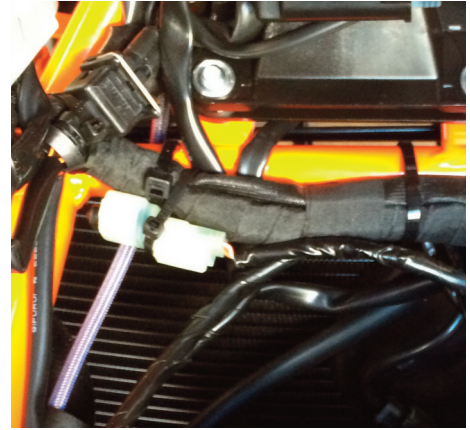
# Installation Instructions

## Install the SAS Control Solenoid Shunt -

Locate the small white shunt provided in your kit and install it into the vacant connector that originally connected to the SAS control solenoid.

**New for 2017!**  
Use the provided Bosch Shunt on all 2017  
and newer models...

Use one of the provided Zip-Ties to secure the shunted connector to the wiring harness as shown.



---

## Remove the Evaporation Recovery Canister -

The Evaporation Recovery System serves to capture any fuel vapors that may escape from the fuel tank while not in use. These vapors are stored in the small canister, and re-entered into the intake system once the engine is running and warm.

Locate the Evap Canister under the seat in the tail section of the bike. Snap the canister out of its cradle and remove the 2 attached hoses. Now remove and set aside the cradle itself, re-attaching the 2 mounting screws.



---

## Removing the Evap Control Solenoid -

Looking at the 2 hoses you just disconnected from the canister, follow the smaller hose forward along the frame rails until it ends, connected to the Evap System control Solenoid. Using an 8mm socket, remove the solenoid retaining clamp from the frame. Now disconnect the solenoid from the wiring harness by separating the 2 tabs on the harness side and pulling the connector off. Pull the hose leading to the tail section of the bike through the frame rails so that the whole system can be removed.

Now follow the other hose on the solenoid down between the two throttle bodies. You need to cut this hose and plug it with the provided aluminum plug, tucking it out of the way when done (see picture).



# Installation Instructions

## Install the EVAC Control Solinoid Shunt -

Locate the black colored shunt provided in your kit and install in into the vacant connector that originally connected to the EVAC control solinoid. Use one of the provided Zip-Ties to secure the shunted connector to the wiring harness as shown.



---

## Securing the Shunted Connectors -

Before you begin reassembly, ensure that the SAS and EVAC harness connectors are securely tucked away and secured to the main wiring harness (as shown to the right). Snip the excess Zip-Tie for a clean installation.



---

## Re-Routing the Fuel Tank Breather -

The remaining small hose that was attached to the canister runs directly back up to the fuel tank, and connects to the fitting on the throttle side of the filler neck. You can now pull this hose back through the bike and re-route it so it runs down the left side of the engine along with the radiator over-flow hose. Once re-routed, cut the excess hose off so it will drain just in front of the stator cover.



# Installation Instructions

## Re-Installing the Airbox -

Re-install the Airbox base and cover reversing the steps used during disassembly. Use caution not to lose the small o-ring that sits on top of the cover and seals the Crankcase Vent. Connect the Air Temperature Sensor connector and position the cable into it's retainer.



---

## Install the Fuel Tank -

Install the Fuel Tank as noted on page 65 of the factory service manual.



**Enjoy Your New PowerCell Performance SAS Removal Kit!**