

Low \$\$ Airbox Mod



Experience Level Suggested: Moderate (custom work – no blueprints)

Tools Requirement(s): typical tools required to perform custom fabrication work on: metal, plastic, rubber

Cost(s): \$40 for the filter, \$10 for the CC filter, \$5 hardware, \$20 for a dust/water sock

Airbox Mod Parts Pic

The **top part** of this pic shows the parts once you have the stock airbox disassembled.

The **bottom part** of this pic shows the parts you need to re-assemble the airbox.



Airbox Mod Parts Legend

Top part of the pic:

Orange:

- 4 – 10 x 32 Cap head Hex Bolts (for the cover)
- 3 – 10 x 32 Hex bolts to hold the airbox to the carb
- 1 hose clamp for the crankcase vent

Stock Chrome cover

Stock Airbox

Stock Filter

Bottom part of the pic:

Yellow:

- 2 – 10 x 32 hex bolts (stock)
- 1 – 10 x 32 **100mm** thread-all
- 1 – 10 x 32 Wing nut
- 1 – 1.5" (3/16" ID) chrome/stainless washer (under vinyl in pic)
- 1 – K&N Part No. **RC-5010**
- ***** 1 – **3/16" hole (1.5" up x 3.5" from either side)**
- 1 – K&N Part No. **22-2000PL** (not shown – dust/water sock)

Blue:

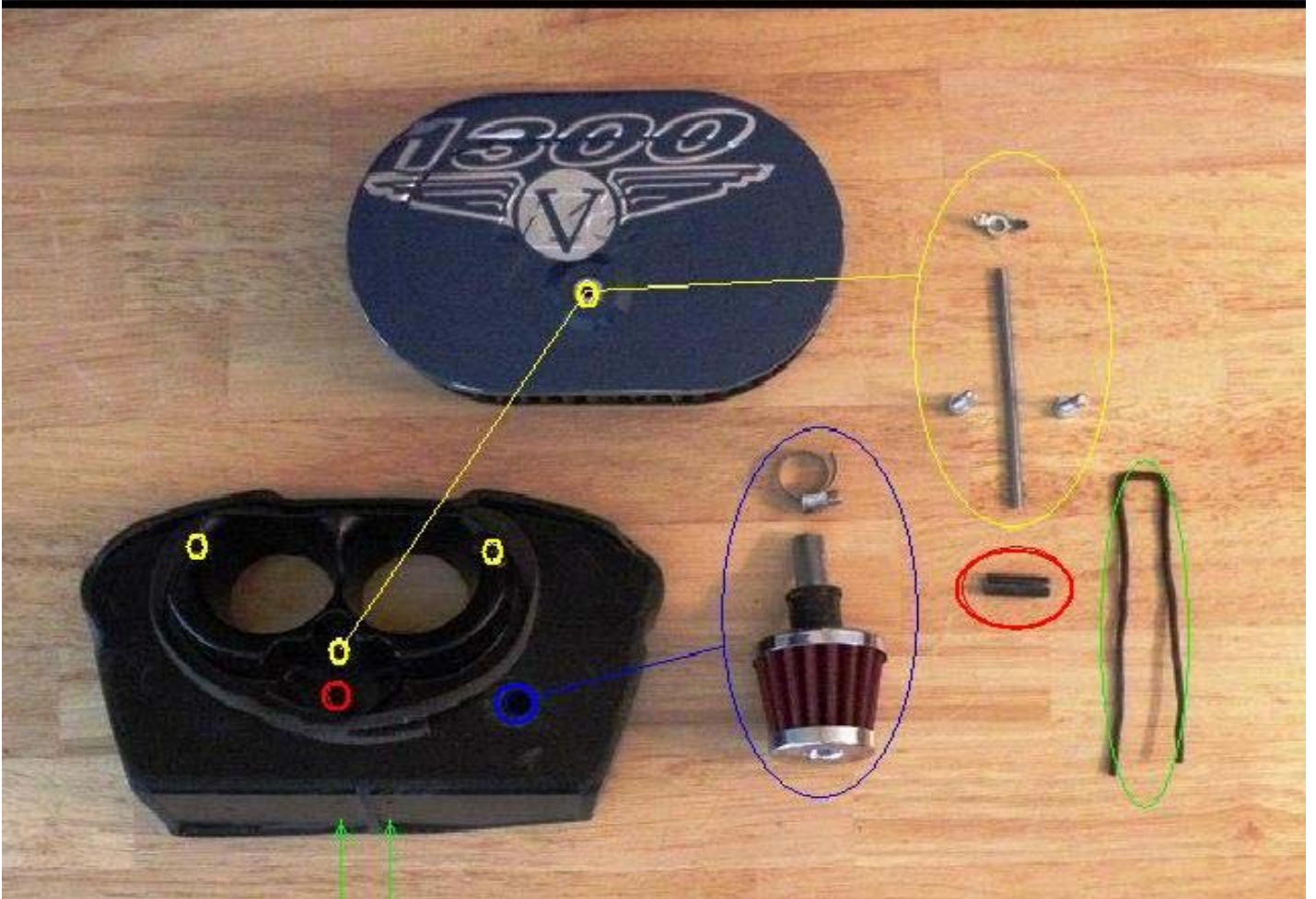
- 1 -- 1/2" ID std aftermarket crankcase air filter (shown) this is a \$10 part that can be found at almost any nationwide chain parts store
- K&N Part No. 62-1517 (too pricey for me)

Red:

- 1 – 1/4" x 1" steel roll pin
- The roll pin will need to be 'widened' to almost 3/8" (5/16" is too small).

Green:

- safety wire (or equivalent)
- 2 – 1/8" holes were drilled into the bottom of the airbox to be used as safety wire anchor points. In the final assembly, the crankcase filter is safety-wired to the bottom of the airbox.



Modded Airbox Pic

Top part of this pic shows an outside view of the modded airbox. Along the top edge of the airbox, I left about 3/8" of shoulder to help retain the filter neck. 1/2" wouldn't be a problem (and might be an improvement). The weather stripping used to help seal the filter neck is in place (showing the filter neck imprints).

Bottom part of this pic shows the backside view of the modded airbox.



Modded Airbox Legend

Top part of the pic shows the outside view:

Blue:

- the crankcase vent was un-needed so it was removed

Red:

– the raised section of the Automatic Idle Speed (AIS) vent tube had to be removed (discussion here → <http://1300tourer.com/node/4422>). This has now become a stressed member of the airbox assembly, and therefore had to be strengthened. The tube was lowered to flush with the airbox, including removal of the ribbing. A steel roll pin was inserted into the shaft and left extending ½” above the plastic. The tube is now a lower anchor point for the filter neck. I used a roll pin that was slightly smaller than the tube ID, and ‘widened’ it to fit snugly. I wanted to block as little of the volume as possible while still building an anchor point.

Pink:

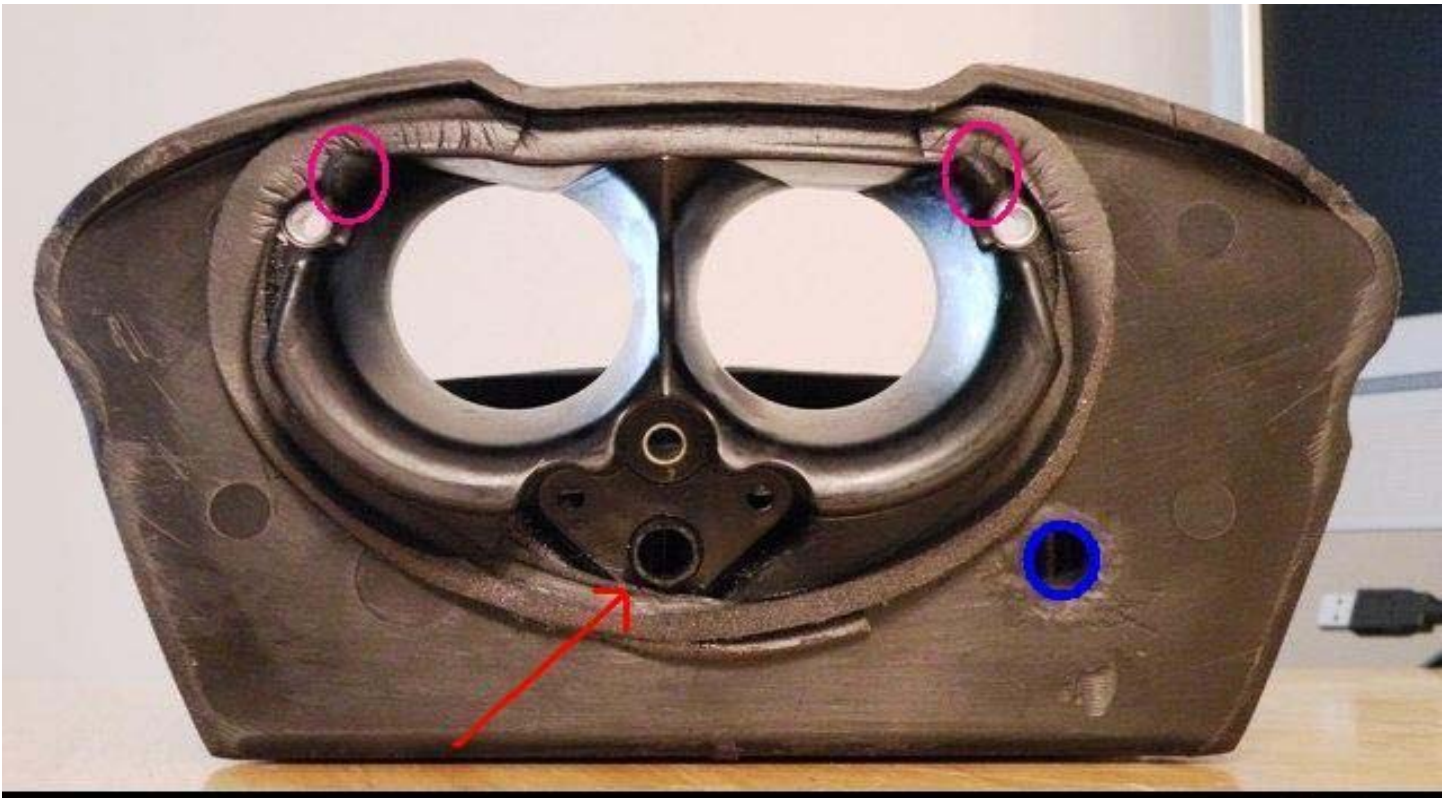
- these shoulders are anchor points and **have** to be lowered. They are rather obtrusive (like boney hips) and will damage the filter neck. I took a moderate amount of material away here, looking for a very round shape while maintaining the anchor point.

Bottom part of the pic shows the backside view:

Blue:

– the crankcase vent tube was un-needed, but I did not remove it. This portion can be removed if desired.

Additionally - The ribbing along the backside was left in place to possibly protect the carb area from road debris (i.e. water, dust, crud...etc.). The effectiveness of this is unknown at this time. The local Yam shop mgr said it would not damage the carb if it was exposed. My decision is to leave the ribbing in place.



Here's a mirror before/after pic of the airbox:

