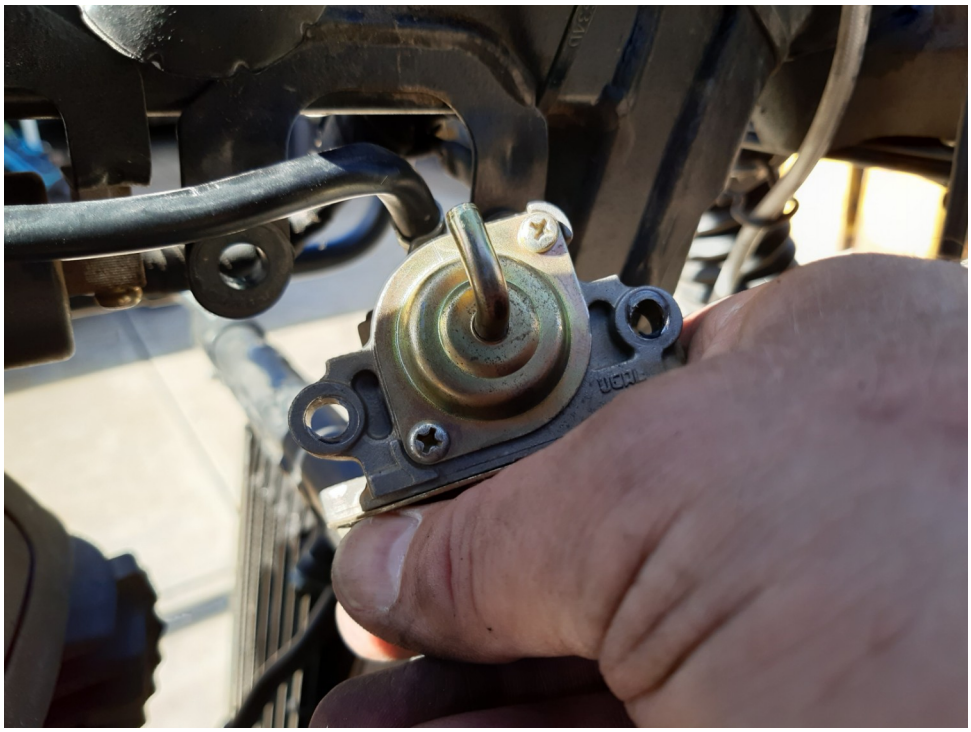
Air Injection System removal

Carby model

the EfI version is different

- First, remove the fuel tank.
- The vacuum valve that controls the system is mounted at the front of the engine and under the frame. There is a pipe that drops down into a fitting in the cylinder head (this feeds the air into the exhaust), a thin pipe that runs along the right hand side of the frame to the carby (this provides the suction to open the valve) and a fat pipe that runs along the left hand side of the frame to the airbox (this supplies the fresh air that is fed into the exhaust).
- My method is slightly different but essentially the same as explained in the file titled “Engine Crankcase Breather Swap” that can be found in the Himalayan Group files. It does the same job, removes the vacuum valve and the pipe into the head, but leaves the other two pipes in place. I did not address the crankcase breather.
- Remove the fitting that goes into the cylinder head. This photo shows the two allen head bolts and also shows the vacuum valve in place.

- Now remove all three pipes from the vacuum valve. Two bolts hold the vacuum valve to the frame – undo them and remove the valve.



- Now make a blanking plate to cover the inlet into the exhaust. Thick aluminium is sufficient, use the fitting that came off as a template. I made a gasket using gasket paper and gasket goo to seal it. The existing bolts are a bit long so you can either use washers under the head of the bolts or use shorter bolts or assault them with your trusty Dremel. I used three washers.

This is the exhaust fitting as removed

And this is the blanking plate with paper gasket

And the plate fitted.
Sorry about the quality of this photo – it’s ringed in red

- Now you need to decide what to do with the two rubber pipes – the fat one from the airbox and the thin one from the carby.

- I decided to leave them in place and at full length, just fitting a plug in their respective ends.

- My reasoning was that the thin pipe may prove useful as a fuel line one day in the bush, and this was simply an easy way of carrying it. I simply pushed a bolt into the end and sealed it with the spring clamp used to seal it to the vacuum valve.

- While I can’t see a possible need for the fatter pipe, it was also left in place ‘just in case’. You could use a bolt to plug this, but my mate was itching to make something, so he machined me this ubeaut fitting, just for fun.

- I then used zip ties to tie the ends of these pipes safely in place – they are well located by the factory along their length.

- So now you have the vacuum valve removed, the inlet into the head sealed, and the two rubber pipes sealed. Job finished.

- I may report that I did indeed leak blood so the workshop gods were honoured and the bike started and run like a bought one.

- During the ride home, there were no bangs, pops or mutters on over-run, and indeed it sounded lovely on over-run and that, afterall, was the point of the exercise.