



Revision: 4.0 - 01/18/2010

Install Time: 90 Minutes

NOTE: WE RECOMMEND INSTALLATION OF THIS KIT BE PERFORMED BY A QUALIFIED MOTORCYCLE TECHNICIAN CAUTION! READ ALL INSTRUCTIONS PRIOR TO INSTALLING THIS FILTER ASSEMBLY

INCLUDED IN THE KIT:

(1)-Chrome Oil Diverter	(2)-M6x12mm Chrome Button-Head Screws
(1)-Chrome Filter Holder w/ 2-Piece Clamp	(2)-M6 Chrome Flat Washers
(2)-M6x16 Cap Head Screws and Threaded Double Nipple on Inside of Filter Holder	(1)-M6x55 Stainless Bolt
(2)-Braided Stainless Steel Oil Lines w/Fittings	(1)-Copper Crush Washer
(1)-Chrome Oil Filter	

TOOLS REQUIRED:

8mm Allen	10mm, 12mm Sockets
5mm Allen Wrench	

INSTRUCTIONS:

INSTALLER NOTES: Inspect the diverter carefully prior to installation. If any occlusions or damage is noted in the grooved area where the large black or red O-rings will install, please contact our sales support department before installing the part as this could cause small oil leaks.

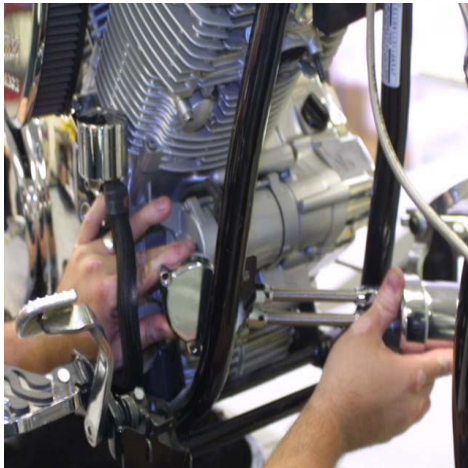
Should this pre-assembled kit ever need to be disassembled, owner/installer is responsible for insuring there are no blockages of any kind in oil lines/fittings. Blow all oil lines/fittings clear prior to installing. Blocked oil lines will cause serious engine damage! Upper oil line is the SHORTER of the two lines. These must be installed correctly!

1. Drain engine oil.
2. Remove front exhaust pipe per your factory service manual.
3. Remove foot rest assembly (you only need to move this out of the way) and let it hang so the pipe can be removed.
4. Remove oil filter cover from right side of motor. Keep one of the longer upper bolts, and the one shorter bolt for later use.
5. Remove oil filter holder from crankcase and take out paper oil filter. Remove the red and black O-rings and save them for reuse. You will not reuse this filter.
6. Install the red and black o-rings on the new oil diverter. (If O-rings are damaged they need to be replaced). The black O-ring goes in the groove and the red O-ring goes on the shoulder of new oil diverter.

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7. Install the new oil relocation assembly by sliding the diverter between the down tubes of the frame and the front of the engine taking care to protect the part from contacting the frame or motor as seen:



Secure oil diverter into engine being sure to have installed the large black and red O-rings from the original oil filter assembly you removed earlier. Using the two stock bolts you removed in step 4 thread these into the appropriate upper two mount holes. Use the supplied M6x55 bolt and copper crush washer in the lower hole with the crush washer under the head of the bolt. Be sure the small black O-ring that inserts into the engine case around the lower hole has remained in place. Tighten the three bolts using a crisscross pattern in three stages.

8. There are two holes left vacant on right side crankcase cover. Use the supplied M6 button head screws and washers to fill these holes.

9. Install the chrome filter mount/holder onto the stock black tube (cross bar) between frame down tube members in front of engine - leave it loose at this time.

10. Adjust and tighten filter holder on frame.



11. Complete the installation by filling engine with specified amount of oil as shown in Yamaha shop manual. Start engine, check for leaks, turn off engine and recheck oil level. Add oil as needed to achieve correct level.

Note: We supply a chrome oil filter with this kit - you may also use a YAMAHA 3FV-13440-00 filter or a K&N 303C filter.

NOTE: The SS braided lines are preinstalled with Teflon tape and torqued properly. The swivels are supposed to remain loose so the lines can adjust as needed.

FURTHER CUSTOMIZING: To clean up and customize the engine further you should add our CHROME TORK COVERS with custom milling: BA-7643-00 (Smooth) / BA-7643-04 (V65) / BA-7643-06 (Comet) - They are designed to clean up and smooth out the engine area giving it a tight customized appearance and are available for viewing on our website www.baronscustom.com



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