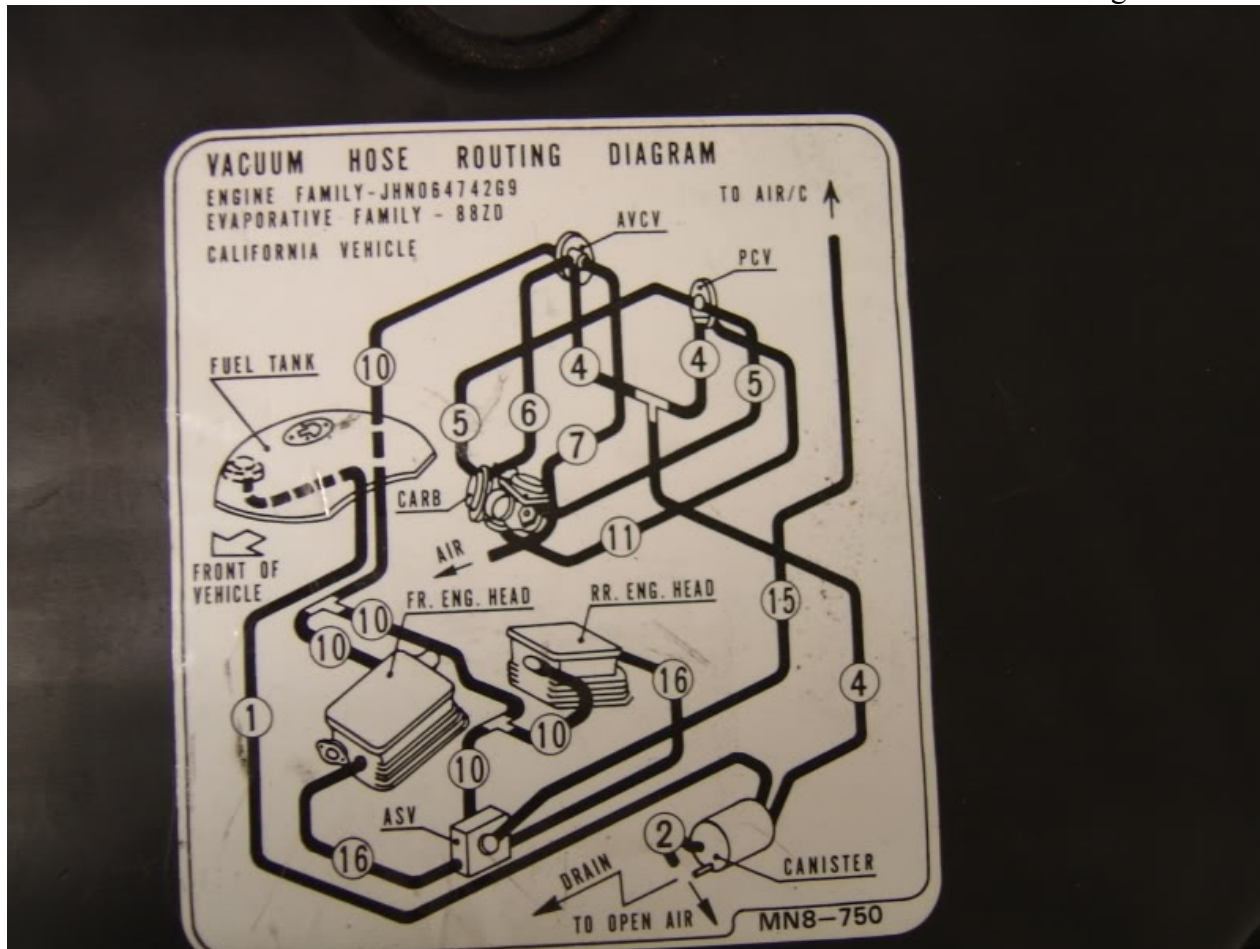


The Tubes on the bike should have numbers on which relate to the numbers on the diagram below



1) Cap all of the smog control related fittings on the side of the carburetor that connects to the engine.

Leave all breathers on the air intake side open, i.e., vented to atmosphere. Direct them away from air blast.

2) Disable the Air Suction Valve (ASV) as follows (this is the device that looks like a pump just above the crankcase on the left side of the bike):

a) Plug hose running from the ASV to the airbox.(Tube 15)

b) Plug small hose running from the ASV to the cylinder head intake horns where it connects to a Y fitting just above the ASV (Tube 10)

c) Replace the brass hose barbs (end of tubes 10) in the intake horns with 5mm bolts, reusing the aluminum crush washers removed from the hose barbs. Dont throw these away as you can use them later if you need to balance your carbs.  
Remove canister 2

Remove PCV

Remove AVCV

Remove ACV

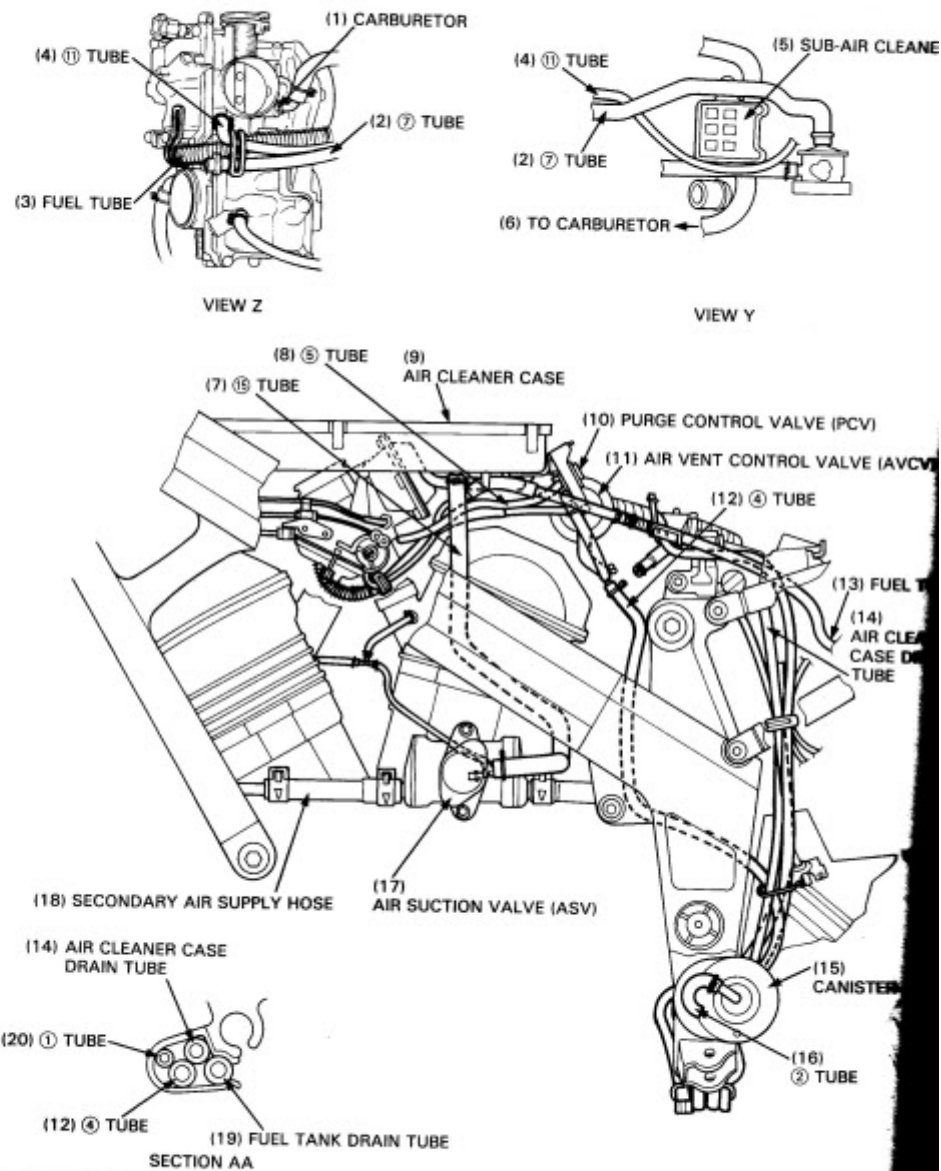
Remove tube 16 and manufacture some block off plates or weld tube up

# GENERAL INFORMATION

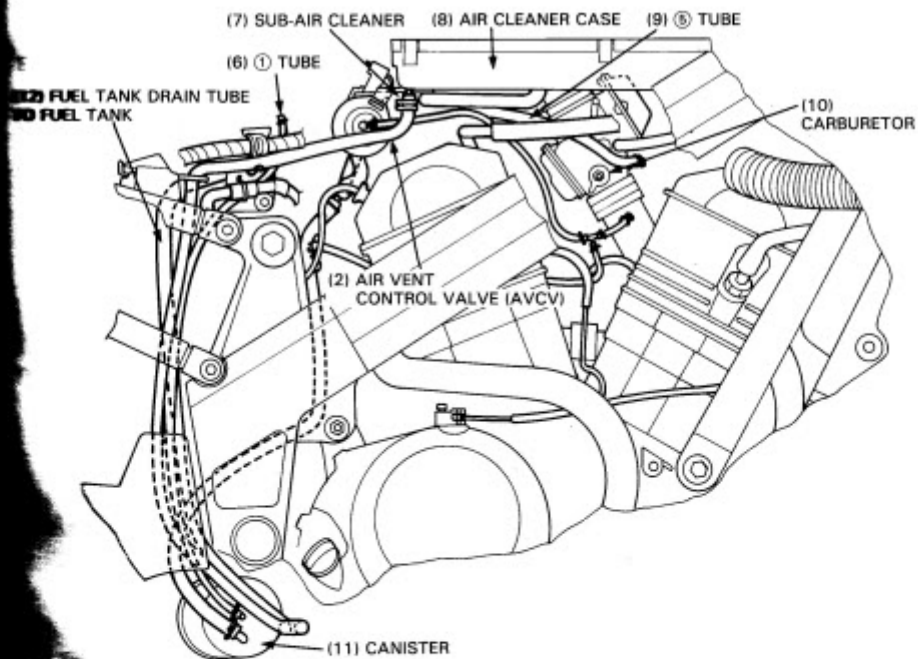
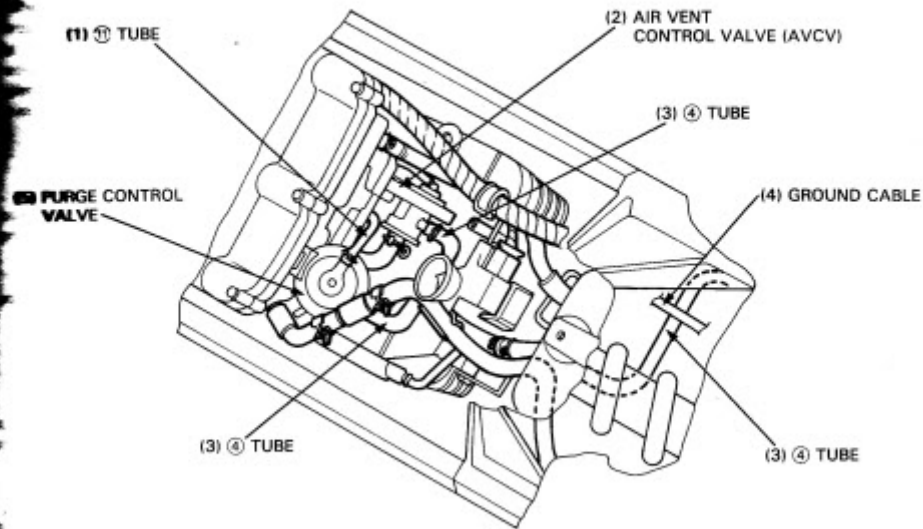
## CALIFORNIA MODEL ONLY:

### NOTE

- The hoses shown below are numbered as they appear on the Vacuum Hose Routing Diagram Label (page 1-19).



CALIFORNIA MODEL ONLY:



The metal tubes No 16 in first diagram will need some block off plates made like this

