



Lloydz Motor Workz
Dba: Hard-On-Horsepower
25 Railroad Ave Po Box 11
Pine Bush NY, 12566

Included: 1 Torque Tube Intake, 1 Crank Case Filter Assembly w/Adapter, 1 IAV Filter Only Assembly w/Hose

To Our Valued Customer,

Congratulations, you're an Official Horse-Power Addict! All of us at Lloydz Motor Workz would like to thank you for choosing our product. We have spent many years developing and testing our Torque Tube Intake and feel confident they will bring you great satisfaction. They truly are a "Show-N-Go" product. We are also proud to say they are 100% hand-built right here in the good old USA.

To install your new intake, remove the fuel tank. Locate and remove the intake air sensor located on top of the airbox in the front. Locate and remove the map sensor from the airbox. Remove the crank case vent hose from the rear of the airbox. The airbox **MUST BE DESTROYED** to remove with the engine in the frame. Be very careful **NOT** to cut any wires, fingers, etc. **DO NOT** discard your stock throttle body bolts. You will need them. You are now ready to install the ram tubes. Install the tubes with **NO** gasket on the throttle body using the 4 stock bolts. The long filter is placed on the left, short filter is placed on the right. **DO NOT** let the filters touch any part of the bike. Fasten the sensors with zip ties to any location away from the throttle linkage. The clamps on the filters should be in a position that you can remove your filters and service them with your tank on. We suggest that you clamp your new crank case filter either under the fuel tank or next to the left front cover, however, you may find a more convenient place upon your bike to attach it. Keep in mind, though, you should have at least 12 inches of hose from the crank case in order to avoid oil from leaking through the filter. Do not attach the crank case filter directly to the crank case or you will most likely get heavy oil leakage.

We all know that proper tuning of the fuel curve is a **MUST** for full-potential performance. When installing your new Torque Intake please be sure to check the filter clearance. Due to intake movement, they should not come into contact with any components of the motorcycle. Properly installed filters helps to assure easy removal and servicing when required. The factory sensors should also be zip tied out of the way of the throttle linkage. This will not harm the sensors, in fact, it will actually increase performance slightly.

To install the IAV Assembly with your current IAV you will require a 5mm Allen Wrench, Med. Screwdriver, Needle Nose Pliers

- First remove the right side cheese wedge cover.
- Disconnect the harness plug on top of the IAC. Then remove a quantity of 4- 5mm Allen bolts that hold the IAC motor and bracket to the engine.
- Remove your current IAV from the large center hose of IAC.
- Remove the large center hose from the IAC also. Discard.
- Splice the Shrink Tubing that attaches the Intake Tube to the other end of the IAV and strip the Shrink Tubing off of the IAV. Discard the Intake Tube.
- Slide the single piece of hose included with its attached clamp onto the small nipple of the IAV and tighten the clamp.
- Insert the remaining small filter onto the open end of the IAV and tighten that clamp.
- With the IAV adjustment knob in the downward position, push the IAV Assembly Hose directly onto the large center nipple of the IAC. Lubrication may be required and once secured it will not come off easily.
- Slide the IAV Assembly through the opening between the two cylinders until the filter is safely in position snugly cradled in the ignition switch bracket.
- Using the needle nose pliers carefully grab the plastic 2- 5/16" idle air tubes and place their hoses back onto their 2- 5/16" outer steel nipples of the IAC, making sure they are fully seated and covering both IAC nipples entirely.
- Reinstall the 4 bolts, harness plug and cover.

The basic adjustment of the IAV starts as follows

- Screw the knob all the way into its seated position just snug, not too tight.
- From the seated position, screw the knob out to approximately 3½ to 4 full 360° turns.
- While the engine is still **cold**, start it up and let it idle.
- This is your starting setting. Your engine should be idling constant at this point.
- Test ride the bike to determine if you need to turn the screw in more. If so, do so in ¼ increment turns.
- Only turn the screw in as necessary to reduce or eliminate the popping yet maintain a constant idle.
- If you have a fuel controller installed also, you may need to adjust the idle/cruise range (Green Mode) as necessary.
- Adjusting both fuel and air together most often gives better results.
- If the next cold start doesn't idle properly a readjustment may be necessary as a result of the motor being too warm on the first attempt.

The primary function of the I.A.V. is to reduce the over abundance of airflow to the cylinders while the throttle is in any position except closed. When you rotate the throttle, the I.A.C. opens creating a larger "intake flow" which results in leaner conditions that cause backfiring and poor throttle response. Just the installation of this unit alone may not cure all symptoms. Repairing ALL exhaust leaks and having a proper state of tune will yield better results. Certain Exhaust systems such as Victory Shotgun and Swept will cause more than normal backfiring.

NOTE ON IAC RECYCLING:

Whenever the IAC wire harness is disconnected or after ECM re-programming re-flash) cycle the key switch on and off so the IAC valve can "learn" its position.

For further Technical support e-mail us at lloydz@frontiernet.net

We appreciate your business and your patience. If you have any questions or concerns, please don't hesitate to contact us. As a satisfied customer we wish you to be safely riding your Victory motorcycle and enjoy every minute of it! It's been a pleasure working with you.

Thank you,

Lloyd & Torch
Lloydz Motor Workz