

Velocity Stack - Rubber



The Velocity Stack in Rubber



Fitted to a standard air box

Application

Our Velocity Stack is intended to replace the standard rubber inlet "Snorkel" and improve air flow into the airbox, allowing larger main jets to be used with a small increase in power. Many riders simply remove the stock part, leaving a large hole. Fitting the Velocity Stack improves airflow into the airbox and looks neater. Our velocity stack is made by modifying a similar part made to be fitted onto a popular brand of snowmobile, so you can be sure the shape of the inlet is optimised for good airflow and the rubber is of the right quality!

Installation

1. Remove the rubber snorkel and cover from the airbox by removing the three set screws. Once removed it looks like the photo on the right.
2. Working from the inside face of the cover push the retaining lip of the rubber snorkel out through the hole. This is easier to do if the parts are warm: leave them in a warm place overnight.
3. Working from the outside face of the cover, push the narrow end of the rubber velocity stack through the oval hole so that the small ridge sits on the inside face of the cover plate and the larger ridge sits on the outer face of the cover plate. The result should be like the photo on the right.
4. The stock plate forces the rubber to adopt an oval shape, which is not ideal. By modifying the oval hole in the cover plate to be a little more circular it is possible to achieve a more circular velocity stack, but then it will not be possible to re-fit the rubber snorkel, if this is required, without fitting a new cover plate. The photo on the right shows the result.



5. Fit the modified cover plate back to the airbox, tighten the screws to 3Nm and don't forget the small wire retaining clip. The picture below right shows the result with a modified airbox cover on an airbox removed from the bike. The rubber part has taken up an almost perfect shape.

Tuning

The photographs show a standard paper airfilter fitted. Our dynamometer testing showed that the use of a velocity stack and a Unifilter to improve inlet airflow allows the main jet to be increased in size by 5 points over simply removing the inlet snorkel: this means, for example, that a 120 main jet can be increased to a 125.



Please refer to the Jenks Bolts Tuning Guide for more information on setting up the carburettors. The guide can be downloaded from the website or a print copy ordered from Jenks bolts.

Riding

The velocity stack leaves the air filter very exposed to rain and road debris. For this reason we do not advise using the stock paper filter: once wet it is useless. The oiled foam Unifilter will dry easily if only damp, but if soaked it may need to be washed and re-oiled. Unifilters are available from Jenks Bolts.

Regularly check the inside of the filter for toad grit and other debris and clean out when needed.



There is a noise increase associated with removing the inlet snorkel, especially riding with a wide open throttle...but the noise is similar to a late 1960s Triumph Twin fitted with pancake air filters and is not, in our view, offensive.

Note:

Removing the rubber inlet snorkel and re-jetting, plus removal of the air injection system, will increase emissions of un-burnt hydrocarbons.

The Jenks Partnership Ltd accepts NO responsibility for the consequences of using a motorcycle that does not comply with your local regulations. In many markets removing the AI system makes the bike suitable only for "Off Road and Closed Course Competition" use.

It is your responsibility to check your local regulations and consider informing your insurance company before riding the modified bike on public roads.

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