



# Aluminum Velocity Intake™

VelI-H400-2

## Honda TRX400EX/X 08-14

**Warning:** This intake is intended for performance in DRY RIDING CONDITIONS only!!!

### Installation

This *Velocity Intake* replaces the stock airbox an intake snorkel and only works with the stock 400ex / 400X carburetor. Unplug the crankcase vent hose from the left side of the airbox. Keep in mind that before you are done the vent hose should be mounted (with either zip ties or wire ties) as high under the seat as possible. Ideally you should use a ½ inch clamp on breather, K&N 62-1010 or UNI UP-123 is recommended. A cheap parts store PCV valve works also. Disconnecting the white expansion chamber and running the breather tube straight up from the case and attaching under the tank works well.

Note: During installation it is easier to mount the intake one section at a time: seal / intake / filter.

- 1) Remove rear plastic, intake snorkel, airbox and airbox mounting hardware. Remove bolt that attaches the top of your left heal guard to the frame. Fig. 1
- 2) Mount the black silicon intake seal on back of the carb, making sure it's slid as far as it can go and sitting square on carb before tightening hose clamp.
- 3) With the second hose clamp loosely on the inlet of the rubber boot, slid the aluminum intake into place.
- 4) Securely mount the intake bracket to the left heal guard mounting pad, with the heal guard mount on the inside and the intake bracket on the outside (see Fig. 1). Secure with supplied bolt/washer.
- 5) Now tighten the second hose clamp around the boot and intake, visually inspect and re-tighten the boot to carb mount at this time.
- 6) Last, you are ready to mount the air filter and pre-filter, make sure to slide filter completely onto the intake before tightening.

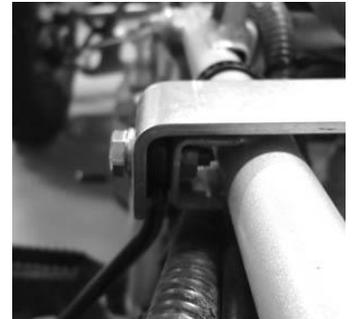


Fig. 1

### Jetting Recommendations

Carburetor adjustments are absolutely necessary to realize the power potential of your new *Velocity Intake*. The following are recommendations assume you are already using a performance exhaust system, with stage-2 jetting installed. Attempt initial tuning with no needle adjustment.

Note: Tuning is a science requiring patience and experience. While these recommendations should get your performance in the ball park they are just suggestions and may need some tweaking to fit your application.

**Main Jet:** Dynojet kits: increase jet size 5 points (example 165 increase to 170)  
Keihin jets: 175 main

**Needle Adjustment:** Stock/Honda Adjustable needle-  
Full Exhaust System- Clip position 5 (counted from the top)  
Slip-on Exhaust- Clip position 4 (counted from the top)  
(for non-adjustable needles use 1 or 2 #3 SAE washers to shim up needle under clip)

**Pilot Jet/Idle Mixture:**  
with stock pilot jet, turn mixture screw an additional 1 full turn out  
with a #40 pilot jet, turn mixture screw an additional 0-½ turn out

### Replacement Filter

|           | <u>Filter</u> | <u>Outerwears</u> |
|-----------|---------------|-------------------|
| K&N-      | RU-0640       | 20-1090-01        |
| Uni Foam- | UP-6229ST     | 20-1049-01        |