



Installation Instructions for our Velocity Intake Plate (VIP) Page 1 of 3

The OTB Velocity Intake Plate is a high performance intake designed for the race track only. It is not designed to be used in wet weather. Doing so may cause permanent engine damage. The OTB VIP uses a ram type design to force air into the intake and may allow water into the intake in wet weather. Use your intake wisely and only ride in dry conditions.



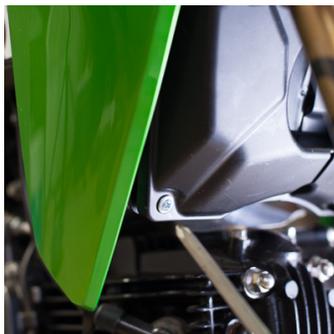
1. Verify box contents

- One Intake Plate
- One Black Cover Plate
- One Filter (Green or Red)
- One Filter Cover
- One Alignment Ring
- Four M6 Bolts



2. Remove drain tube

Remove the drain tube from the front of the OEM air box. This tube is not used with the OTB VIP air intake.



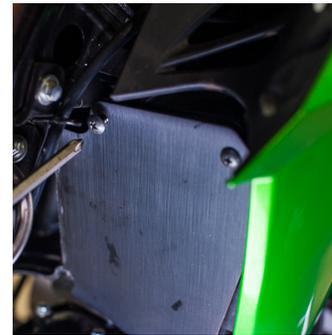
3. Remove the front cover

Using a cross point screw driver remove all 7 screws from the OEM airbox and remove the front cover. The 7 screws are best for this plastic airbox and will be reused to install the OTB VIP.



4. Remove OEM Filter

Remove the OEM filter and screen from the airbox. We recommend using a glove. These will have a sticky air filter oil on them. Store them in a sealed plastic bag if you plan on keeping them. In the back is where your crankcase vent tube is located. It will no longer be located behind a filter. Instead it is located behind a cover plate installed in the next step. The cover plate is not air tight.



5. Install Black Cover Plate

Install the OTB cover plate on the OEM airbox in front of where the filter and screen were located. Use the screws removed from the airbox cover. Hand tighten the screws. Be careful to make them tight but not to overtighten and strip out the plastic.



6. Install Green Alignment Ring

Install the green alignment ring onto the front of the OEM intake located at the back of the airbox. Verify it is installed correctly by making sure there are no gaps inside between the green alignment ring and the rubber OEM intake tube. DO NOT install the alignment ring onto the back of the VIP.

Alignment of the VIP to the OEM intake hose is critical for top performance. Use the green alignment ring to center the two pieces.



7. Install The VIP

Slide the VIP into place being careful to align it so the tube on the back of the VIP fits into the green alignment ring installed in the previous step. The VIP should go into place without much difficulty. The alignment ring will help to align the flexible rubber tube at the back of the airbox.



8. Install the Screws

Install the VIP using the screws that were removed from the OEM airbox cover. Be careful to make sure they are tight but do not over tighten and strip out the plastic. Doing this by hand with a screw driver will help you to not strip out the plastic. Using a drill or impact drill could cause the screws to be over tightened and strip out the plastic. **Alignment is critical.** Make sure the aluminum tube and rubber intake are centered. Use your fingers to push the rubber tube in place if needed.



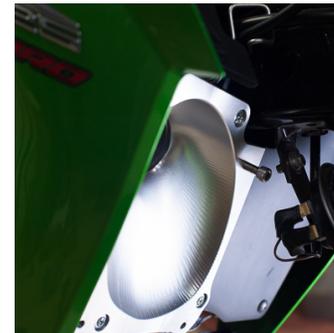
9. Install the Filter

Install the filter into the filter cover. Using scissors cut a slit in the center in the area where the slot is located (as shown). This will allow you to remove the cover and filter without removing the bolt located behind the horn. This makes changing filters fast and easy. It will also make your installation easier.

CAUTION !

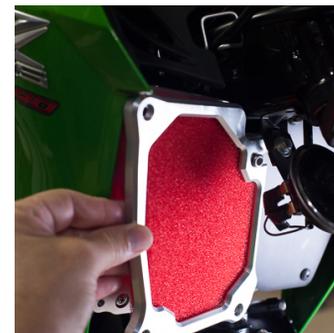
Make sure everything in and around the intake is clean and free from debris. Once the filter is installed your motor will pull in anything behind the filter. It is critical that you make sure the filter and the area behind the filter is clean to avoid damage to your motor. Never set your filter on a dirty surface to avoid picking up contaminants.

Always make sure your filter is clean before installing it.



10. Install One Bolt

Install the bolt for the filter cover located behind the horn. It may be necessary to remove the horn or bend it forward to install this bolt the first time. Screw the bolt in by hand approximately 1/8 inch leaving most of the bolt exposed.



11. Slide The Filter In Place

Slide the filter and cover into place onto the bolt installed in step 10. This bolt helps to align the filter and cover so the rest of the bolts that hold the cover on can be installed easily. Use this same process to remove and replace filters. This makes filter replacements at the race track very fast by only having to remove three bolts. It also makes changing from a green filter with superior filtration to a Red High Flow filter fast and easy.



12. Tighten The Bolts

Install and tighten the four bolts that hold the cover in place. Make sure the filter has not shifted during installation and that all edges are completely covered. The cover will hold the filter in place once it is tight. We recommend blue Loctite (removable) if your filter will be used for an extended period of time. Loctite is not necessary when the filter is changed out every few races.



13. Check Installation

Pressing gently on the filter near the edges will help you verify you have installed your filter correctly. By pressing gently about 3/4 of an inch from the edge you can see if the edge of the filter is not covered. If an edge is visible loosen the bolts and push the filter under the cover so that it will seal. Do NOT press hard as doing so can pull the filter out from the edge.

How to oil your Filter

Foam air Filters require a light spray of filter oil. Your OTB foam filter has come pre-oiled with the right amount of oil. The foam is doing the filtering, not the oil. Do not saturate your foam filter with oil. The purpose of the oil is to trap dirt on the surface of the filter. This makes cleaning easier. Over saturating your filter with oil can be messy and could cause oil to be pulled into the intake. When it is time to change your filter this oil is available at auto parts stores and motorcycle stores.

Air Filter Cleaning

Cleaning your filter will depend on conditions. OTB recommends changing your filter after each race day for optimal performance. It is possible to go longer between changes but you should examine the filter and the intake often to determine the filter change intervals that are typical for your area. If you notice your filter is dirty on the back of the filter is past time to change the filter. Dirt and debris should be stopped before it reaches the inside of the filter.

About Foam Filters

Foam filters are used in motorcross and offroad racing for good reasons. They are able to perform well even after becoming very dirty on the surface. Airfilters are all about airflow and blocking particles from entering the engine. When paper filters get dirty their airflow drops dramatically. Foam filters are able to keep almost 100% of their airflow characteristics even when the surface is extremely dirty. In on road conditions foam filters can far out last other filter media while still trapping particulates and providing superior air flow.

Will My Bike Run Lean ?

Anytime you increase airflow without a proportional amount of fuel your motor will run lean. We recommend having a professional tune your motor for the VIP intake. Increased airflow will increase performance, however increasing the fuel to match the airflow will increase performance significantly.