



Revision: 6.2 - 02/23/2011  
Install Time: 1.5 Hours

We recommend a qualified Yamaha technician install this kit since the carburetor must be removed from the motorcycle. Always perform internal carburetor work in a clean area.

**INCLUDED IN THE KIT:**

(1) Baron Jet Kit BA-2420-00	(1)Black Zip Tie
(1) Billet BAK Cover	(1) Nylon Nipple Pre-installed
(1) Black BAK Backing Plate	(2) M6x18 fender washers
(1) Black Dual Point Mounting Arm	(2) 1/4" Lock Washer
(1) Black 5/8x7/16 Alum. Spacer	(2) 1/4" -28 x 1 13/16" Zinc Hex Bolt
(1) Black 5/8x1 Alum. Spacer	(2) 1/4" Aluminum Filter Spacer
(1) Re-usable Performance Air Filter	(1) M6x1.0x45 Sockethead Allen Bolt
(1) BAK Filter Raincoat	(1) M6x1.0x30 Sockethead Allen Bolt
(1) Power Cone	(2) 1/4x20x1/2 Button HeadBolt
(1) Rubber Boot	

**TOOLS REQUIRED:**

7/16 Combination Wrench	Pliers (Std. & Needle-nose)
3/16 Allen Wrench	10 & 12mm Sockets
	Phillips & Flat Screwdrivers
3, 4 & 5 mm Allen Wrenches	Factory Service Manual
10mm Open-End Wrench	

**INSTRUCTIONS:**

1. Take the front BAK cover and clean the rear side with glass cleaner or rubbing alcohol. Remove the power cone from the box and attach it to the rear of the cover plate using the double faced tape pad supplied in the kit. You will see an engraved circle on the rear of the cover, place the power cone adhesive pad inside this circle and press/hold firmly for 30 seconds. Attach the power cone to this. Be sure to press firmly and hold pressure for 30 seconds.
2. Set the cover down on a clean surface, being sure nothing will scratch the front of the cover. Take the 1/4-28 bolts and check to be sure they thread into the upper and lower threaded holes in the cover, then remove and set them aside. Take the performance air filter and insert it into the filter groove, carefully seating and sealing it in place. Set aside for the moment.
3. Place the supplied 1/4-28 x 1 13/16" hex bolt, 1/4" lock washer & 1/4" flat washer through the rear of the backing plate in the top center mounting hole (closest to the carb. opening). Insert the stainless button head screw in the bottom mounting hole (No flat or lock washers will be used). Put blue Loctite® on the last 1/4" of threads. Insert one aluminum filter spacer on each of these bolts. You may find it easier to place masking tape over the heads of the two bolts to hold them in the backing plate. Bring the cover/filter and backing plate together as you now align the filter seal with the groove in the plate being sure it and the cover are fully seated in the seal. Now carefully get the threads of the 1/4"-28 bolts started and then tighten them firmly.
4. Lay the assembly on the table so the backing plate is facing up. Take the Black Dual Point Mounting Arm and using the two 1/4-20 x 1/2" SS Socket Cap Screws, attach the black motor mount to the rear of the backing plate. Be sure the use Blue Loctite® and torque these screws to 8 to 10 ft.lbs. NOTE: The notches on the mount should be on your left when you install the plate. (Which means the notches will be on the side of the rear cylinder when installed)

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5. Remove your fuel tank according to factory service manual procedures. Remove the stock air cleaner from the right side of your bike. Remove the metal clamp from the stock air box and re-install it on the rubber boot of the new BAK, with the screw facing the rear.
  6. Take the assembled BAK and place it into position between the cylinders. Install the crankcase vent hose on the male hose fitting on the rear of the BAK backing plate. Route this hose so it is inconspicuous from view, ensuring it will not get pinched or blocked in any way.
  7. Align the boot from the BAK with the throttle body being sure it and the clamp slide on evenly. Then using the M6x1x30mm Socket Cap Screw and 1 M6 washer with the 5/8x7/16 spacer, secure the right arm of the BAK mount arm to the engine at the upper right mount point near the top of the front push rod tube, leaving it loose at this time.
  8. Align the left arm of the BAK mount with the upper left mount point at the top of the rear push rod tube. Use the 1" Black Spacer and the M6x1x45mm Socket Cap Screw and a M6 washer to attach the left side motor mount. Once all parts are in line, check the rubber boot for a proper seal and tighten the left and right mounts securely. Be sure to use Blue Locktite®.
  9. Tighten the hose clamp to the throttle body being sure the clamp sits evenly on the outer mouth of the body and do not over tighten the clamp or you will tear the tube. This clamp does not support the BAK it is there purely to seal against air leakage
- NOTE:* The carburetor vent hose originally routed to a bracket on the rear of the stock airbox should be shortened slightly and allowed to vent to the atmosphere. Route this hose in such a manner as to make it inconspicuous from view, ensuring that it will not get pinched or blocked in any way.
10. Be sure the carb boot is seated smoothly around the carb mouth then slide the carb boot clamp into position over the end of the carb mouth and tighten it firmly.

**IMPORTANT:** Check all linkage for interference, check all hoses for kinks, check all bolts and hardware for tightness and then check throttle action for smooth operation. If all is correct you are now ready to start your bike and perform tuning.

**TUNING:** Perform final idle mixture screw tuning adjustments per instructions supplied before you begin your initial ride.

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