



Revision: 2.3 - 03/26/2010

Install Time: 1 Hour

CAUTION! We Strongly recommend that a qualified technician install this kit if you do not completely understand the instructions prior to the install.

INCLUDED IN THE KIT:

(1) Chrome or Black BAK Cover	(1) Baron BAK Intake Adapter
(1) Re-usable Performance Air Filter	(2) Baron Power Cones
(1) Filter Raincoat	(2) 1/4 x 28 x 1 13/16" Zinc Hex Bolts
(3) 1/2" Rubber Caps	(2) 1/4" Lock Washers
(4) M6x12mm Stainless Cap Screws	(2) Aluminum Spacers
(2) M6x20mm Cap Screws	(1) A.I.S. Kit 2571
(1) Baron Kawasaki EFI BAK Backing Plate	(1) 3/8" Nylon Nipple/Fitting Pre-installed

TOOLS REQUIRED:

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

INSTRUCTIONS:

1. Remove fuel tank per Kawasaki service manual instructions. Note vent and drain hoses for later reconnection.
2. Remove the round chrome air filter cover/s from the left and right side of the engine.
3. Remove left backing plate and mounting bracket.
4. Remove right side backing plate and ISC Valves (the valves will not be reinstalled).
 - *Remove hoses from the two valves where they come into the backing plate. (A on Fig. 1)
 - *Remove screws holding backing plate to the cross-over tube. (D on Fig. 1)
 - *Remove remaining screws and pull backing plate from throttle body, pushing the hose out as you go.
 - *Remove crankcase vent from rear of the backing plate. (D on Fig 2)
 - *Disconnect electrical connection to the valves. (B on Fig 1 and C on Fig 2)
 - *Remove Inlet Air Temperature Sensor from backing plate. (B on Fig 2)

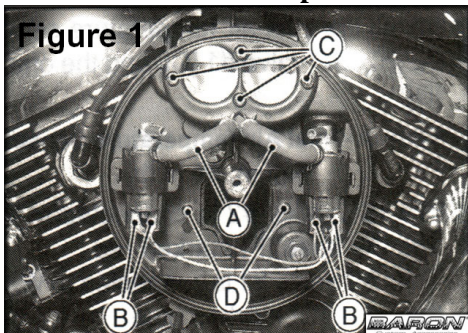
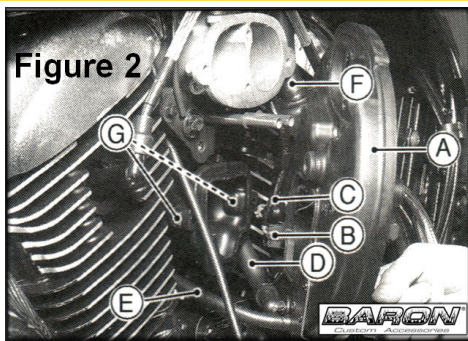


Figure 1

Our install guides provide a basic outline on the proper installation of our products. Further tuning and/or fitment may be required. Barons bears no responsibility on installation costs associated with this product.
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- Figure 2**
5. The vent hose on the left side can be traced under left side cover to the canister. Disconnect hose and cap the canister nipple with one of the supplied rubber caps (California models only).
 6. Now is the most difficult part of the installation - you must remove the cross over air tube from between the cylinders. Cut the flange off of the left side of the tube and pull out from right side - the more flange you can cut off the easier the removal will be. *Note: You could remove the tube by first removing the throttle bodies and fuel injection system, but this will add approximately 3 to 4 hours to the job. Refer to factory service manual for details.*
 7. Install Inlet Air Temperature Sensor to the rear of new Baron backing plate.
 8. Install intake adaptor to the throttle bodies with the supplied M6x12mm hardware.
 9. Install backing plate to intake adaptor with supplied M6x12mm screws.
 10. Attach crank vent hose to nipple on backing plate.
 11. Plug in the electrical connection to the Inlet Air Temperature Sensor.
 12. Install the Power Cones on the inside of the BAK cover plate. Attach the cones using the double face adhesive pads, the cones should be placed inside the two circular milled areas on the inside of the cover. It is important to clean the surfaces the pads will attach to, we suggest rubbing alcohol or window cleaner.
 13. Plug the two steel tubes coming into backing plate center (that went to the ISC Valves) with supplied rubber caps.
 14. Install the 1/4" Lock Washers, then the 1/4" Flat Washers on the (2) 1/4-28 x 13/16" Hex Bolts, then insert these through the rear of the backing plate. Install one of the 1 1/4" Aluminum Spacers on each bolt put a drop of Blue Loctite® on the end of the threads.
 15. Being sure the filter remains seated/sealed against the filter groove of the backing plate, place cover plate against the filter being sure it slides into the filter groove and seats/seals on the filter groove. (Make sure the Aluminum Spacers stay on the bolts while you do this. Now get the threads started on each bolt and then tighten them firmly in place.
 17. Reinstall fuel tank per service manual instructions. We suggest you have a qualified technician with proper testing equipment check your air/fuel mixture to determine if a fuel mapping device such as a Power Commander or TFI box are required

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