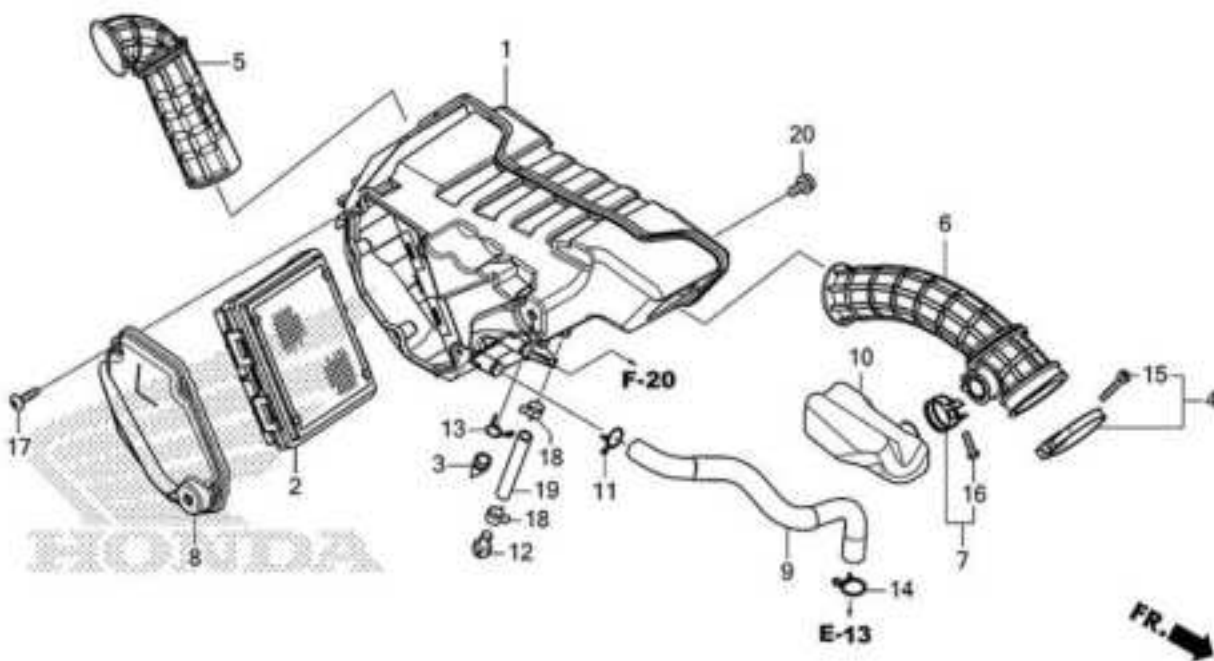
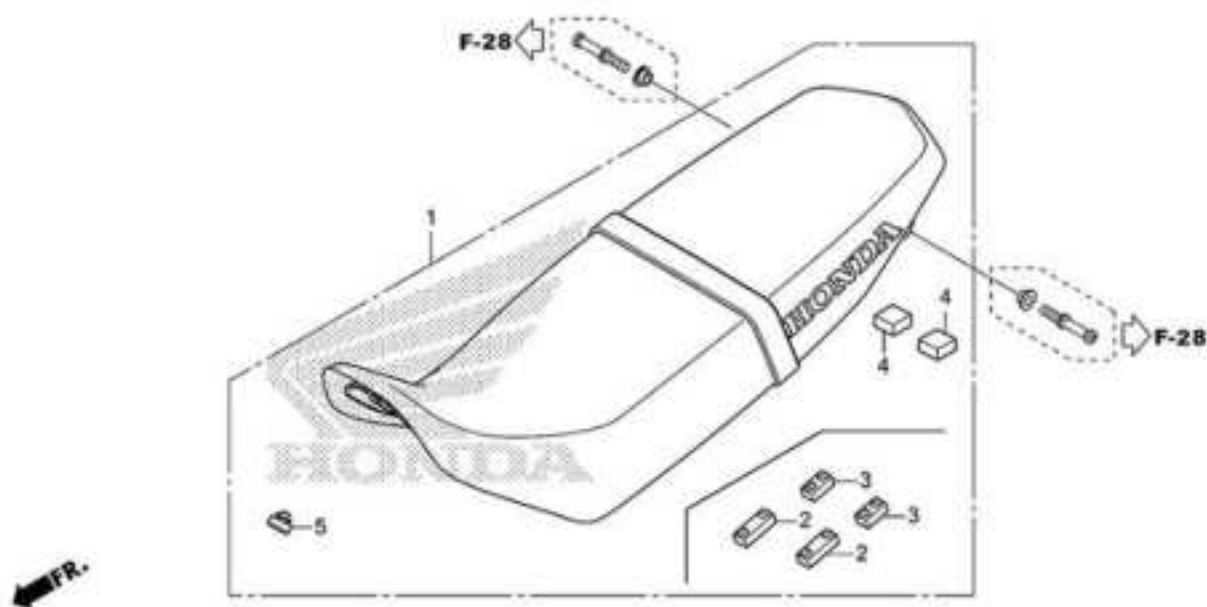


## HONDA CRF300L High Flow Velocity Stack Installation Guide

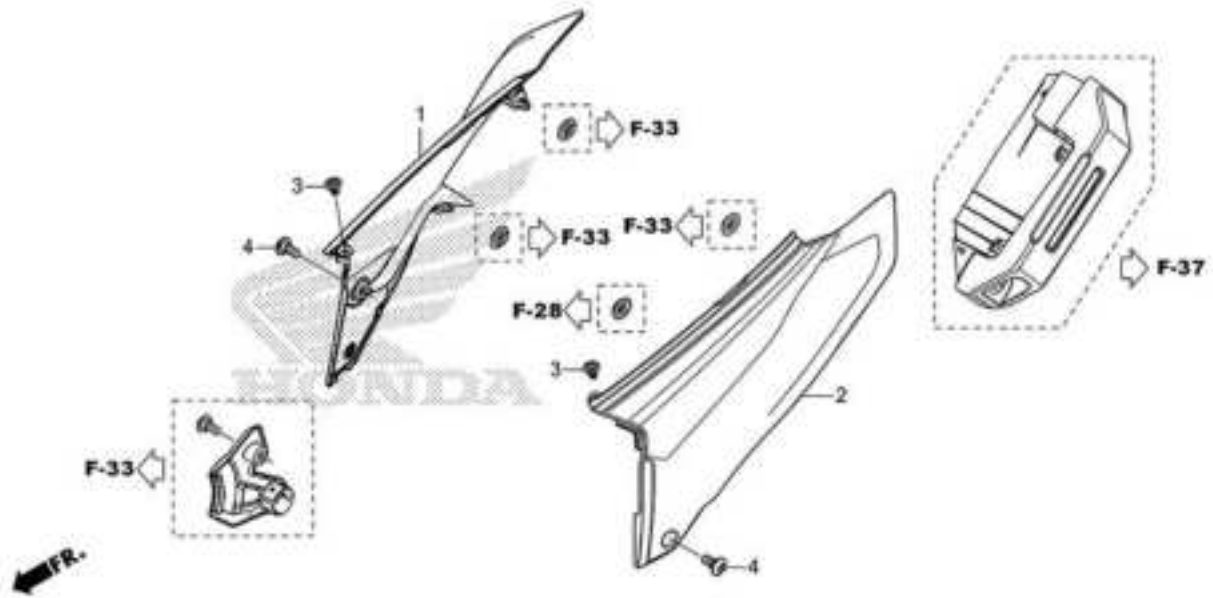


The goal of this guide is to install the high flow velocity stack into the CRF 300L Airbox. This part replaces part number 6 in the diagram above. To accomplish this, please follow the below process:

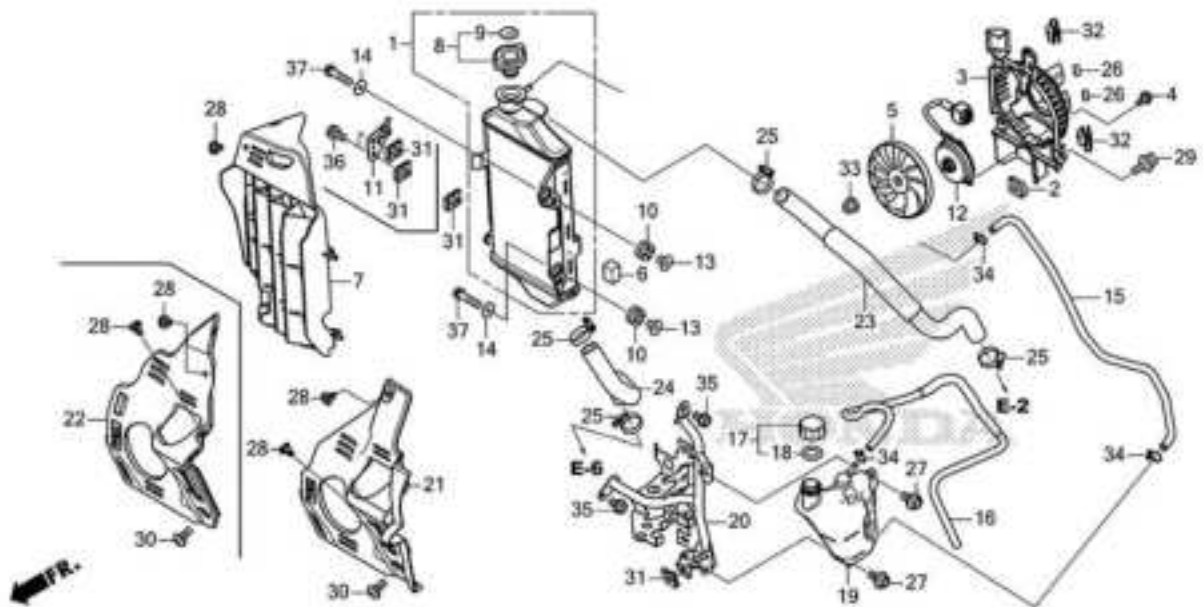


1. Remove the two seat bolts ("F-28" in the diagram above - M6 Allen Key)
2. Remove the seat assembly

## HONDA CRF300L High Flow Velocity Stack Installation Guide



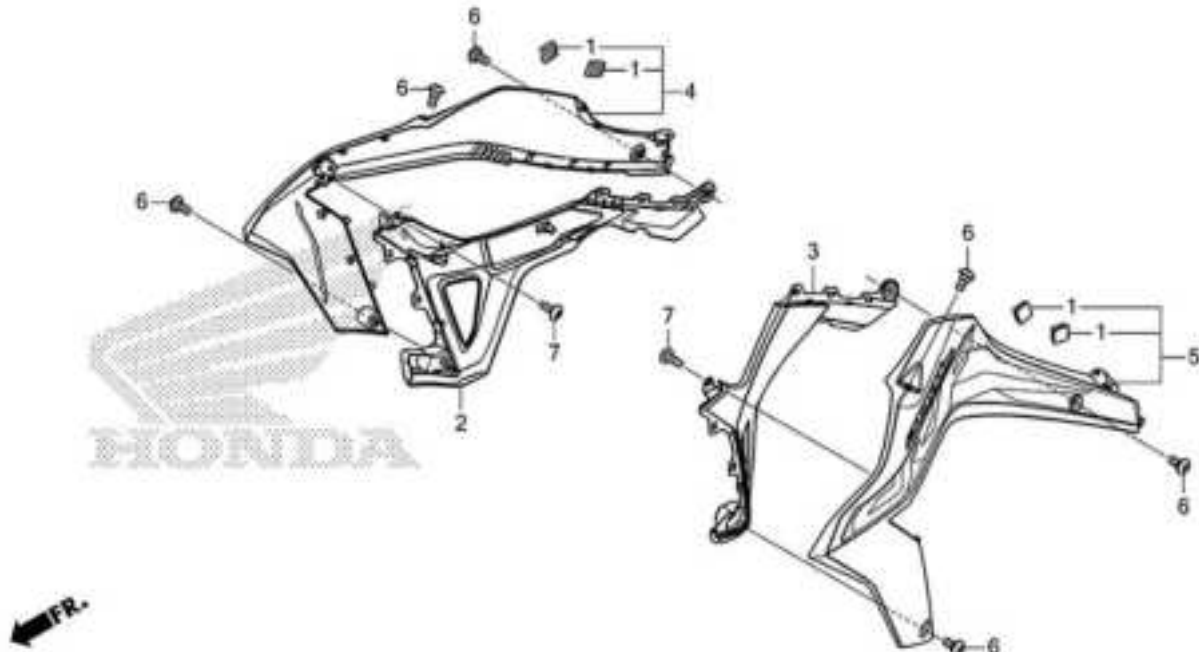
3. Remove the push pins (number 3 in the diagram above)
4. Remove the fasteners (number 4 in the diagram above - M5 Allen Key)
5. Remove the side covers



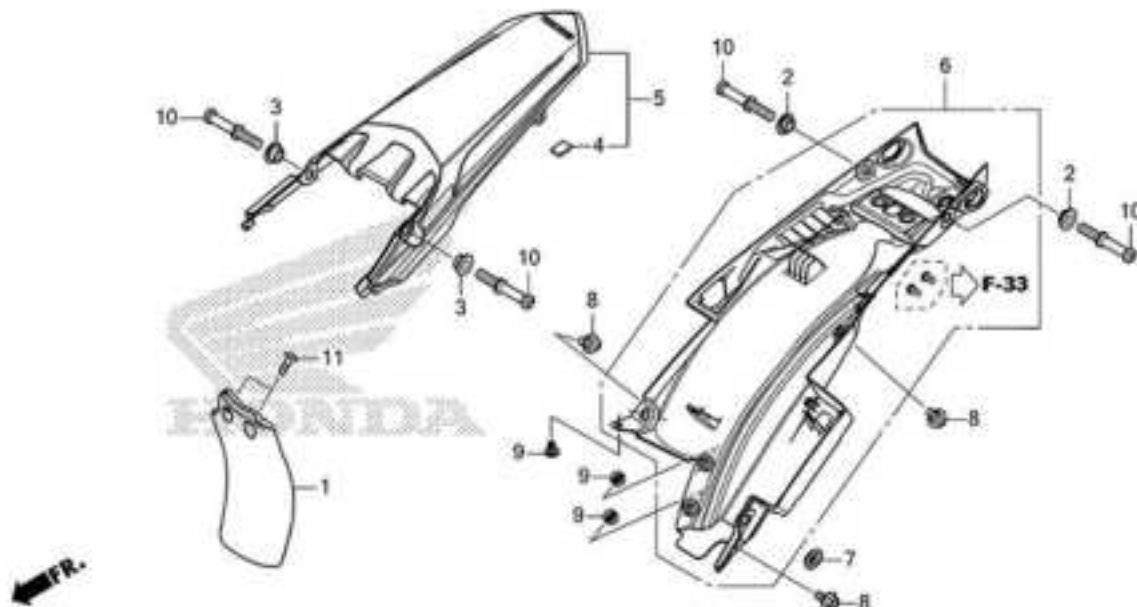
6. Remove push pins (number 28 in the diagram above)
7. Remove fastener (number 30 in the diagram above - M5 Allen Key)

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8. Remove the shroud fairing (number 22 in the diagram above)

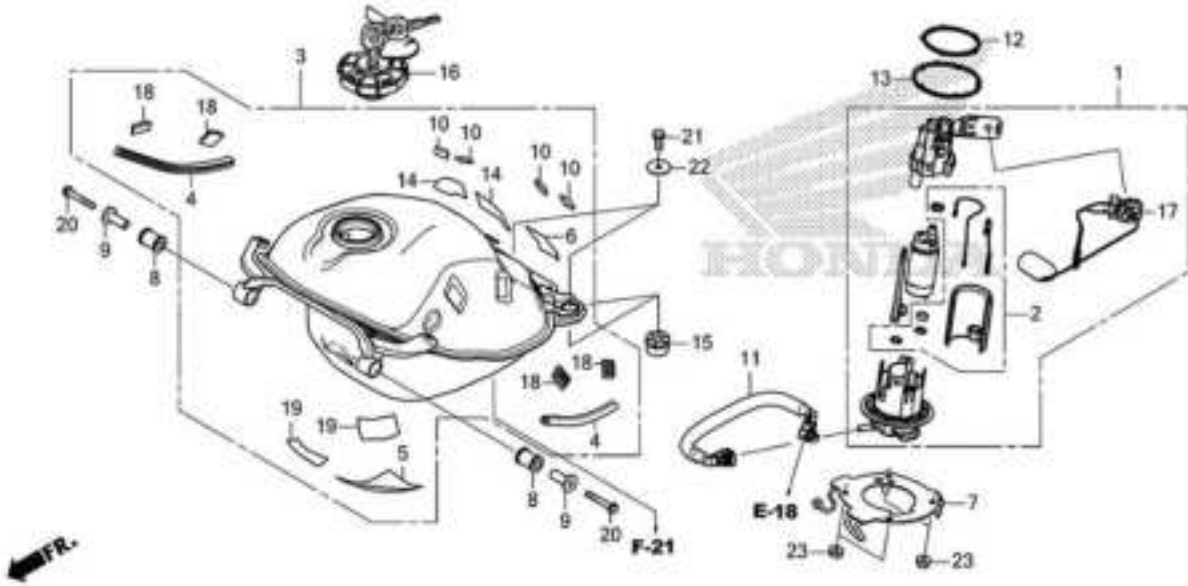


9. Remove shroud fasteners (number 6 in the diagram above - M5 Allen Key)
10. Remove the shrouds

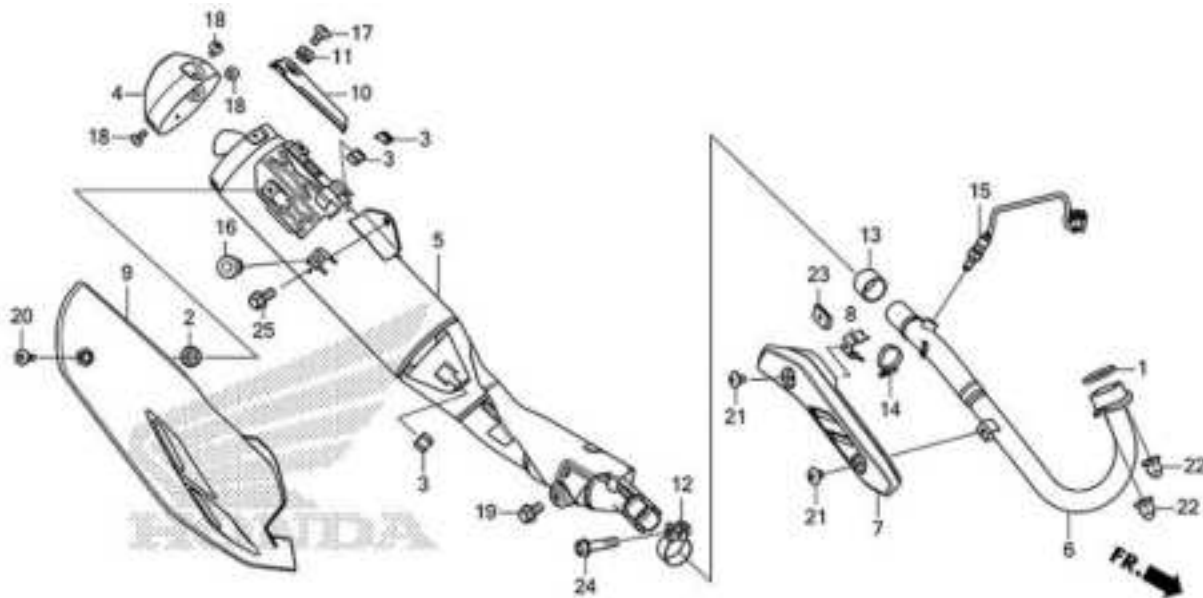


11. Remove mudflap fasteners (number 11 in diagram above - JIS Phillips Screwdriver)
12. Remove mudflap (number 1 in the diagram above)
13. Remove the rear fender fasteners (numbers 8 and 10 in the diagram above - M6 and M5 Allen Keys)
14. Remove the rear fender push pins (number 9 in the diagram above)
15. Remove the rear fender (number 6 and 5 in the diagram above)

# HONDA CRF300L High Flow Velocity Stack Installation Guide



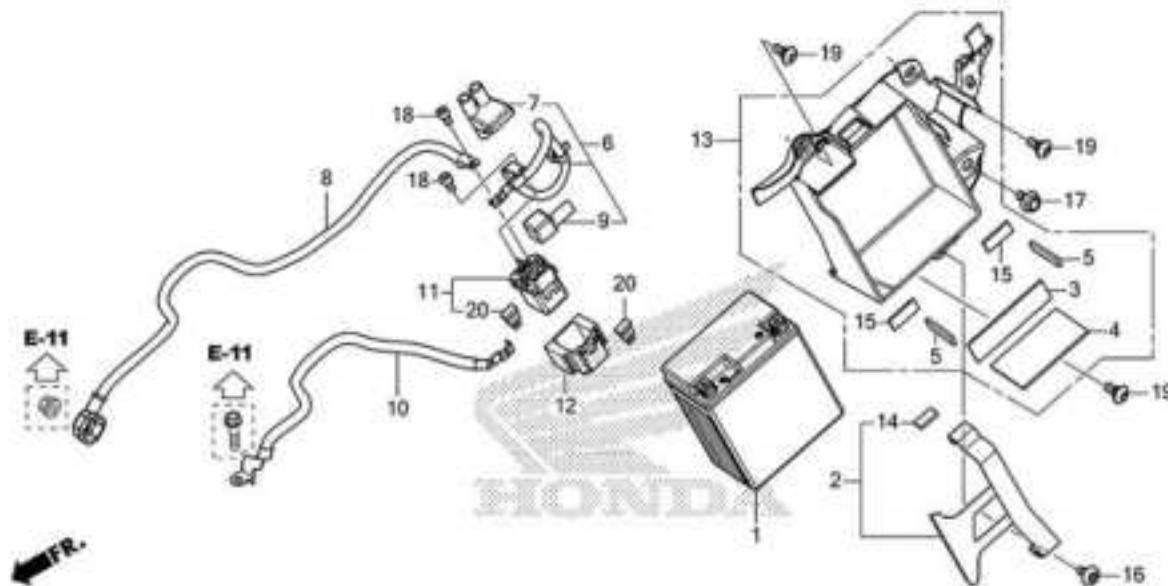
16. Remove the fuel tank fasteners (number 20 and 21 in the diagram above)
17. Disconnect the fuel pump connector (connected to number 1 in the diagram above)
18. Remove the two bolts holding the fuel injector in place (not shown but connected to number 11 above - M8 bolt heads)
19. Disconnect the fuel injector connector
20. Remove the fuel tank and fuel injector from the bike. Keep in a clean location.



21. Remove muffler fasteners (numbers 20, 25, 19, and 24 in the diagram above)
22. Remove the heat shield (number 9 in the diagram above)
23. Remove the muffler from the head pipe (number 5 in the diagram above)

**Tip:** Rotate the muffler back and forth while pulling the muffler off to make the removal easier

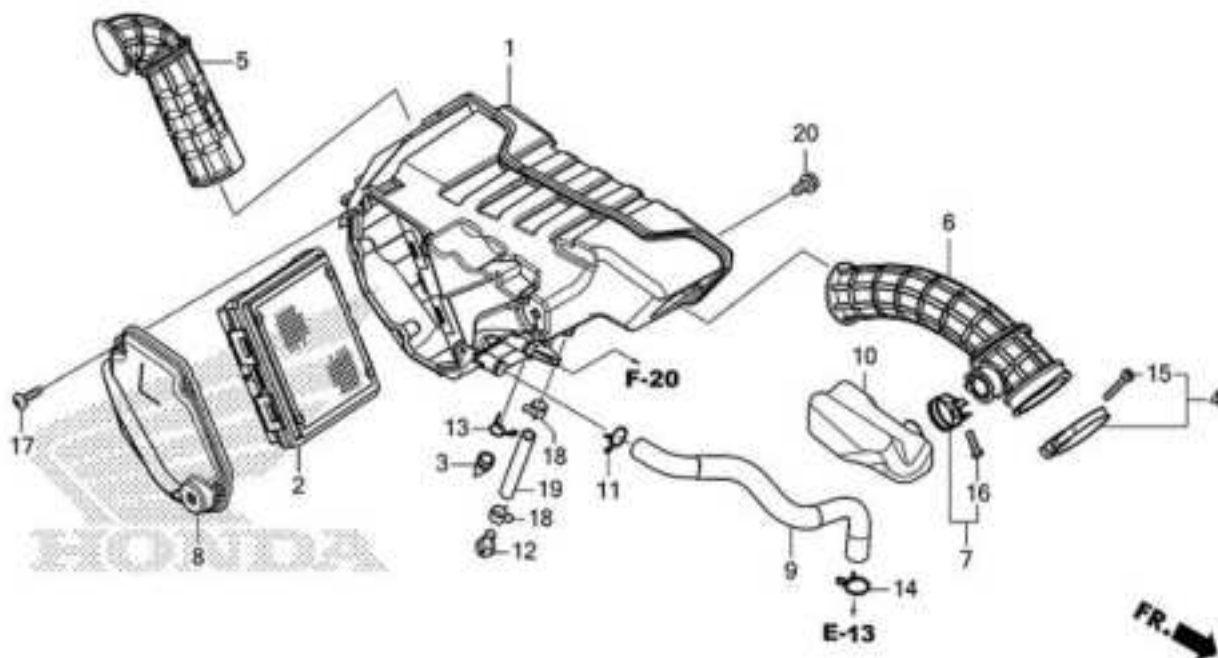
## HONDA CRF300L High Flow Velocity Stack Installation Guide



24. Remove battery box fasteners (number 19 and 17 in the diagram above)

**Note:** There are three #19 bolts in the diagram above

**Note:** The battery box does not need to be removed from the bike



25. Remove airbox fasteners (number 17 and 20 in the diagram above)

26. Remove the airbox lid (number 8 in the diagram above)

## HONDA CRF300L High Flow Velocity Stack Installation Guide

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27. Remove the air filter (number 2 in the diagram above)
28. Loosen the resonator band clamp (number 7 in the diagram above)
29. Remove the resonator
30. Loosen the throttle body band clamp (number 15 in the diagram above)
31. Remove the crankcase breather hose clamp (number 11 in the diagram above)
32. Disconnect the crankcase breather hose from the airbox (number 9 in the diagram above)
33. Verify all bolts connecting the airbox to the chassis have been removed
34. Remove or move the airbox to a location so the airbox tube is accessible (number 6 in the diagram above)

**Note:** The throttle body will need to be disconnected from the tube at this point

35. Remove the airbox tube (number 6 in the diagram above)

36. Install the new high flow velocity tube into the airbox

**Tip:** Soapy water helps with the tube installation

**Tip:** Soaking the velocity stack in hot water (120F – 150F) for a few minutes will soften the rubber and allow it to deform making it easier to install



37. Seal the velocity stack with RTV / Silicone



38. Part installation is complete, to reassemble, follow steps 34 through 1 in descending order

**Tip:** To simplify connecting the velocity stack to the throttle body, follow these steps:

- Disconnect the throttle body from the cylinder head boot
- Connect the throttle body to the high flow velocity stack
- Using the full airbox, velocity stack, and throttle body assembly, leverage it back into the cylinder head boot and fasten