



Replacing the Air filter/K&N Filter Maintenance/ removing the fuel tank

So your last few missions have left you suckin' wind and your F6C gaspin' for air? Well we've got the solution for that trooper....Replace that filter with a K&N filter. Don't wanna fork out the bucks for a K&N right now? Pay attention and replace that paper filter soldier.

If you paid some wrench-head big bucks to do it for ya and it's time for maintenance...Negative perspiration cause Sgt Joe is gonna learn ya how to clean up your act. So put away the wallets and get out the toolbox.

OK Troops...if you have decided to upgrade to the K&N filtercharger or to clean and oil yours, in addition to the tools you will need a K&N filter or service kit.

You're gonna need:

A phillips head screwdriver

A slotted screwdriver

A ratchet with and sockets

A new filter (K&N or Paper) or filter service kit.

In order to make this as painless as possible troops ride the F6 until the tank is almost empty...Fuel weighs just over 8 lbs per gallon....do the math soldier.....a full tank has about 44 lbs of fuel in it.



First, remove the seat and using the ratchet with the socket remove the rear tank bolt.





Now remove the front tank bolt with the socket.



Now turn the petcock ..wha????? Hey private...you look confused...The petcock is the proper terminology for the valve under the tank that allows the fuel to flow. The chrome fuel switch on the left side just below the tank controls thisto the center or OFF position. Now insert a phillips head screwdriver into the hole in the center of the petcock and unscrew the screw at the bottom of the hole....make sure to keep the petcock in the neutral position.

(NOTE: the petcock assembly on the F6 is supposed to be a demand feed system requiring suction to produce fuel flow even if the petcock is in the ON position. These are not always reliable and fuel will sometimes allow fuel to leak out without the suction so turn it to neutral to be safe)

When the screw is out pull (gently) the chrome switch to disengage it from the petcock valve and rotate it down and out of the way



There are three lines attached to the petcock valve...two from the front and one from the back (a vent line) Make a note of which line attaches to the top of the petcock, place a rag under the petcock assembly and use a long standard screwdriver to GENTLY slide the lines off of the petcock. There are small clamps on the fuel lines these do not need to be disengaged...the lines will slide off without squeezing the clamps. If you have a hard time getting to these lines gently lift the back of the tank until the petcock clears the frame and remove the lines.

Once all three lines are removed lift the tank and twist it so the petcock clears the frame, then set the tank aside.



Use the phillips head screwdriver to remove the screws from around the perimeter of the airbox. Take the cover off of the airbox and remove the old filter.



If you are servicing a previously installed K&N filter brush the loose dirt from the filter, then spray it with the cleaner solution and allow it to soak in a few minutes. Then use a garden hose to hose the filter from the clean side to the dirty side. Hosing from the dirty side only drives the dirt further into the filter element. Shake the excess water off and allow the filter to air-dry completely. The filter element will now be white.



Spray the clean filter with the oil until no white is left showing (the oil is red) Let the oil soak in and re-check for white areas.

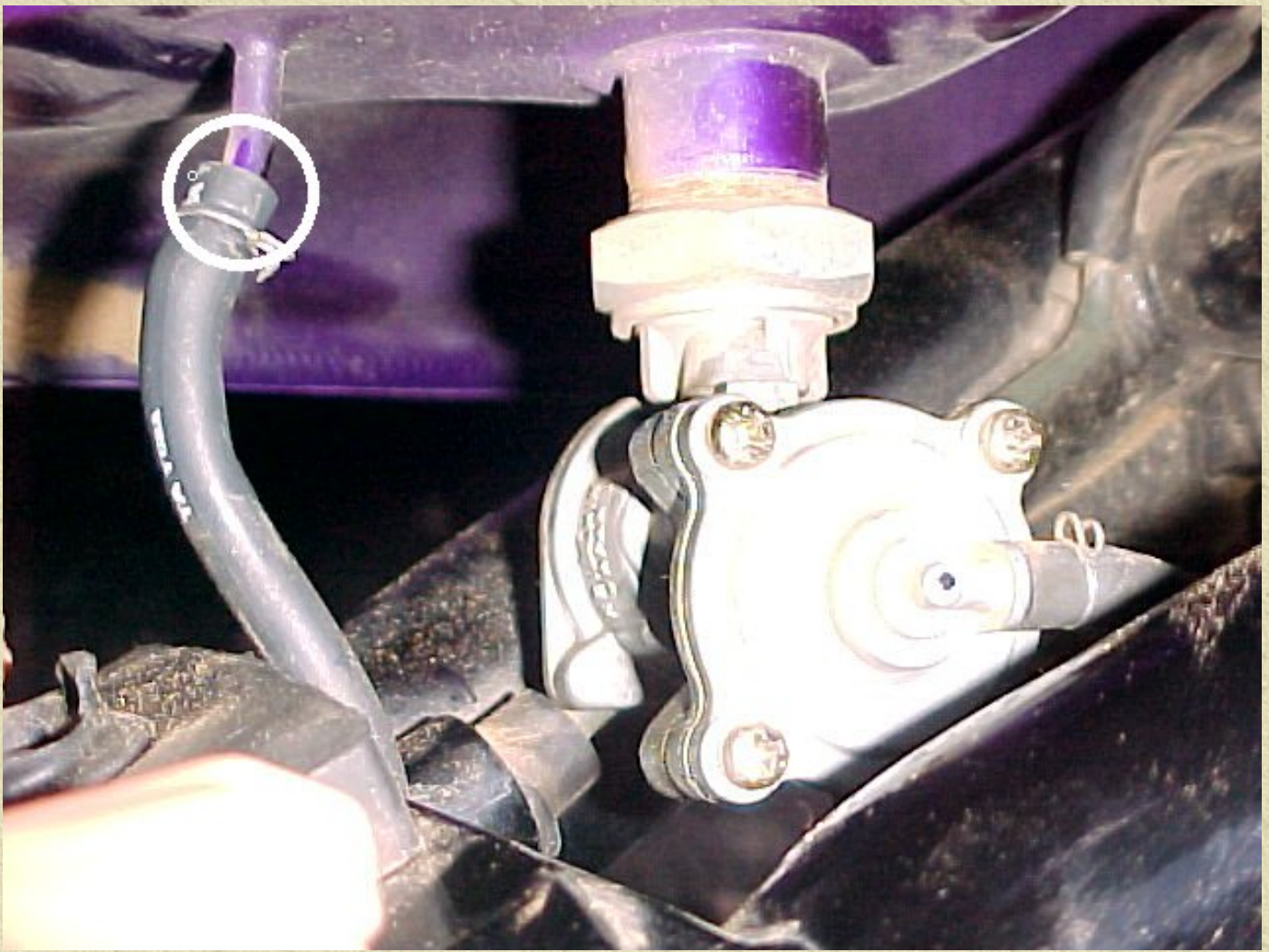


Install / re-install the filter element in the airbox.



Unless you live in an area where the air is VERY thin (I.E. up in the Rocky Mountains) install the pre-filter / air restrictor on top of the filter.

Reassemble the airbox and place the tank back on the frame of the F6 with the rear of the tank up out of the frame.



Use a pair of needle nose pliers to re-attach the 2 fuel lines and the tank vent line (circled above) to the petcock.

reposition the tank in the frame and double check to make sure the vent line is not kinked or pinched...if it is the F6 will cut off due to fuel starvation



Re attach the front and rear tank bolts. With the petcock switch in the off position move it back into place and screw it back onto the petcock switch.

Check to make sure the petcock switch moves to both the ON and REServe positions easily....If it doesn't move to one or the other then DROP and Knock em Out because you moved the petcock valve while the tank was off. Unscrew it and position it properly soldier.



Crank up the F6C (Make sure you are in neutral knumb nuts) and check for fuel leaks at the petcock valve....if you got the lines on properly there won't be any.

Congratulations Troops on a Job well done!!!