

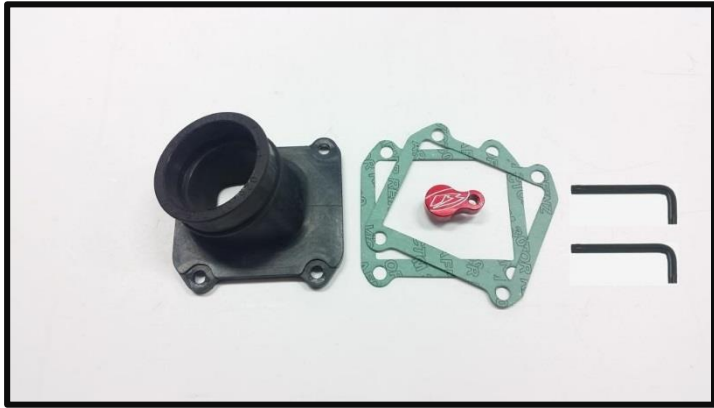


Oil Injection Removal

Installation Instructions

Part# AB-21180

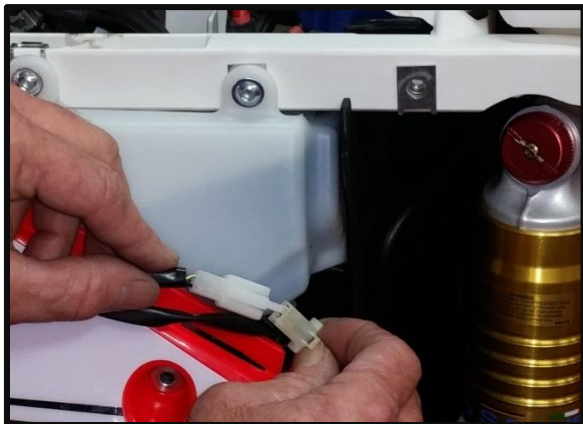
2015 + Xtrainer & 2016 + RR 2 stroke standard models



This kit is designed for those riders wanting to run pre-mix in their Beta. The parts shown are included in this kit. There are two intake manifold gaskets as the Xtrainer and 250 RR use a spacer plate that requires two gaskets. 300RR's only use one gasket.



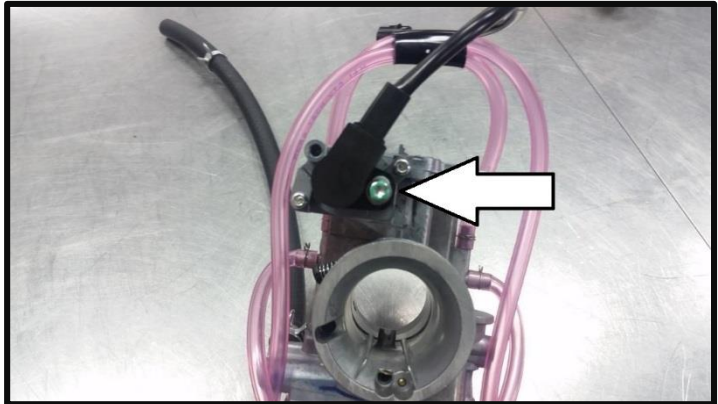
Start by removing the muffler, airbox bolts (the ones attached to the plastic part of the subframe) and the four rear subframe bolts holding the plastic part to the two aluminum uprights. Swing the plastic part of the sub frame up leaving the airbox in place. Remove the oil tank assembly including the oil pump and the low oil sensor (attached) along with the oil line going to the intake manifold



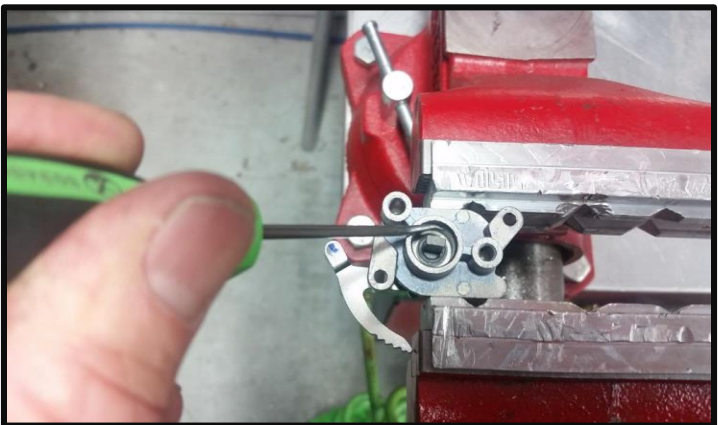
When removing the oil tank, you must unplug the oil sending unit wire and zip tie the wire from the main wire loom out of the way as it will no longer be used. This will also turn off your low oil warning light on your meter.



Re-install the top subframe to the uprights. Use blue locking agent to the four bolts that connect the plastic to the aluminum uprights. (do not use locking agent on the air box bolts) Next, remove the rear airboot clamp to the carburetor and the lower subframe bolts and swing the entire subframe and airbox upwards.



Remove the carburetor. Take the cable out of the slide and set the slide aside. Using the supplied T25 Torx tool, remove the TPS control switch (the black one) from the carburetor. Remove the rubber oring from the TPS and install it on the TPS plug supplied in this kit. Next remove the two H20 Torx screws with the tool supplied on the TPS lever housing.



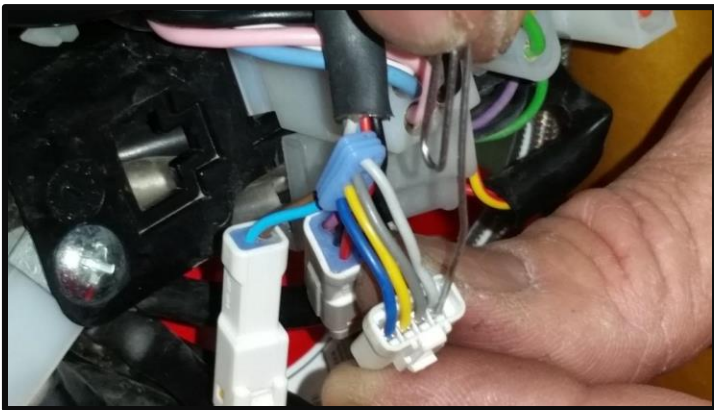
With the TPS lever and housing out, clamp the plate in a vice and remove the snap ring holding the TPS lever in place



Reinstall the TPS plate (now without the lever) and the TPS plug that is included with this kit making sure the oring is in place.



Remove the stock intake manifold and replace it with the new one supplied using the new gaskets. Re-install the slide into the carburetor and install the carburetor on the manifold. Install the subframe, rear air boot, and exhaust muffler.



Locate the four-pin connector at the meter (behind the headlight mask) as shown and lift the small rubber boot away. Then, with a small safety pin or paper clip, remove the light gray wire from the connector.



Pull the wire out of the rubber boot and push the rubber boot back into the connector. This will turn off the oil injection failure light on your dash.



Using black electrical tape, tape up the wire to the wire loom to avoid it from contacting metal. This wire could just be cut however by taping it up, it can easily be reinstalled if needed.



These are the parts that you have removed. Keep these parts all together in case you wish to reinstall the oil injection.