

All Charged Up

BY STEVE LITA

Last month we featured Polly Kavanaugh, the avid rider and motorcycle enthusiast in our March Reader Profile. I guess you could say that Polly likes her VTX1300 just the way it is, or was. When I first laid eyes on her orange cruiser, it was mild, to say the least: stock exhaust, stock air cleaner, a few small upgrades, and farkles. It was an almost blank canvas for bike-mod nuts like Kyle Bradshaw of Cruiser Customizing and me.

First on the to-do list was losing the bone-stock air cleaner assembly to give Polly and her VTX something a bit more exciting. We decided to leave the stock pipes, and concentrate our efforts on bike cleanup and detailing. Yet a free-flowing induction system and carburetor rejet would add a little punch in the throttle. We're not turning it into a race bike, so a Küryakyn Pro-P Hypercharger will do the trick. The Hypercharger product line has evolved over time, and what you see here is the best air-flowing Hypercharger ever produced. The interior shapes, like the critical radius leading into the carb, have been carefully designed. There's even a stubby, snap-in velocity stack to help direct airflow. The chrome outer body incorporates an additional scoop to direct air into a foam filter that snugly seats in the end of the genuine K&N washable filter element. The front opening is huge, and the vacuum-operated butterflies allow maximum air to pass under load. Plus, the blades look trick working in conjunction with the throttle and engine load.

Even though we didn't free up engine breathing with an aftermarket exhaust, the engine will still benefit from a more open intake system. The instructions for the jet kit (included with the Hypercharger) actually have recommendations for jetting with or without the stock exhaust. With some municipalities now scrutinizing motorcycle exhaust systems, those of you who prefer to keep it quiet and clean can still reap the benefits of an aftermarket air cleaner. The stock Honda VTX airbox is notorious for restricting flow, and removing the stock box will provide a noticeable seat-of-the-pants improvement in acceleration.

Installation of the Pro-R Hypercharger is especially easy, on the line of VTX 1300 cruisers because the carburetor doesn't have to be removed from the engine. I was blown away. This was the first bike I've ever jetted where the mess and fuss of carb removal wasn't

When attaching the new Küryakyn chrome carb cap to the carburetor (steps two and seven), be sure to note where the raised boss is in relation to the carb. It should be near the right front top carb screw (as you're looking at the carburetor). This will ensure the raised boss is in the correct orientation to allow a signal to raise and lower the carb slide.



1 All the parts, fresh out of the box: the jet kit and genuine K&N filter are included.



2 Preassemble the replacement chrome carb cap, but don't tighten the bolts at this time.



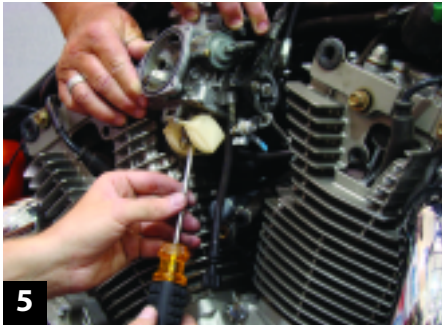
3 Remove the seat, prop up the tank, and then remove the stock air cleaner and spark plug covers. Luckily the entire rejet can be done without removing the carb from the engine. Drain the fuel bowl, and remove it to gain access to the jets.



4 Remove the four screws holding the stock carb cap on.

mandatory. It couldn't be any more convenient. Sweet.

Polly was happy with the mod and the performance gain. The air cleaner element is easier to access for maintenance now, and the K&N filter is washable and can be reoiled again and again. The Hypercharger looks trick and gets attention. Thanks go to Cruiser Customizing in Livermore, California, for letting us tag along on the project. Check in again next month for more trick bolt-ons to Polly's pride.



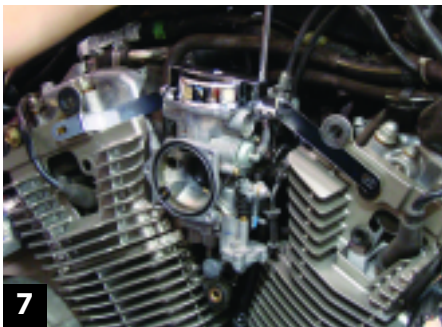
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A helper slightly tilts the carb away from the engine so Kyle can gain access to the jets.



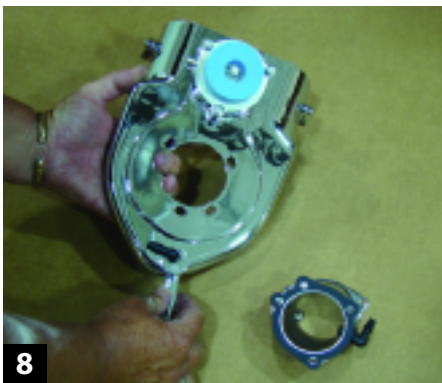
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Only two parts to replace: the new #185 main jet and #65 pilot jet are installed. Clean the bowl with some spray carb cleaner and replace it.



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After shimming the stock needle with the 0.8" shim, reinstall the slide and diaphragm, and cap it all off with the new chrome Kuryakyn carb top from step two.



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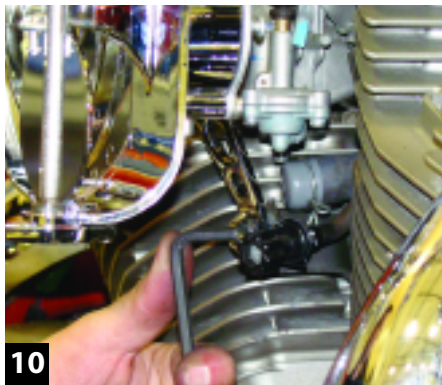
Over on the workbench, we assemble the appropriate fittings to the Hypercharger inner body and carb manifold adapter.

The Hypercharger's front butterflies operate on engine vacuum, or rather they operate on lack of engine vacuum. At rest, with the engine not running, there is no vacuum signal coming from the engine's induction system, so the big blades are wide open. Upon starting the bike, the engine produces engine vacuum, and this vacuum draws on the Hypercharger diaphragm, closing the blades during idle and low rpm use. Once there is engine load (rolling on the throttle), the vacuum signal drops, and the blades spring wide open to allow maximum airflow.



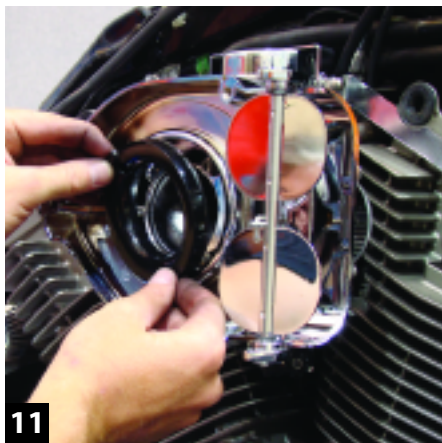
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The main support bracket and manifold are now added to the carburetor. The carb cap brackets (step two) can be tightened and bolted to the cylinder heads.



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After bolting on the Hypercharger inner body, the main support bracket can be tightened.



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This black plastic velocity ring snaps in place.



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Place the K&N filter element and filter lid in place, and bolt-on the outer Hypercharger body. You may have to squeeze the halves together to get a good seal on the filter and get the bolts started.



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Hook up some emissions system lines to the 90 degree fittings, tap into a vacuum source for the Hypercharger throttle blades, reinstall the tank and seat, and go. **RB**

hard data

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