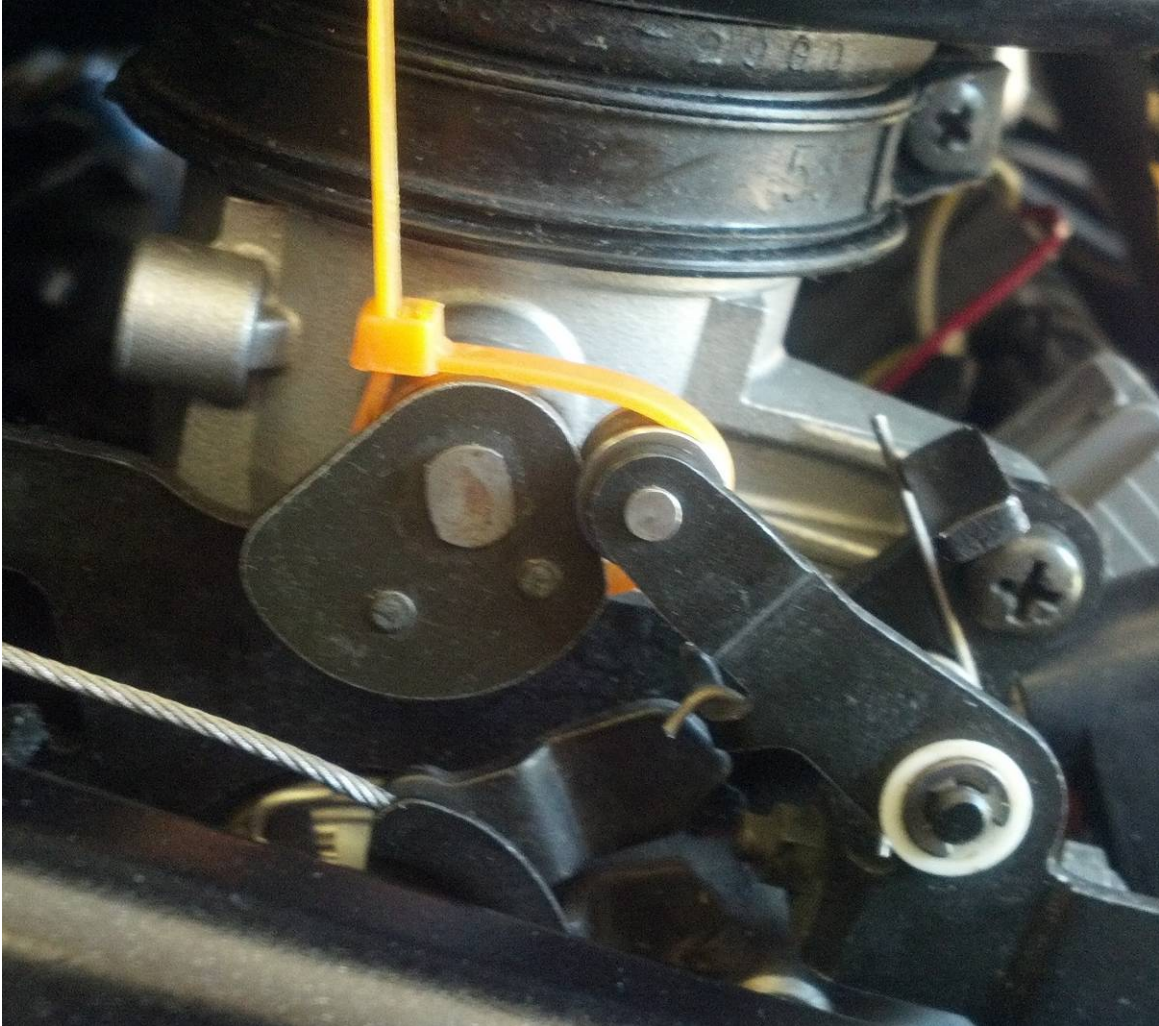


Rigging your bike to run without an STVA installed.

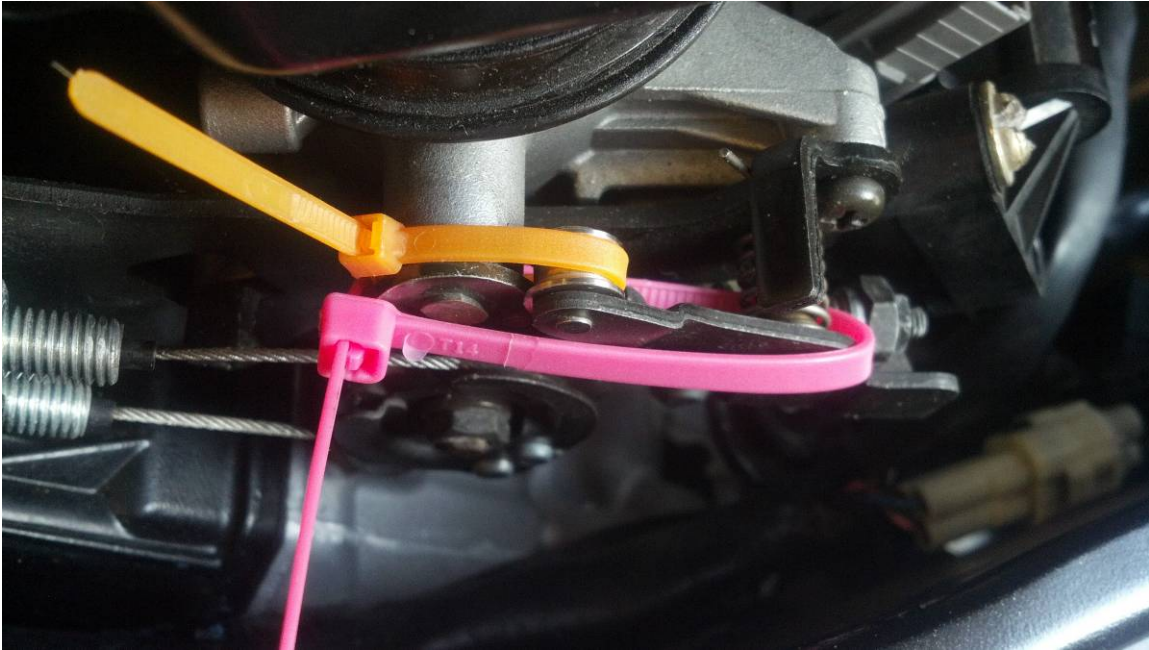
You will need three zip-ties to complete this process. After the STVA is removed, first secure the plugs for the STVA and STPS away from heat. This is performed from the right side of the bike. The best place to do this is along the fuel rail. The lead for the STPS can be folded in half. The zip-tie should be just tight enough to hold these in place. Too tight and the wires can be damaged. The image below has this done with the bright green zip-tie.



Next, on the left side of the bike, a smaller zip-tie is used to hold the high idle cam completely shut. A smaller zip-tie is used here because it will grip the groove in the cam follower and prevent it from sliding off. Note the position of the cam. This position is not possible with the STVA installed, but is critical to this procedure. This zip-tie needs to be fairly tight. This is shown with the bright orange zip tie.



The last step is to keep the secondary shaft from rotating. Shown below with the pink zip-tie, the important factor is to go underneath the spindle for the high idle cam arm. This zip-tie does not need to be very tight. It's only purpose is to keep the cam from rotating clockwise. The orange tie and follower are preventing it from rotating counter-clockwise.



There are other methods available to complete this task. As long as the high idle system is held shut, the cam is secured from rotating, and the method of securing it is done outside the airbox, it will work. Below are two examples of the cam being secured with safety wire.

