

LLOYDZ IDLE AIR VALVE (IAV) PART# HOH-IAV
4/23/10 **FITS ALL VICTORY MODELS FROM 2008-2010**
INSTALLATION TIME APPROX 20-30 MIN. I.A.C. = IDLE AIR CONTROLLER

Caution: Improperly adjusted and tuned motorcycles can cause a possible stalling condition which could lead to severe bodily injury and or death. The misuse and improper adjustment of this product could cause such conditions and it is recommended that you first test your motorcycle in a closed course and safe environment prior to riding in traffic or near other vehicles or persons.

Parts included in kit, 1-IAV, 1-Metal Clamp, 1-Shrink Tube.

Tools needed for Installation

5mm Allen Wrench, Med. Screwdriver, Needle Nose Pliers, Hair Dryer or Heat Gun

- First remove the right side cheese wedge cover.
- Using a screwdriver push the rubber hoses off the IAC. They are grouped in 3 hoses (1- 7/16" intake air hose and 2- 5/16" idle air hoses).
- Disconnect the harness plug on top of the IAC. Then remove a quantity of 4- 5mm Allen bolts that hold the IAC motor and bracket to the engine.
- Using pliers, remove the rubber hoses from their plastic tube lines, being careful not to break the lines. Separate the 3 hoses by cutting the connecting rubber strips. Then cut the 7/16" intake air hose at the elbow and discard the shorter piece of hose. You will only need the longer piece for this assembly.
- Replace the longer piece of the original 7/16" intake air hose back onto the IAC nipple, making sure it is fully seated and covering the entire IAC nipple.
- Slide the metal clamp over the 7/16" intake air hose, leaving it loose until the IAV is in place.
- With the IAV adjustment knob in the downward position, push the IAV nipple into the open end of the 7/16" intake air hose until the hose is also fully seated and covering the entire IAV nipple.
- Replace the original 2- 5/16" idle air hoses onto their outer steel nipples of the IAC.
- Before placing the plastic intake air tube into the IAV, slide the shrink tube over the open end of the IAV and push the intake air tube back into place. Heat the shrink tubing with your hair dryer or heat gun to tighten it around the plastic intake air tube and IAV.
- Using the needle nose pliers carefully grab the plastic idle air tubes and place them back into their 2- 5/16" rubber idle air hoses, making sure they are inserted at least ¾ of an inch each.
- Reinstall the 4 bolts, harness plug and cover.

The basic adjustment of the IAV starts as follows

- Screw the knob out a couple of turns, while the bike is **cold** start it up and let it idle.
- After 45-60 seconds turn the knob in to the point so the idle just starts to drop, turn it out slightly to regain the highest idle.
- The idle RPM should be no less than 1100 rpm's at this point.
- If you're using a fuel controller it may be necessary to adjust the fuel slightly leaner to achieve the correct idle fuel.
- Sometimes adjusting both fuel and air together can give better results.
- If the next cold start doesn't idle properly a readjustment may be necessary as a result of the motor being too warm on the first attempt.

The operation of the I.A.V. is to cut down the over abundance of airflow to the cylinders while the throttle is in any position except closed. When you rotate the throttle, the I.A.C. opens creating a larger "intake leak" which results in leaner conditions that cause backfiring and poor throttle response. Just the installation of this unit alone may not cure all symptoms. Repairing ALL exhaust leaks and having a proper state of tune will yield better results. Certain Exhaust systems such as Victory Shotgun and Swept will cause more than normal backfiring.