



## Demon High Performance Air Cleaner Kit P/N 786004

### INSTALLATION INSTRUCTIONS

Start by placing the air filter base onto your carburetor to make sure it clears all of your throttle linkage, fuel lines and any other component before proceeding. If the carburetor has a choke installed on it, make sure the choke linkage does not touch or bind on the assembly in any manner.

Once you have confirmed the filter assembly will fit your specific application, you can proceed. The installation kit will include two (2) studs. On vehicles that have carburetors with a 1/4" air cleaner stud hole, you will use the 1/4" stud and jam nut with the assembly. For carburetors with a 5/16" hole, use the 5/16" stud and jam nut. Install the proper stud a minimum 1/2" into the carburetor at this point. With the stud in place, screw down the 1/4" or 5/16" jam nut to assure the stud does not loosen while it is in the carburetor.

Next, install the filter element into the base, and install the top lid over the stud.

**NOTE: The stud will be too long at this point, and MUST be cut to fit properly. Make sure the element is completely inside the retaining lips of the top and bottom of the housing before proceeding.**

- If utilizing the 1/4" stud, mark the stud approximately 1/4" above the top of the chrome lid.
- If utilizing the 5/16" stud, mark the stud flush with the lid.

Remove the air cleaner assembly. Remove the stud from the carburetor and cut it with a hacksaw. Remove all burrs before reinstalling the stud into the carburetor. With the stud in place, screw down the 1/4" or 5/16" jam nut to assure the stud does not loosen while it is in the carburetor.

Next, reinstall the air cleaner base, element, and top. Again, making sure the element is completely inside the retaining lip of both the top and bottom of the housing. Next, install the matching washer and wing nut supplied with the kit.

**NOTE: AGAIN, BEFORE USE, DOUBLE CHECK TO MAKE CERTAIN THE FILTER ASSEMBLY IS NOT MAKING CONTACT WITH ANY CARBURETOR THROTTLE AND CHOKE LINKAGE, FUEL LINES, OR ANY OTHER COMPONENTS. WITH THE ENGINE OFF, MAKE SURE YOUR CARBURETOR MOVES FREELY FROM IDLE TO WIDE OPEN THROTTLE AND BACK TO THE IDLE POSITION WITHOUT BINDING. THEN BE CERTAIN THE FILTER OR STUD DOES NOT MAKE CONTACT WITH THE HOOD OF THE VEHICLE WHEN IT IS BEING CLOSED.**