

INSTALLATION INSTRUCTIONS

DRAG SPECIALTIES DRAG EFI FUEL LINE O-RING KIT P/N 0706-0209

ATTENTION INSTALLER (if other than owner): Please forward this instruction sheet to the purchaser of this product. These instructions contain valuable information necessary to the end user.

INTRODUCTION: These instructions describe the procedure for properly installing replacement O-rings in the fuel injection lines.

Review instructions carefully before beginning, as they contain important information. Please retain for future reference.

Particularly important information is distinguished in these instructions by the following notations:

NOTE: A **NOTE** provides key information to make procedures easier or clearer.

CAUTION: A **CAUTION** indicates special procedures that must be followed to avoid damage to the motorcycle and/or accessories.

WARNING!: A **WARNING!** indicates special procedures that must be followed to avoid injury to a motorcycle operator or person inspecting or repairing the motorcycle.

IMPORTANT! READ THIS SECTION FIRST!

NOTE: This kit includes eight O-rings of differing sizes. It is very important that you confirm that you are using the correct O-ring for the application as there are numerous O-rings that are very close in size. All O-rings should be individually wrapped and marked "A" through "E" according to their application. There should be no duplication. Again, some are very similar in size, possibly only detectable by measuring the O-rings. **DO NOT MIX THEM UP!** Review the chart at the end of these instructions to determine which O-rings are used on each particular fuel line.

PROCEDURE:

ALL MODELS:

1. Disable the fuel pump by unplugging the connector going to the fuel pump at the gas tank, or by removing the fuse that protects the fuel pump.
2. Start the engine and run it until it dies. This will decrease the pressure in the fuel lines so less fuel is spilled when the lines are removed.
3. Disconnect the negative battery cable and move it well away from the battery negative post to prevent any sparking while working on the fuel system.

WARNING!: Gasoline is extremely flammable. Use extreme caution working on the fuel lines as the gasoline will spill when removing the fuel lines. Do not work on the fuel system with a hot engine. Prevent any random sparks from occurring by disconnecting the battery, negative cable first. Cleanup and dispose of any spilled gasoline immediately in a proper manner.

4. Remove the fuel line from the gas tank by pushing the chrome collar up firmly on the fuel tank outlet until the fuel line is released from the outlet. Expect that a small amount of gasoline should escape while removing the fuel line.

NOTE:

For fuel lines **PART #S 0706-0121 & 0706-0124** use instruction section "A" only.

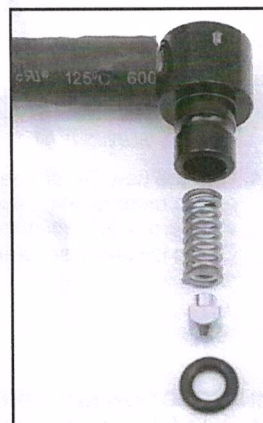
For fuel lines **PART #S 0706-0122 & 0706-0123** use instruction sections "A" and "B".

For fuel check valve assemblies **0706-0230, 0706-0231 and 0706-0233** use instruction section "C" only.

For fuel check valve assemblies **0706-0232, 0706-0234 and 0706-0235** use instruction sections "C" and "D".

INSTRUCTION SECTION "A"

1. Remove the opposite end of the fuel line from the injector body by removing the retainer clip and bolt. The fuel line should be able to be removed from the bike at this time.
2. Place the fuel line on a sturdy flat surface and, using a pin punch, push down on the needle in the check valve (on the black end of the fuel line). Hold the check valve down in this position.
3. Using a sharp pick, remove the O-ring from its groove in the fuel line check valve body. Pull the O-ring out.
4. Release the pressure on the check valve needle carefully as the needle and pressure spring can easily spring out and be lost. These parts are not available separately.
5. Find the new O-ring marked "A". This should be the smallest O-ring in the kit.
6. Using the pin punch, press down on the check valve needle until the spring is completely collapsed.
7. With the spring collapsed, insert the O-ring and, using a thin standard screwdriver or other tool, push the new O-ring down until it is seated in its groove all the way around the housing.
8. Release pressure on the check valve needle. The O-ring will retain the needle and cause it to seal.
9. Install the fuel line back on the motorcycle. Installation is basically reverse of the removal process. Make sure that the fitting on the hose is securely connected to the fitting on the bottom of the tank. Also make sure there are no kinks in the hose.
10. Reconnect the battery cables and reinstall the fuse if removed.
11. Turn on the ignition switch and listen to make sure the fuel pump operates. Check the fittings on both ends of the fuel line to check for leaks.
12. Test ride to ensure proper operation, and inspect again for any leaks after the ride.

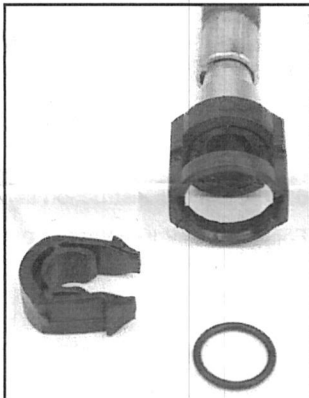


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INSTRUCTION SECTION "B"

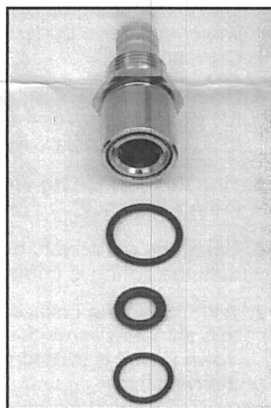
1. Remove the opposite end of the fuel line from the injector body by squeezing the two ends of the clip and sliding the clip to the side to allow the line to be removed from the injector body fitting.
2. Squeeze the two ends of the clip and remove the clip from the black housing.
3. Using a sharp pick, remove the O-ring from the groove inside the black housing that was connected on the injector body.
4. Find the new O-ring marked "B" and insert it into the groove on the receptacle on the end of the fuel line. Using a thin standard screwdriver, or other similar tool, make sure the O-ring is seated securely.



5. Reinstall the clip back into the black housing, making sure the clip is slid to its furthest open position.
6. Install the fuel line back on the motorcycle. It works best to install the end onto the injector body, not forgetting to slide the clips back into the black housing to securely hold the fuel line onto the fitting.
7. Install the other end of the fuel line into the chrome check valve fitting on the bottom of the fuel tank. Make sure there is no binding or kinks in the fuel line. The fuel line should seat with an audible click. Tug on the end of the fuel line to make sure it is fully seated.
8. Reconnect the battery cables and reinstall any fuses that were removed.
9. Turn on the ignition switch and watch closely for any fuel leaks. If any fuel is noticed leaking, immediately shut off switch and determine the cause of the leak. Repair or replace components as necessary.
10. Start engine and test ride. Upon completion of the test ride, please inspect the fuel line and fittings for any sign of fuel leakage.

INSTRUCTION SECTION "C"

1. Drain fuel from tank into an approved container and set aside.
2. Disconnect the internal fuel line from the fuel pump/filter assembly located inside the tank. Refer to the OEM service manual for details on your particular model.
3. Carefully unscrew the chrome check valve from the bottom of the tank and remove. Use caution as there may be fuel remaining in the line or the bottom of the fuel tank.
4. Select the correct O-rings from the package. All models except the 0706-0230 for the 99-02 FLT/FLHT/FLHR will use three O-rings labelled "C", "F" and "H". The 0706-0230 for the 99-02 FLT/FLHT/FLHR will use three O-rings labelled "C", "F" and "G". Do not remove the O-rings from their package until installation so they are not mixed up.
5. Remove the O-ring on the outside of the check valve in the threaded area that is screwed into the bottom of the fuel tank. Install either the "H" or "G" O-ring depending on the model application (SEE STEP 4) making sure that the O-ring is not twisted when installed.
6. Using a sharp pick, remove the two O-rings from the inside of the check valve.
7. Find the new O-ring marked "C" and insert it into the farthest groove on the receptacle on the inside of the check



valve. Using a thin standard screwdriver or other similar tool, make sure the O-ring is seated securely.

8. Find the new O-ring marked "F" and insert it into the closest groove on the receptacle on the inside of the check valve. Using a thin standard screwdriver or other similar tool, make sure the O-ring is seated securely.
9. Insert the internal fuel line back into the tank and screw the check valve into the bottom of the tank. Tighten with a deepwell socket to 22-26 foot pounds.
10. Reconnect the fuel line to the filter/pump assembly in the tank per the instructions in the OEM service manual.

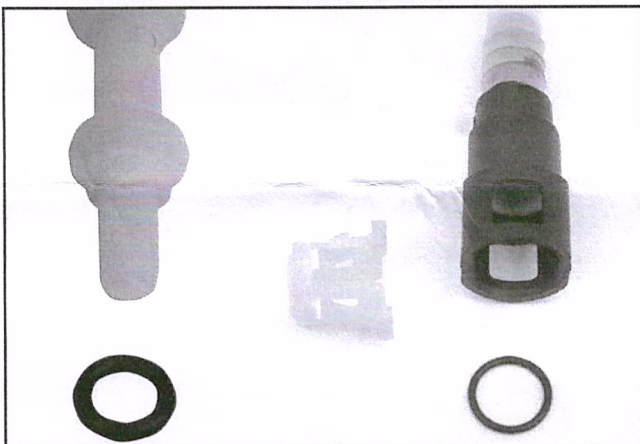
CAUTION: Do not attempt to unscrew or tighten the lower check valve fitting with the hose attached to the filter/pump assembly, as the internal hose will kink and cause premature fuel line failure.

11. Reconnect the external fuel line to the check valve by pushing up on the outer collar and pushing the fuel line fitting into the check valve until you hear a "click". Confirm that the fitting is locked into the check valve by tugging on the fuel line fitting.
12. Reconnect the battery cables and reinstall any fuses that were removed.
13. Turn on the ignition switch and watch closely for any fuel leaks. If any fuel is noticed leaking, immediately shut off switch and determine the cause of the leak. Repair or replace components as necessary.
14. Start engine and test ride. Upon completion of the test ride, please inspect the fuel line and fittings for any sign of fuel leakage.



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INSTRUCTION SECTION "D"

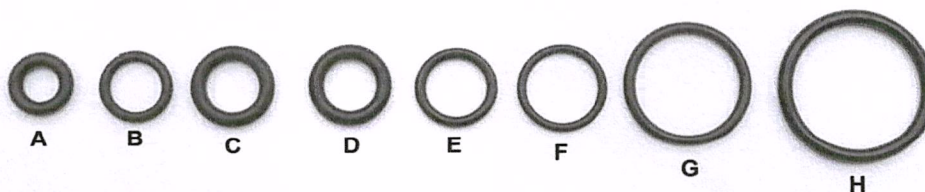
1. Drain fuel from tank into an approved container and set aside.
2. Disconnect the internal fuel line from the fuel pump/filter assembly located inside the tank. Refer to the OEM service manual for details on your particular model.
3. Carefully unscrew the chrome check valve from the bottom of the tank and remove. Use caution as there may be fuel remaining in the line or the bottom of the fuel tank.
4. Using a sharp pick, remove the O-ring from the end of the fuel line opposite the chrome check valve.
5. Select the correct O-rings from the package, the **0706-0232** will use the O-ring marked "E", the **0706-0234** and the **0706-0235** fuel lines will use the O-ring marked "D".

6. All other internal fuel lines do not have an O-ring seal at the fuel pump/filter location, but rather use a compression clamp to seal the fuel line connection.
7. Install either the "E" or "D" O-ring, depending on the model application (**SEE STEP 5**) making sure that the O-ring is not twisted when installed.
8. Insert the internal fuel line back into the tank and screw the check valve into the bottom of the tank. Tighten with a deepwell socket to 22-26 foot pounds.
9. Reconnect the fuel line to the filter/pump assembly in the tank per the instructions in the OEM service manual.

CAUTION: Do not attempt to unscrew or tighten the lower check valve fitting with the hose attached to the filter/pump assembly, as the internal hose will kink and cause premature internal fuel line failure.

10. Reconnect the external fuel line to the check valve by pushing up on the outer collar and pushing the fuel line fitting into the check valve until you hear a "click". Confirm that the fitting is locked into the check valve by tugging on the fuel line fitting.
11. Reconnect the battery cables and reinstall any fuses that were removed.
12. Turn on the ignition switch and watch closely for any fuel leaks. If any fuel is noticed leaking, immediately shut off switch and determine the cause of the leak. Repair or replace components as necessary.
13. Start engine and test ride. Upon completion of the test ride, please inspect the fuel line and fittings for any sign of fuel leakage.

WARNING: Before operating motorcycle, be sure all hardware is tight.



O-RING OD X ID	9MM X 4.6MM	11.4MM X 7.8MM	13MM X 8MM	12.8MM X 7.6MM	12.75MM X 9.3MM	14MM X 11MM	20MM X 16MM	24.6MM X 19.8MM
O-RING #	A	B	C	D	E	F	G	H
HOSE #								
0706-0121	X							
0706-0122	X	X						
0706-0123	X	X						
0706-0124	X							
0706-0230			X			X	X	
0706-0231			X			X		X
0706-0232			X		X	X		X
0706-0233			X			X		X
0706-0234			X	X		X		X
0706-0235			X	X		X		X



