

BATTERY CARRIER AND AIRBOX

Removal/replacement of the battery holder/air filter arrangement without damage is best conveyed by a row of dots

It can be done, though.

That very awkward bolt is a problem at the best of times, as the only way of getting at the front end that I've found is with a socket spanner (10mm, I think) on an extender - a couple of inches is all that's needed. That's after you've prised the elbow pipe out of the way, of course. A flat OE or ring spanner is needed to keep the other end steady.

Note: most of what follows is from memory . . .

If the connector to the carb has already been removed, the next step is to undo the three remaining fixing bolts on the battery carrier. Each one has a nut to remove, and then the headless, slotted "bolt" has to be unscrewed back out of the way. After that, the platform can be lifted out. It will have to be bent a little, but there's enough "give" in the upright parts. The filter box can now be eased out. Needs a fair amount of wiggling, but out it should come - to the right, as I recall.

When I first did this job (I've only done it twice) I found out after reassembly that you can't get the carb back on with the airbox in place. The battery carrier had to be removed again and the airbox loosened so that the carb could be installed.

Installation involves re-inserting the airbox (tricky - patience needed), lowering the battery carrier into the approximate position, bolting the airbox to it, then fixing the carrier into place. I found I needed a spacer for the central, top front fixing bolt. Finally, the airbox-to-engine elbow pipe is fitted (difficult) and the carb connector refitted. Though it's quite likely you'll have decided to go for a K&N filter before doing all this.

Having a fragile, plastic box attached to a battery carrier with an easily-fractured central upright isn't the best idea, IMHO. My airbox has been reinforced with aluminium, Araldited in place, and seems to be holding up OK. A previous owner did it so it probably dates back a good eight years. Leaking airboxes can indeed be the source of problems. I've also had the front upright of the battery carrier break where the slots are for the strap, an obvious weak point.

I understand that the battery box bolts and rubbers are the same as on the Harris Triumph T140 if ever they need replacing, and the straps may be the same as well. See the "Alternative Parts" document.

I bought new round air filter elements from Triple Cycles, part number 82 5694, "air cleaner element, paper" at £6 each + VAT and postage.

Note: a Rotax parts list may well include an air filter element, but this is likely to be a square item intended for some other type of filter arrangement.