

Alternative air filters

The general opinion among Harris G80 owners is that, unless original condition is a priority, *that airbox* is best left unused. Store it away safely until you decide to sell the bike “complete with original equipment”.

A K&N filter is often recommended as the answer, but there is some difference of opinion as to whether the carburettor settings need altering. One owner reported that a larger pilot jet would be needed, but the rest of the jets (including the atomiser) could stay the same. The expert in these matters is probably to be found at Sportax (or perhaps Eurocarb?).

Others have said that alternative filters work fine without any changes. They have, though, found fitting them to be something of a squeeze.

For those interested in changing to a genuine K&N filter, this is the web site for the company:

<http://www.knfilters.com/>

You can get info on all sorts of filters from this page, and if you click on "where to buy" you can find out who your local dealers are. I gave it my local postcode and got loads of names, so there shouldn't be any problem other than finding out which particular filter to go for. I've been told that the type fitted to the Norton Commando will fit, but the battery tray may need adapting.

Others have found BSA-type (A10?) offset round filters at autojumbles and used them. A short tube is needed to connect the filter to the carb inlet (plastic bottles and aerosol can caps have been used for this) and a hacksaw may be needed on the battery carrier, but apparently no alteration to the carburettor settings is needed.

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