

# **PERF-FORM PRODUCTS INC.**

## **HD-C2 Installation Instructions**

- 1.) **Open box and check for components: 1ea. CANISTER with CAP and O-Ring,**

**1ea. CLAMP PORT NUT in bag with the face grove X-RING,**

**1ea. HD-1 Drop-In Filter in Box.**

- 2.) **Remove the existing oil filter from the Motorcycle and cleanup the spilled oil.**
- 3.) **Remove the Cap from the HD-C2 Canister and set aside. Locate the CLAMP PORT NUT.**
- 4.) **Install the X-Ring into the CANISTER Face Grove after oiling lightly then set the canister down face grove end up.**
- 5.) **Wad up some paper into your 1 1/4" 12 point socket installed on the end of a long extension (8"+). Then insert the hex end of the CLAMP PORT NUT into the socket**

**with the 1" round nose of the CLAMP PORT NUT protruding from socket.**

- 6.) **Holding the socket by the end of the extension (socket end up) insert the CLAMP PORT NUT into the CANISTER through the CAP end.**

**The PORT NUT nose should go into the 1" hole on the face grove end of the**

**HD-C2 CANISTER. It is now ready to screw onto the engine filter mount.**

- 7.) **Carefully move the canister with the socket and extension holding in the CLAMP PORT NUT in place by the front of the engine. Holding the CANISTER face grove end about 1/8" away from the engine filter mount face turn the extension and socket threading the CLAMP PORT NUT onto the filter mount stud drawing the CANISTER to the face of the engine filter mount. BE CAREFULL THE X-RING STAYS IN THE FACE GROVE.**

**NOTE: This is easier if you remove the foot shifter front pedal but it is not essential.**

- 8.) **Turn the canister so the top oil line is about 1/2" away from the cylinder fins. This will position the milled flats on the CANISTER to provide clearance for the CSPA on the engine. Hold the CANISTER with your hand while tightening the CLAMP PORT NUT.**
- 9.) **Torque the CLAMP PORT NUT to 410 In. lbs. or 34 ft. lbs. (46 Nm).**

**Insert the HD-1 Drop-In Filter into the canister and install the CAP, torque to 200 in. lb. MAX or until snug. If you drained the oil, fill the engine with oil, start the engine and check for leaks. NOTE: A small amount of residual oil from the Installation is not necessarily a leak but run the engine again and re-check.**

- 10.) **Stop the engine and check for leaks again. If you see a leak remove the canister, obtain a new #143 X-Ring or Quad Seal and repeat steps 4 -10.**

**WARNING: USE ONLY PERF-FORM BRAND REPLACEMENT FILTERS.** Larger end caps on OTHER Drop-In filters WILL restrict the flow of oil and **WILL DAMAGE YOUR ENGINE!**