

What the hell is a "FatBAK"

So you have the Big Air Kit on order. You have the pipes, the carb has been re-jetted and you are still missin' that "Ooomph". Well it aint the BAK, but it'll get you by 'till the real deal gets there.

Here's how it's done:

1. Completely remove the breather box from the bike. This is not something that you want to do while the thing is assembled and on the bike.
2. Remove the chrome cover and the filter assembly from the black part of the breather box.
3. Put 4 evenly spaced marks on the "front side" of the black part of the breather box.

Now that the prep work is done, get out your 1" hole saw and get ready to drill. Keep in mind that the plastic is about 1/4 inch thick and if the hole saw isn't nice and sharp you may wind up melting 4 holes in the box. Hang on, because when the hole saw breaks through the inside of the plastic the entire drill tends to follow. With a controlled grip and an eye on the project you should be fine.

Once your done, a little sandpaper and steel wool to finish the edges of the holes and you are done!

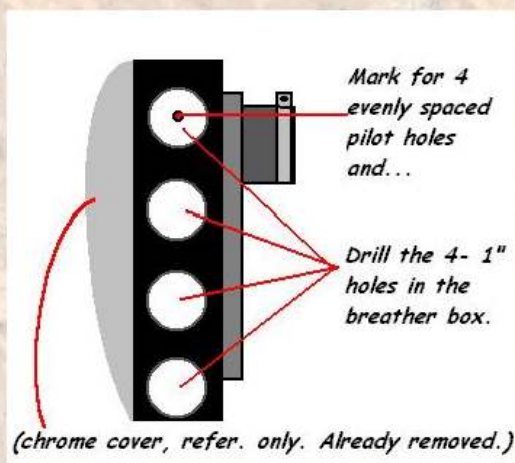
The minimum jet recommendation is a Dyno 170, needle set on the 3rd clip. My bike requires no warm-up time and starts without any throttle input at all. Since I did the box I have had no flat spots and the performance seems much better.

Dont get me wrong... I've still got the BAK on order but this makes the waitin' that much easier! Once it gets here, we'll see if he's still the champ... ;~)

Fatbike.

UPDATE: I got my BAK from the Baron and, well, He's still the champ! It's easilly the best \$200.00 I've spent to date!

The FatBAK did the job 'till the real deal got to me though...



The finished product...