

# LLOYDZ IDLE AIR VALVE (IAV) PART# HOH-IAV

1/5/10

FITS ALL VICTORY MODELS FROM 2008-2010

INSTALLATION TIME APPROX 20-30 MIN. I.A.C. = IDLE AIR CONTROLLER

**Caution:** Improperly adjusted and tuned motorcycles can cause a possible stalling condition which could lead to severe bodily injury and or death. The misuse and improper adjustment of this product could cause such conditions and it is recommended that you first test your motorcycle in a closed course and safe environment prior to riding in traffic or near other vehicles or persons. DO NOT remove the short hose attached to the valve.

Parts included in kit, 1 IAV with short hose attached, 1 length of 7/16 hose, 2 lengths of 5/16 hose

## Tools needed for Installation

5mm Allen Wrench, Med. Screwdriver, needle nose pliers, light lubricate like WD-40

- First remove the right side cheese wedge cover
- Using a screwdriver Push the rubber hoses off the I.A.C. they are grouped in 3 hoses
- Disconnect the harness plug on top of the I.A.C. then remove a qty of 4 5mm allen bolts that hold the IAC motor and bracket to the engine
- Remove the rubber hose assembly off the plastic lines with the use of the pliers, be careful not to break the plastic lines
- While holding the I.A.C. lubricate the large nipple of the I.A.C. with the adjustment knob in the downward position, push the I.A.V. and short hose on to the center (larger) steel nipple of the I.A.C. until the hose is full seated and covering the entire nipple. Then install the 7/16 (larger) hose on the I.A.V. Lubricate will also be needed here but use is sparingly.
- Install the 2, 5/16 hoses on the outer steel nipples of the I.A.C. no lubricant is needed
- The completed assembly is ready to be reinstalled. Depending on some bikes, the plastic hose orientation may need to have a ½ inch of the larger plastic hose trimmed for proper fitment.
- Using the needle nose pliers carefully grab the plastic hoses and install them into the 3 rubber hoses making sure they are inserted at least 1 inch
- Reinstall the 4 bolts, harness plug and cover

## The basic adjustment of the IAV starts as follows,

- Screw the knob out a couple turns, while the bike is cold start it up and let it idle.
- After 45-60 seconds turn the knob in to the point so the idle just starts to drop, turn it out slightly to regain the highest idle
- The idle RPM should be no less then 1000 rpm's at this point
- If your using a fuel controller it may be necessary to adjust the fuel slightly leaner to achieve the correct idle rpm.
- Sometimes adjusting both fuel and air together can give better results
- If the next cold start doesn't idle properly a readjustment maybe necessary as a result of the motor being to warm on the first attempt.

The operation of the I.A.V. is to cut down the over abundance of airflow to the cylinders while the throttle is in any position except closed. When you rotate the throttle, the I.A.C. opens creating a larger "intake leak" which results in leaner conditions that cause backfiring and poor throttle response. Just the installation of this unit alone may not cure all symptoms. Repairing ALL exhaust leaks and having a proper state of tune will yield better results. Certain Exhaust systems such as Victory Shotgun and Swept will cause more than normal backfiring.