

How to Remove the Air-box

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Here are a few photos and a step-by-step guide for removing the air-box and getting at the coils and spark-plugs. I haven't reduced the photos in any way, so you should be able to expand them to see things more clearly, if you need to. I've already covered removing the tank, so this is what you find at this point.



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As you can see, it's all packed in tightly. In addition to removing the tank you also need to have removed the two frame covers as well, you'll see why later. Disconnect the wiring from the sensor and unscrew the panel on top.



Pull the pipe off the top pair-valve. Here's what you find inside.



You can see where I've laid the cover and pipe on top. You need to remove all four of the socket screws. Make sure you don't drop them down the throttle bodies! If you feel that you're going to drop them you could put a bit of clean rag in the throttle body inlet. My only comment on that is that it must be VERY clean and make sure you don't get any debris down there when you do. Better to be careful, or you might find something that will fit over the inlet, like a yoghurt pot or spray-can lid.

The air box then comes out by pulling up at the back and then backwards and up. Here's what you get.



You can see that there are two fittings at the back/bottom of the box. The crankcase breather (on the left) has a wire clip on it which I lifted up the fitting before taking the box out. It's not that tight, and the box will come out even if you forget to do this. The other pipe is a drain for any oil or fluid that gets in the air-box. It has a bung at the end that just pulls out so you can remove whatever is in there, from time to time.

And this is what we see



The gadget with the blue wiring connector is the electronic part of the pair-valve, you can see the other part with the pipe leading down to it. You can also see the inlet manifolds and the base-plate that you need to guide the box over and sit squarely on, respectively, later.

Just for interests sake, this is the top of the throttle bodies,

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looking back the other way and you can see the vacuum hose on the right and the two blocked-off balance pipes.

Here are the coils,



which come out like this,



they are quite a tight fit and you have to wiggle them around a bit. Try not to lever them out with anything. Disconnect the wiring first (I forgot). That isn't rust, by the way, I put a bit of copper-slip on them to aid removal! I haven't removed the spark-plugs this time (we all know what a spark-plug looks like), you just drop the spark-plug tool from the toolkit down the hole and locate it on the plug. Then use a 14mm spanner to loosen it. There is actually enough room to put a small torque wrench and 14mm socket on it to re-install it to the correct torque (12 ft pounds).

Putting the box back can be a little awkward as the fitting at bottom left has to go over the crank-case breather, which you can see here.

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This is why you took the side covers off, there is just room to reach through and guide the fitting over it



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and then you can re-fit the wire clip, if you moved it before. You can also route the other pipe down the R/H side. The pipe just drops down the side of the motor. The box goes in at the front first to get in under the wiring. Now you screw the four socket bolts back inside. Make sure that the base of the airbox is sitting squarely on it's mounting before doing so. Put the little panel back on, hook-up the pipe to the pair-valve and re-connect the sensor.

Job done.