



S&S Stealth Air Cleaner Kit for 2015–2025 Indian® Scout®, Scout 60, and 2017 Victory® Models

DISCLAIMER:

Many S&S parts are designed for high performance, closed course, racing applications and are intended for the very experienced rider only. The installation of S&S parts may void or adversely affect your factory warranty. In addition such installation and use may violate certain federal, state, and local laws, rules and ordinances as well as other laws when used on motor vehicles used on public highways. Always check federal, state, and local laws before modifying your motorcycle. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties, and risks associated therewith.

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE *Qualified Manufacturer Declared 49-State Federal Emissions Compliant Part for 2017 Octane and all 2015 to 2025 Scout Models

SAFE INSTALLATION AND OPERATION RULES:

Before installing your new S&S part it is your responsibility to read and follow the installation and maintenance procedures in these instructions and follow the basic rules below for your personal safety.

- Gasoline is extremely flammable and explosive under certain conditions and toxic when breathed. Do not smoke. Perform installation in a well ventilated area away from open flames or sparks.
- If motorcycle has been running, wait until engine and exhaust pipes have cooled down to avoid getting burned before performing any installation steps.
- Before performing any installation steps disconnect battery to eliminate potential sparks and inadvertent engagement of starter while working on electrical components.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S with any questions you may have if any steps are unclear or any abnormalities occur during installation or operation of motorcycle with a S&S part on it.
- Consult an appropriate service manual for your motorcycle for correct disassembly and reassembly procedures for any parts that need to be removed to facilitate installation.
- Use good judgment when performing installation and operating motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs or fatigue impair your judgment. Start installation when you are fresh.
- Be sure all federal, state and local laws are obeyed with the installation.
- For optimum performance and safety and to minimize potential damage to carb or other components, use all mounting hardware that is provided and follow all installation instructions.
- Motorcycle exhaust fumes are toxic and poisonous and must not be breathed. Run motorcycle in a well ventilated area where fumes can dissipate.

IMPORTANT NOTICE:

Statements in this instruction sheet preceded by the following words are of special significance.



Means there is the possibility of injury to yourself or others.



Means there is the possibility of damage to the part or motorcycle.

NOTE

Other information of particular importance has been placed in italic type.

S&S recommends you take special notice of these items.

WARRANTY:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S's option if the parts are returned to us by the purchaser within the 12 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must call or write S&S immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from S&S. The parts must be packaged properly so as to not cause further damage and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by S&S and the part was found to be defective, repair, replacement or refund will be granted.

ADDITIONAL WARRANTY PROVISIONS:

- (1) S&S shall have no obligation in the event an S&S part is modified by any other person or organization.
- (2) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the S&S part.
- (3) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.

Trademark Notice:: The words Indian®, Victory®, Scout®, Octane®, and all Indian or Victory part numbers and model designations are used in reference only. S&S Cycle is not associated with Indian Motorcycle International, LLC or Polaris Industries Inc.

Installation for 2015-'24 Indian® Scout® Models (for 2025 models, please see page 4)

Installation Steps

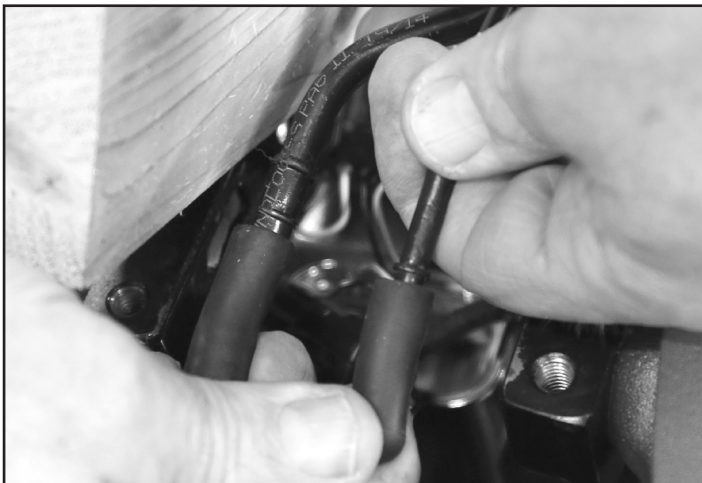
Note - An Indian® Scout® model is used for illustrations in these instructions. Installation on a Victory® Octane® model is the same except as noted.

1. Place the motorcycle on a lift and strap it securely in place.
2. Remove the seat from Scout models by pulling up on the front until it pops off the fastener, and pull the seat toward the rear. On Octane models, remove the bolt at the front edge of the seat and then lift the seat up and off.
3. Press the release tab to unclip the fuse box. Move the fuse box out of the way. **See Picture 1.** Disconnect the negative battery terminal.



Picture 1

4. Remove the four bolts from the bracket at the rear of the fuel tank.
5. Lift the rear of the fuel tank. Disconnect the overflow/evaporative emissions hoses from the rear of the tank. **See Picture 2.**



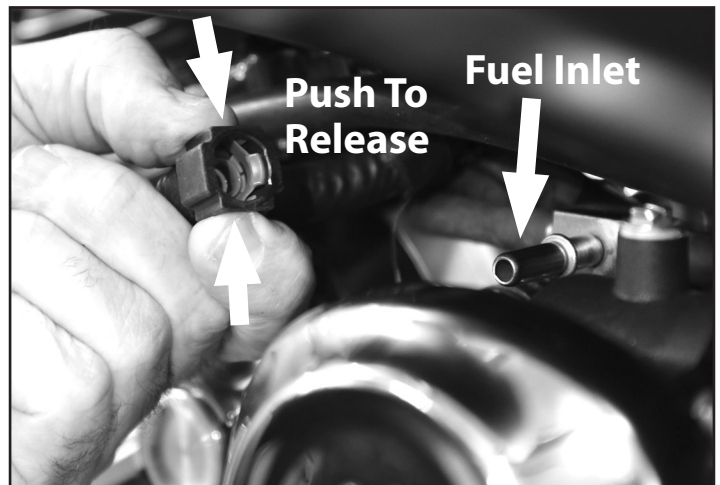
Picture 2

6. Disconnect the fuel pump electrical connector under the fuel tank. **See Picture 3.**



Picture 3

7. Pinch the two fuel line connector release buttons on the throttle body fuel inlet. Pull the fuel line from the throttle body inlet. **See Picture 4.** Push the fuel line back under the frame rail to clear the rail, other hoses, and wiring to facilitate fuel tank removal.



Picture 4

8. Remove the fuel tank and set it aside.



Some fuel may leak out of the fuel line when it is disconnected. Have a shop rag ready to catch any spilled fuel.

9. Raise the lift to a comfortable working height.
10. Place a jack under the engine from the left side, and raise it until the rear tire almost comes off the lift. The purpose for this is to relieve stress on the frame members to allow the top frame rails to be easily removed. **See Picture 5.**



Picture 5

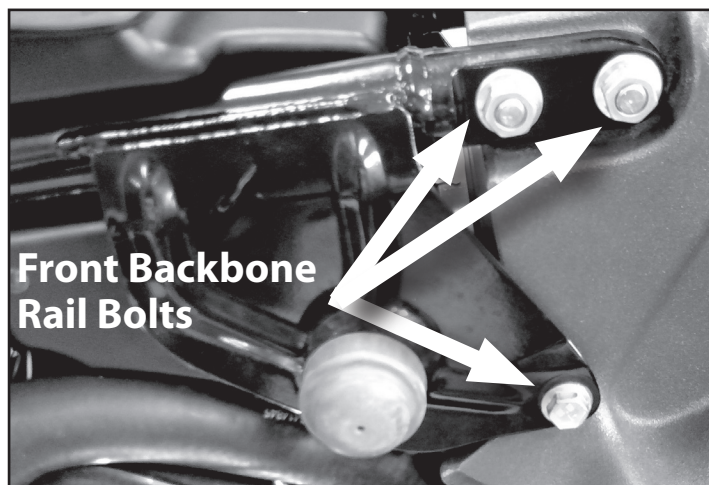


CAUTION

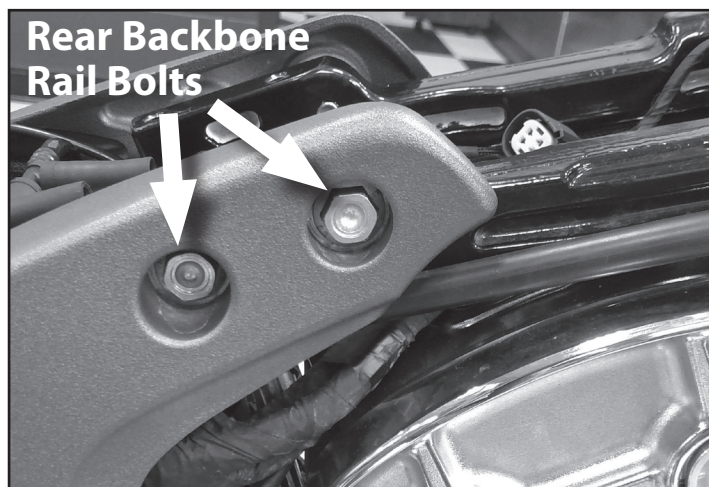


The rear brake line is bolted to the right side of the crankcase. Make sure the jack does not contact the brake line as damage may result.

11. Clip the wire ties holding the wiring harness to the backbone rails. Make a note of where the wire ties were attached to the rail.
12. Loosen the bolts holding the backbone rails to the chassis. Start with the smaller bolts on the front end of the rails. Loosen the larger bolts toward the rear, and loosen the through-bolts toward the front of the rails last. **See Picture 6 and Picture 7.**



Picture 6



Picture 7

NOTE - If bolts do not turn easily, there is tension on them and it may be necessary to adjust the height of the jack to relieve the stress.

13. Remove the bolts and remove the backbone rails.
14. Loosen the large hose clamp on the front of the stock air cleaner assembly.
15. Disconnect the two breather hoses from the cylinder heads
16. Work the air cleaner assembly off the throttle body. It may be quite tight. It may be easier to put the lift down to provide a better position to grip the assembly.
17. Remove the stock air cleaner and the large hose clamp that held it in place. Remove and save the rear breather hose from the stock air cleaner assembly.

18. Install the supplied T-fitting in the hole in the the bottom of the S&S air cleaner. Attach the stock rear breather hose to the rear leg of the T-fitting, and attach the supplied straight breather hose to the front leg of the T-fitting. **See Picture 8.**



Picture 8

19. Install the large hose clamp supplied in the kit to the boot on the bottom of the S&S air cleaner. Position it so the screw will be toward the rear of the bike with the air cleaner is installed. This provides the easiest access to the screw head when installed. **See Picture 8.**
 20. Hold the S&S air cleaner assembly in place, and mark the straight front breather hose for length.
 21. Cut the required amount (about an inch) from the front breather hose. A hose cutter is recommended to produce a clean cut and a square end. **See Picture 8.**
 22. Replace both the backbone rails and fasteners. Torque larger frame tube to mid-cast/frame fasteners 35 ft/lbs, and the smaller frame tube bracket fasteners to 19 ft/lbs
- NOTE - It is recommended that the smaller, short bolts be installed first, followed by the longer through bolts. If bolts don't thread in easily it may be necessary to adjust the height of the jack to relieve stress on fasteners.*
23. Reattach the wiring harness to the backbone rails with wire ties.
 24. Hold the air cleaner assembly in place and connect the breather hoses to the cylinder heads. No clamps are required.
 25. With even pressure and a rocking motion, press the boot on the bottom of the air cleaner over the top the throttle body. Tighten the hose clamp. **See Picture 9.**



Picture 9

26. Slide the fuel tank back on to the rubber mounting bosses and hold the rear end of the tank up. Propping the tank up with a block of wood allows work to proceed with both hands free.
27. Reconnect the fuel pump electrical connector, the overflow/evaporative emissions hoses, and the fuel line. Lowering the fuel tank allows more slack in the fuel line and makes it easier to push the connector on to the inlet of the throttle body.
28. Set the fuel tank down and re-install the four bolts that hold it to the chassis. Torque to 18 ft-lb.
29. Reattach negative battery cable and clip the fuse box back in place.
30. Replace the seat

Installation for 2025 Indian® Scout® Models

Tools Needed

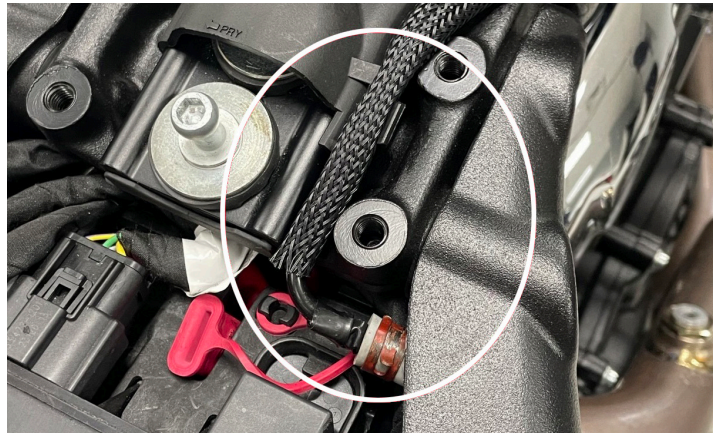
- ¼" Drive Ratchet
- ½" Socket
- 8mm Socket
- T30 Torx Bit
- 4,5,6,8mm Allen
- 10mm Wrench
- Flat Screwdriver
- Pliers

Remove Seat

Pull up on the rear of the seat and pop it out of the three posts.

Removing the Fuel Tank

1. Remove the vent line. (Picture 1)



Picture 1

2. Remove the 2 torx bolts holding the beauty cover and remove it. (Picture 2)



Picture 2

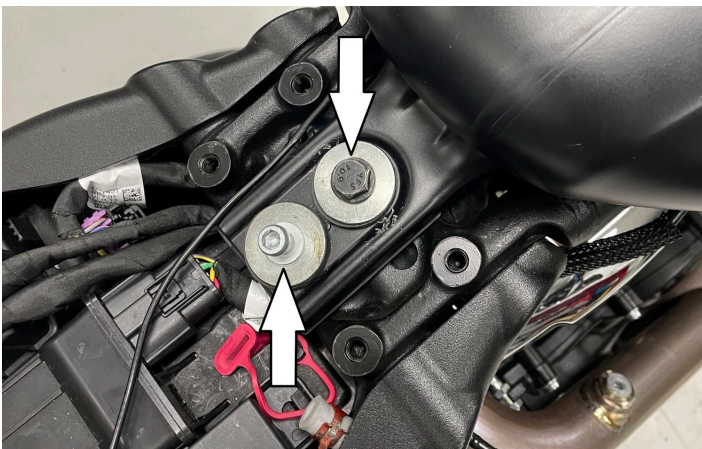
3. Remove the plastic snap on guard on the lower rear of the tank by prying the sides and the rear. Careful not to scratch the tank or the frame. (Picture 3)



Picture 3

4. Move the antenna to the seat area, remove the rubber protector on the tank.

5. Remove the 2 bolts holding the rear of the fuel tank on. (Picture 4)



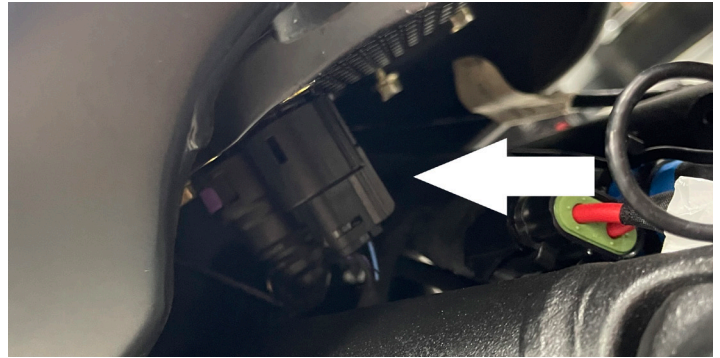
Picture 4

6. Remove the fuel line by pushing the yellow tab towards the front of the motorcycle. Pull upwards on the fuel line to get it off of the barb. It is a good idea to place rags around the line before removing it, as some fuel may leak out of the line. (Picture 5)



Picture 5

7. Lift the rear of the fuel tank and disconnect the fuel pump connector. (Picture 6)



Picture 6

8. While lifting the rear of the fuel tank, pull backwards to get it off the rubber isolators. (Picture 7)



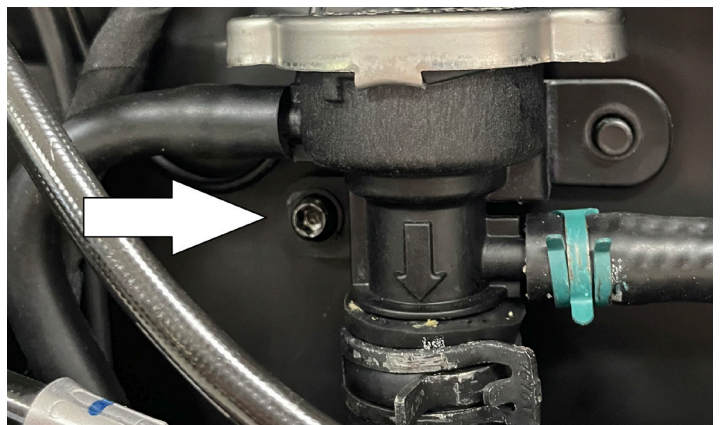
Picture 7

9. Set the fuel tank aside.

Removing the Stock Air Intake

1. Remove the plastic cover from the front left of the bike.

2. Remove the radiator fill cap from the intake, leave it hanging in the area. (Picture 8)



Picture 8

3. Lift up on the rear of the intake to remove it from the throttle body (there is no clamp holding this on).

4. Remove the rear breather hose from the rear head. (Picture 9)



Picture 9

5. While lifting the rear of the intake, pull backwards to remove it from the front isolators. This will remove the front breather hose from the head.
6. Set the stock intake aside.

Installing S&S Air Filter

1. Install T fitting into S&S filter.
2. Install OEM front breather hose on T fitting, make sure it is oriented correctly.
3. Cut the provided breather hose to 5.25 inches and install it on the T fitting. (Picture 10)



Picture 10

4. Ensure the band clamp is oriented facing the left side of the bike and tighten it till you can barely spin it around on the filter. (Picture 11 on page 4)



Picture 11

5. Install breather hoses to front and rear cylinder head.
6. Push the filter onto the throttle body with the S&S logo towards the front of the bike, make sure the filter is straight in line with the bike and seated all the way onto the throttle body. (Picture 12)



Picture 12

7. Using 1/4" ratchet with extension and 8mm socket, tighten the band clamp onto the throttle body. (Picture 13)



Picture 13

8. Wiggle the filter around to ensure it is on there snug.

Installing the Radiator Fill Cap Bracket

1. Remove the left side rubber cap from the post.
2. Install the radiator fill cap onto the bracket with two M6 screws and locknuts and tighten.
3. Loop the top hole onto the post and slide the rubber cap back onto it (See Picture 13)



Picture 13

4. Make sure the front of the bracket is clear of all wires and tubes.
5. Mount the front of the bracket with the plastic cover onto the frame. Snap the plastic cover back into place. (See Picture 14)



Picture 14

Fuel Tank Assembly

1. Make sure the vent line is rotated toward the rear of the tank. (See Picture 15)



Picture 15

2. Carefully guide the front of the tank onto the isolators on the frame. A little bit of silicone lube on the rubber isolators will help slide it on easier. Make sure the tank is pushed all the way forward.
3. Guide the fuel line down through the frame and re-attach it to the barb. Push the yellow clip back around it, you will hear it click into place.
4. Re-attach the fuel pump connector.
5. Re-attach the vent line.
6. Install the two rear bolts of the tank and tighten.
7. Install the rubber cover, antenna and beauty cover onto the tank.
8. Install the plastic cover on the rear of the tank. Make sure everything is clipped down into place.
9. Install the seat

Riding Break In Period

1. The bike will take around 25 miles of riding for the electronic throttle and fuel control to learn the change in air flow. Take the bike out on the road for a normal drive cycle. During this relearn period a cut in engine power at higher RPM may be encountered.