VOGE 800 RALLY

PERFORMANCE AIRBOX / INSTALLATION GUIDE

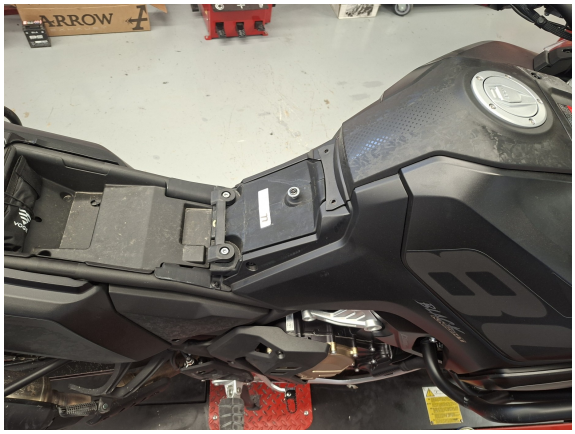
> **ECU REMAPPING REQUIRED**
> Installation requires ECU remapping matched to the modified intake system. Complete the remapping before returning the motorcycle to service.

Before starting: Read the complete guide. Installation must be carried out by a qualified technician. Switch the ignition OFF, securely support the motorcycle and observe fire-safety precautions whenever the fuel system is opened.

01 Remove the seat

Remove the seat to expose the upper bodywork and rear mounting area.

Keep removed screws, clips and spacers grouped by location for reassembly.



Seat removed; upper mounting area exposed.

02 Remove the side protection / outer panels

Remove the outer side components required for access. Retain all OEM screws, clips and spacers.



Side protection / outer panels.

03 Remove the upper fuel-tank trim

Remove the trim around the fuel-filler area. Release all fasteners and locating tabs carefully.

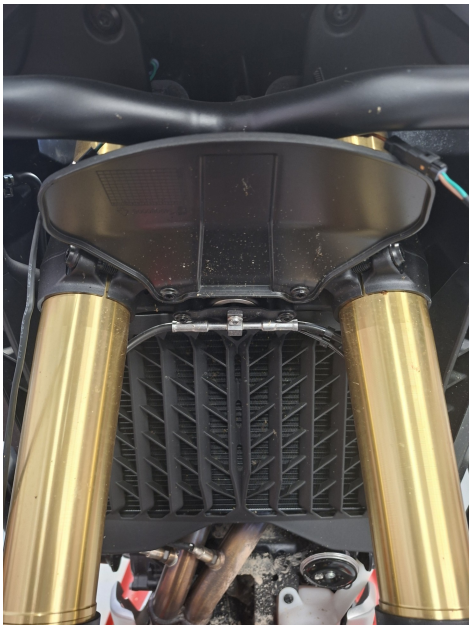


Upper fuel-tank trim.

Front bodywork & mountings

04 Remove the front / upper covers

Remove the front and upper cover components required to access the air-intake and fuel-tank area.



Front / upper cover reference.

05 Remove the fuel-tank side panels

Remove the remaining side-panel fasteners and the panels around the fuel tank.



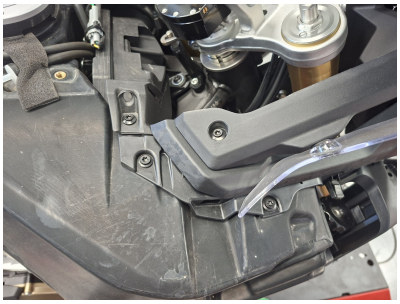
Panel fitted.



Panel removed.

06 Remove the front mounting fasteners

Remove the OEM mounting fasteners shown. Keep all original hardware for reassembly.



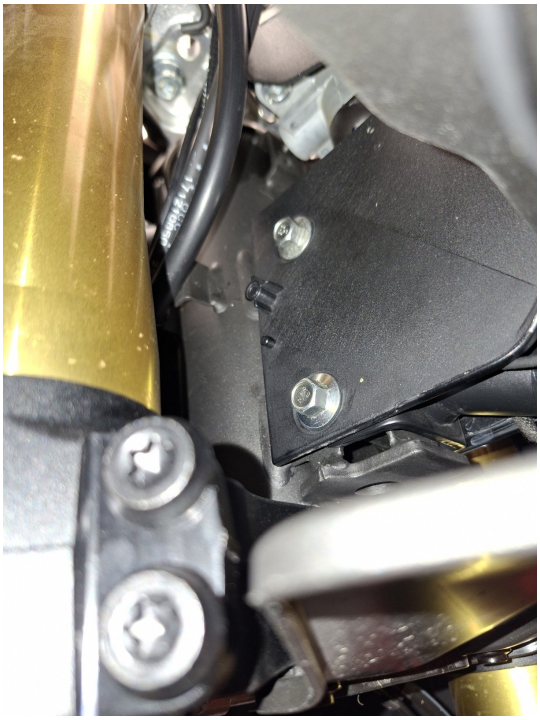
Mounting area.



Detail.

07 Remove the headlight mounting bolts

Support the headlight assembly before removing the mounting bolts shown.



Headlight mounting-bolt reference.

Intake ducts, fuel tank & rear access

08 Remove the rubber air-intake ducts

Remove the rubber ducts to provide clearance for fuel-tank removal. Avoid tearing or permanently deforming the ducts.

09 Remove the fuel tank - OEM VOGE procedure

Reference: VOGE LX800-2 / 800DSX Rally Service Manual, printed page 19/70. The numbered bolts below refer to the diagram in that manual.

9.1 Release and remove the left/right inner plates and supports needed to access the tank mounting points.

9.2 Following the OEM diagram, loosen bolts 23 and 25, then bolt 24. Release the attachment between the coolant filling-port assembly and the fuel tank.

9.3 Carefully lift the tank only enough to access the connections underneath. Do not pull it away while hoses or electrical connectors remain attached.

9.4 Disconnect the fuel-hose joint and the fuel-pump electrical connection underneath the tank.

9.5 Disconnect the fuel-cap overflow hose, EVAP hose, fuel-level sensor and remaining electrical connector(s).

9.6 Once all hoses and electrical connections are released, remove the complete fuel-tank assembly.

> **REASSEMBLY & OEM TORQUE**
> Restore all hoses and connectors to their correct positions. Do not pinch or compress hoses, and do not interchange the overflow and EVAP hoses. **Fuel-tank mounting bolt M8: 22 N·m.**

10 Clear the rear mounting area

With the fuel tank removed, release the rear / under-seat fastener(s) required for removal of the OEM intake assembly.

OEM source:
VOGE LX800-2 Service Manual
www.voge.hu/sm-voge-800dsx-bike.pdf



Rear / under-seat mounting area.

Airbox replacement

11 Identify the OEM / NoBrand mounting point

The left photograph shows the original mounting area. The right photograph shows the corresponding NoBrand mounting point. Reuse the original OEM bolt here.



OEM mounting area, before removal.



Corresponding NoBrand mounting point.

12 Remove the OEM airbox

Release the OEM intake connections and carefully remove the original airbox. Immediately protect the exposed engine intake openings against dirt, loose hardware and other foreign objects.

13 Install the NoBrand Performance Airbox

Position the airbox in the frame and align both intake boots with the throttle bodies. **Reuse the original OEM airbox mounting bolts and OEM intake clamps.** Check that both boots are fully and evenly seated. Do not fully tighten the mounting bolts until the assembly is correctly aligned without preload or distortion.



NoBrand airbox mounting detail.



Airbox aligned in the frame.

Final inspection

14 Verify the final installed position

The completed installation should match the reference photograph. Check the filter, both intake boots, OEM clamps and clearance around the assembly.



CHECK BEFORE REFITTING THE TANK

Intake boots
Both boots are fully and evenly seated on the throttle bodies.

OEM clamps
Clamps are correctly positioned and secure at both connections.

Filter position
The filter is correctly positioned in the installed airbox.

Clearance
The airbox clears the frame, wiring, hoses and surrounding components.

> **INTAKE SEALING**
> Correct sealing at both throttle-body connections is essential. Recheck the boots and clamps before refitting the tank.

Reassembly and final checks

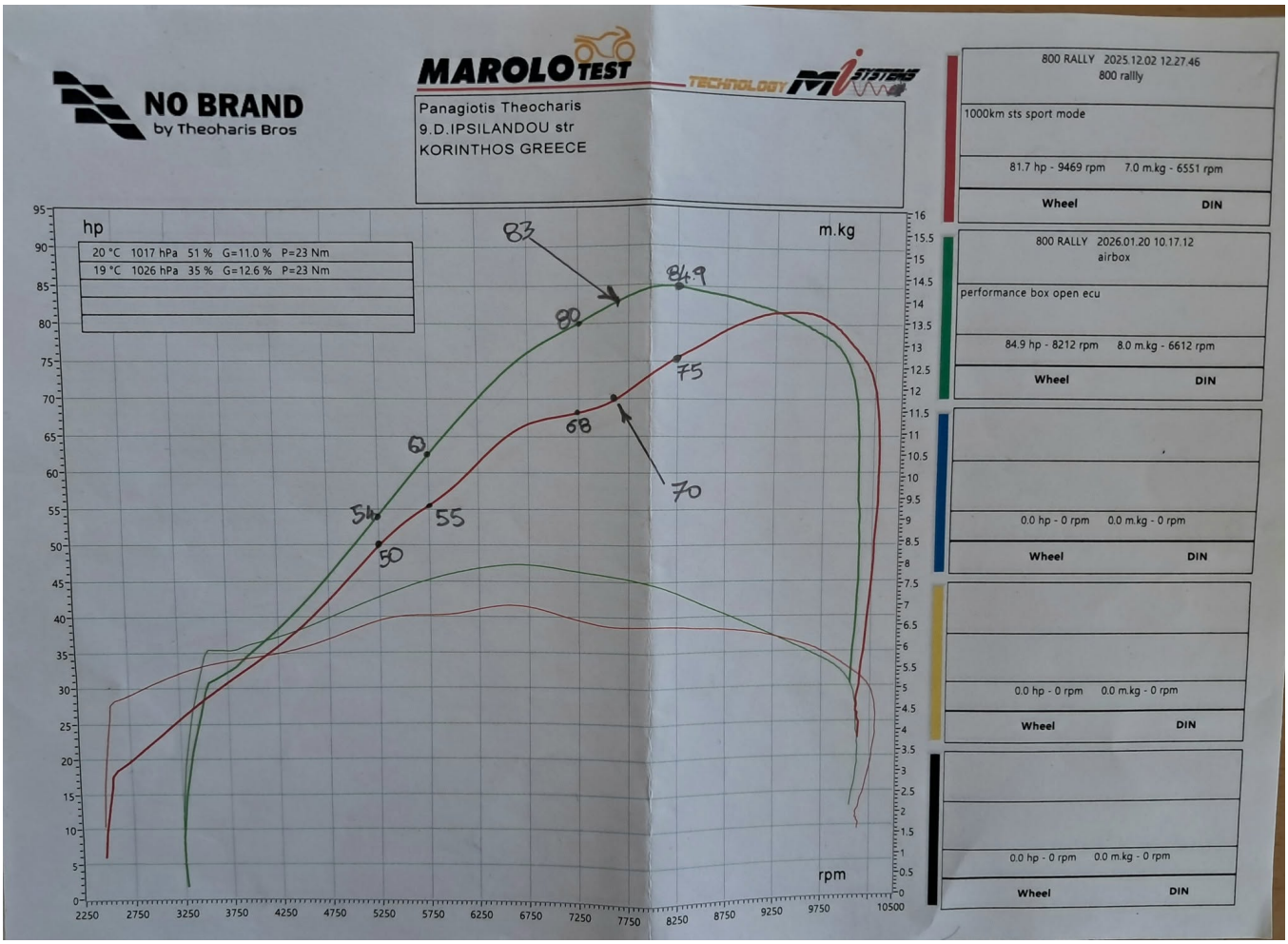
Reinstall the fuel tank and OEM body components in reverse order. Follow the OEM reconnection procedure and use **22 N·m for the M8 fuel-tank mounting bolt.** Verify all intake connections, clamps, fasteners, fuel / EVAP / overflow hoses and electrical connectors. Check that no wiring is trapped and no tools or loose hardware remain in the intake area.

> **ECU REMAPPING - REQUIRED**
> Confirm that the ECU remapping has been completed and that the calibration is matched to the installed Performance Airbox.

Start the engine and inspect for fuel leakage, abnormal intake noise, air leakage, warning indications or contact with surrounding components. **Stop the engine immediately if an abnormal condition is detected.**

Performance results - dyno test

Both measurements were taken on the **same motorcycle**, before and after installation of the NoBrand Performance Airbox and the required ECU remapping. The recorded change reflects the **combined airbox installation and ECU remapping**. Values are wheel measurements with DIN correction, as shown on the original test sheet.



Original development test sheet. Peak power and peak torque occur at the engine speeds stated below.

TEST CONDITION	PEAK POWER	PEAK TORQUE
BEFORE Reference configuration	**81.7 hp** at 9,469 rpm	**7.0 m·kg** at 6,551 rpm
AFTER Performance Airbox + ECU remapping	**84.9 hp** at 8,212 rpm	**8.0 m·kg** at 6,612 rpm

Results are specific to this test and may vary with motorcycle configuration, ECU calibration, fuel, environmental conditions and measurement method. Torque notation follows the original test sheet.

Product information & support: www.nobrand-parts.com