

INSTRUCTIONS FOR JENKS BOLTS' UNIFILTER TO THE TRIUMPH BONNEVILLE FAMILY OF TWIN CYLINDER ENGINES



Introduction

The standard Triumph paper air filter, like all paper filters, gets more and more restrictive as it ages. As well as filtering out dust it provides much inlet sound adsorption.

A much better, and in the long term, cheaper, alternative is the Unifilter: the Unifilter uses "Open Cell" Polyurethane Foam, wetted with specially developed filter oil.

Does it Work?

On a Dynotech Dynamometer the difference between the standard air filter and inlet and a Unifilter and no snorkel on the Jenks Thruxton was 6bhp at 4000rpm – that is a **15% gain**.

How does it work?

Fully reticulated (open pore) foam is a honeycomb of tiny, interlocking cells of uniform size, which together create an impossible journey for dirt particles as there are no straight-through passageways. Each passageway (16 to 25 mm long) can be likened to hundreds of very small centrifugal/oil bath filters connected one to another. In this way, foam traps and holds the particles throughout the entire volume of foam. This is why they are referred to as "full depth" filters, in contrast to the paper or gauze elements, which are screens, or "surface type" filters. As the outer surface become loaded with dirt particles, the wetted cells down stream start trapping dirt, allowing the entire thickness to be utilized. This prevents surface loading or air restriction for 80% of the service life of the air filter element. When the filter is sufficiently dirty, it can be washed, re-oiled, and re-used a number of times.

Application

Bonneville, Thruxton and T100: **UFI 01**

Bonneville America and Speedmaster: **UFB 01**

Make sure you have the right filter: once oiled they cannot be exchanged!

Fitting Instructions

Oil the filter. Pour about 20ml of the oil supplied oil into a small beaker or cup and using a paint brush sparingly wipe oil evenly on the inside and outside surfaces of the Unifilter. The idea is to make an even coating, but DO NOT soak the filter. Blot the surface of the filter with a kitchen towel to remove any excess oil. Leave the filter overnight and re-blot the filter. If you over oil the filter the bike will run very rich and the excess oil will drain out into the airbox and fill the drain tube. Cleaning out the airbox is tedious and messy!

Follow the instructions in the Triumph handbook for removing the stock air filter. The fit between the filter body and the frame tube on the Bonneville, Thruxton and T100 is tight. Slip a thin card between the filter and frame to make removal easier. Replace the stock air filter with the Unifilter and re-assemble the bike.

With the additional airflow the main jets can be increased in size by a small amount, but a free flow exhaust is needed for maximum effect. Provided free flow exhausts have been fitted removal of the rubber "snorkel" from the air filter cover will further improve air flow. See www.triumph-bonneville.com for our data sheet on jetting.

Oil and Re-oiling

Under normal conditions every 2000 miles or 3000km remove the filter and check for dust and damage. If the filter is dirty or the oil has dried then wash the filter. First spray both sides of the filter with a detergent designed to clean foam filters, or if that is not available, a good bike cleaner detergent. Rinse the filter in a bucket of warm water, repeat if needed and rinse again until there is no trace of detergent left on the foam. Take care not to tear the foam. Allow the filter to dry in a warm room or at 30C over night: **do not force dry in an oven!**

We supply the Unifilter with a bottle of specially packaged Bel-Ray filter oil, to get you started. Shipping Unifilter Brand oil in small packs from the USA is not cost effective. Re-oil using any suitable foam filter oil available locally: good brands include Castrol, and Bel-Ray. They are available from bike dealers who sell bikes for motocross, off road and other competition applications. We recommend using the oil in spray cans, which make re-oiling much easier.

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