



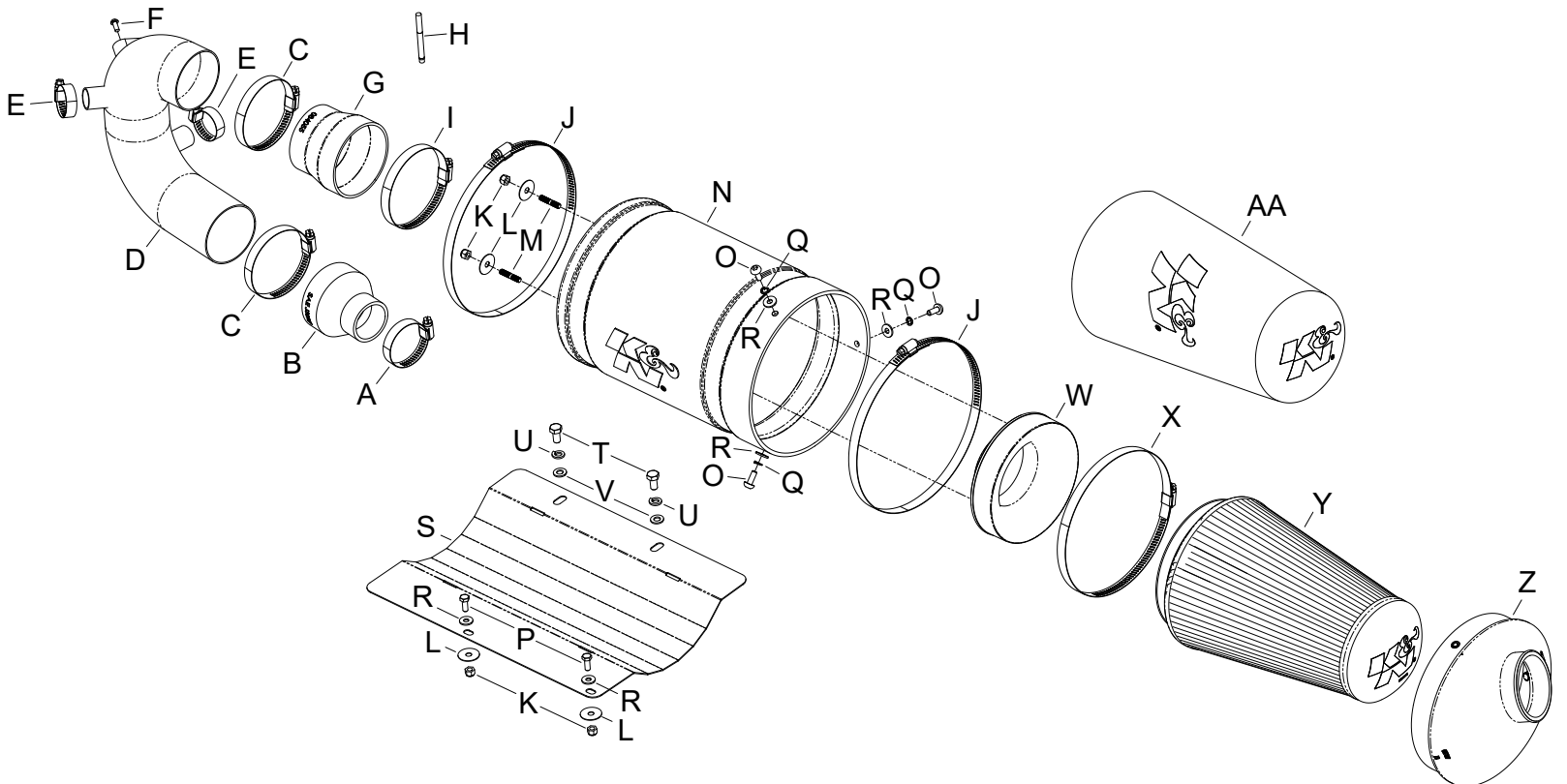
INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL.

INSTALLATION INSTRUCTIONS

57-1136
POLARIS
2016-19 RZR XP Turbo
924CC Turbo

TOOLS NEEDED:

- ratchet
- extension
- 3/4" wrench
- flat blade screw driver
- 4mm allen
- t40 torx
- 10mm socket
- 13mm socket
- 10mm wrench



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #28	1	08483	J HOSE CLAMP; #128, SS	2	08558	S BRACKET, TRAY	1	064338
B HOSE; STEP, 1-3/4"ID	1	08667	K NUT; 6MM NYLOCK, HEXHEAD	4	07512	T BOLT; 8MM-1.25 X 16MM	2	07844
C HOSE CLAMP #48	2	08601	L WASHER; 1"D X 1/4 HOLE	4	08160	U WASHER, M8 SPLIT LOCK ZINC	2	1-3036
D INTAKE TUBE	1	27665TK	M STUD, 6M-1 X 30 DBL ENDED	2	1-107	V WASHER; 8MM, FLAT, SS	2	08272
E HOSE CLAMP #16	2	08413	N CANISTER (LC)	1	087328A	W ADAPTER; UNIVERSAL, 6"	1	21512-1
F BOLT; M5 - 0.8 X 12MM B/H, SS	1	07734	O BOLT; M6 X 1.00 X 16MM, SS	3	07730	X HOSE CLAMP; #104, SS	1	08697
G HOSE; 3-1/2" TO 3" ID X 3" L	1	084055	P BOLT; 6MM-1.00 X 16MM, SS	2	07812	Y FILTER CHARGER	1	RU-5064
H 2ML, MEDIUM STRENGTH	1	482	Q WASHER, M6 SPLIT LOCK ZINC	3	1-3025	Z LID (LB)	1	087327A
I HOSE CLAMP #56	1	08620	R WASHER; 6MM FLAT, SS	5	08269	AA EXTREME DUTY PRECLEANER	1	973804

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicles anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



2. Release the locking lever and Remove the (rear) seats from the vehicle and set aside. Remove the eight bolts shown that secure the rear panels.
NOTE: Six of these bolts will be reused in a later step.



3. Pull back the inner lower corners of the back panels to gain access and remove the two air filter housing mounting bolts.



4. Release and lift off the engine cover.



5. Loosen and remove the two hose clamps that secure the fresh air and clean air ducts to the air filter housing. Remove the air filter housing from the vehicle.

NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



6. Release the clamps that secure the BOV hose and crank case vent hose to the intake tube and then disconnect the hoses from the tube.



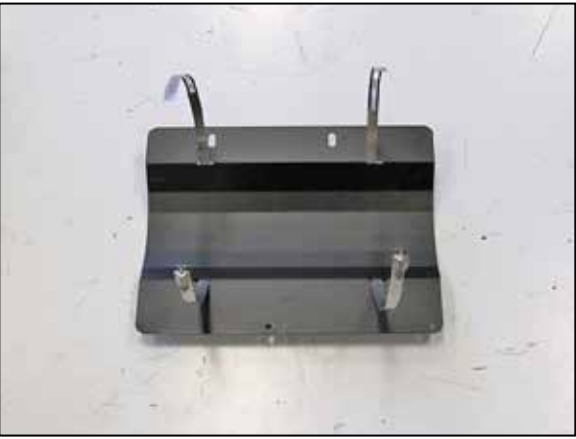
7. Release the clip securing the inlet temperature sensor electrical connection and then disconnect the sensor electrical connection.



8. Loosen the hose clamp securing the intake tube to the turbo inlet and then remove the tube from the vehicle.



9. Remove the two nuts and bolts shown that secure the heat shielding to the chassis.
NOTE: On some models there may be a lip on the drivers side of the heat shield which will need to be folded flat.



10. Install the two provided large hose clamps through the filter base plate as shown.



11. Install the filter base plate assembly as shown using the provided hardware.



12. Reinstall six of the eight bolts removed in step #2. Reinstall the seats.

NOTE: the two upper air filter housing bolts will not be reused and the locations left blank.



13. Install the two provided 6mm studs into the radius filter adapter as shown.

NOTE: Be sure to add a drop of the provided thread locker to each stud before installing into the adapter.



14. Install the adapter assembly into the K&N® air filter and secure with the provided hose clamp.



15. Install the filter assembly into the K&N® filter canister and secure with the provided hardware.



16. Install the end cap into the canister and secure with the provided hardware.



17. Install the filter canister assembly onto the mounting tray and connect the fresh air inlet hose. Adjust the canister and hose for best fit and then secure the canister and hose with the hose clamps.
NOTE: Due to differences in the production factory foil heat shield, the heat shield may need to be reformed to allow the canister and fresh air hose to fit together.



18. Install the provided coupler hose (084055) onto the filter adapter and secure with the provided hose clamp.



19. Install the provided coupler hose (08667) onto the turbo inlet and secure with the provided hose clamp.



20. Remove the inlet temperature sensor from the factory intake tube.



21. Install the inlet temperature sensor into the K&N® intake tube and secure with the provided hardware.



22. Install the K&N® intake tube into the coupling hoses, align for best fit and then secure with the provided hose clamps. Reconnect the inlet temperature sensor electrical connection and connect the BOV hose and crank case breather hoses. Secure the hoses with the provided hose clamps.



23. Reinstall the factory engine cover.

24. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

25. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

26. It will be necessary for all K&N® high flow intake systems to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

ROAD TESTING:

1. Start the engine with the transmission in neutral or park, and the parking brake engaged. Listen for air leaks or odd noises. For air leaks secure hoses and connections. For odd noises, find cause and repair before proceeding. This kit will function identically to the factory system except for being louder and much more responsive.

2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.

3. If road test is fine, you can now enjoy the added power and performance from your kit.

4. K&N Engineering, Inc., requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean and re-oil, purchase our filter Recharger® service kit, part number 99-5050 or 99-5000 and follow the easy instructions.

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