



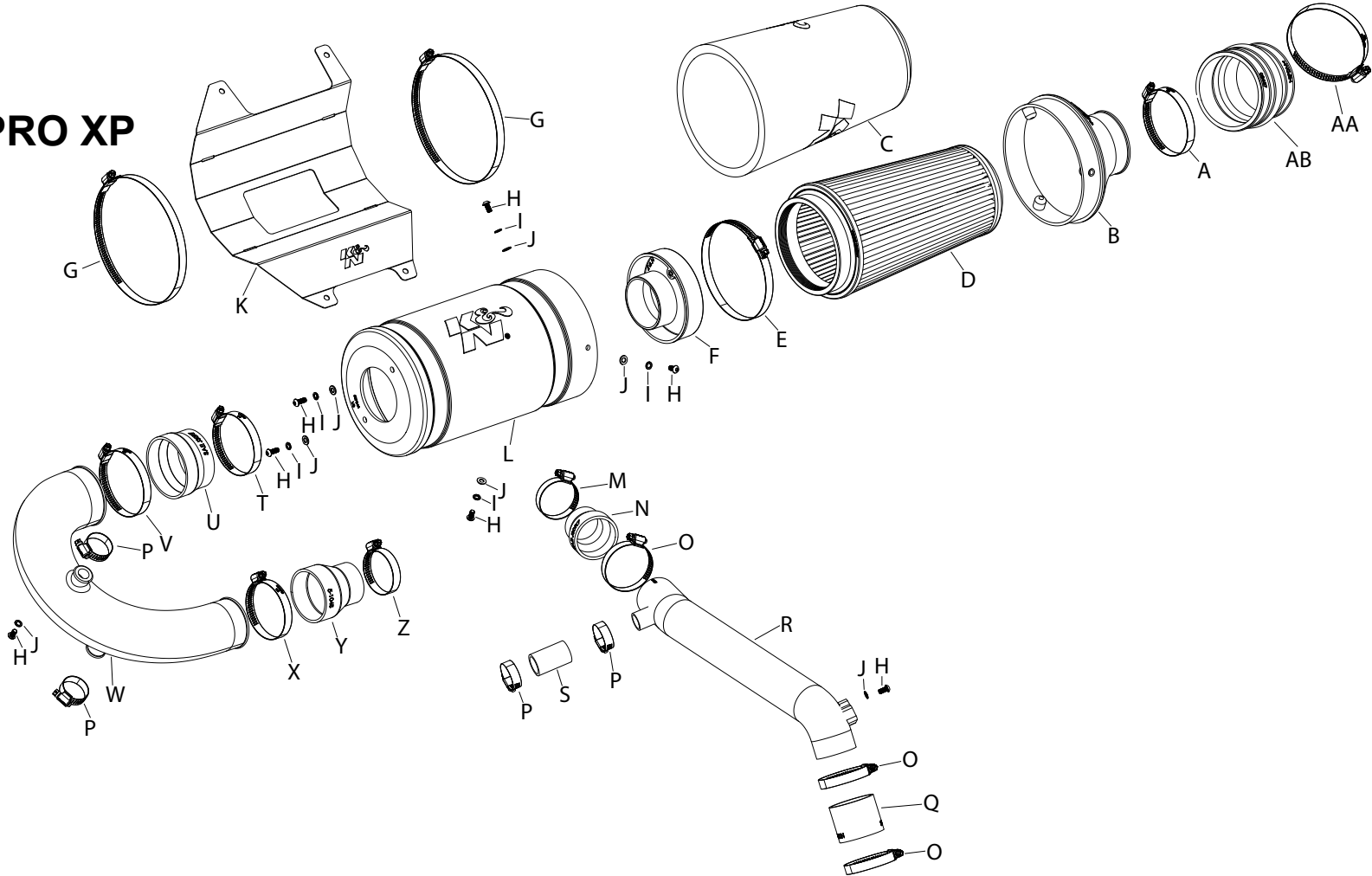
# AIRCHARGER®

## HIGH-FLOW INTAKE KITS

NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.  
See knfilters.com for CARB status on each part for a specific vehicle

### INSTALLATION INSTRUCTIONS

**63-1146**  
**POLARIS**  
**2020-22 RZR PRO XP**  
**925CC**



**TOOLS NEEDED:**

- Flat blade screw driver T25torx
- T30torx
- T40torx
- 10mm socket
- 11mm deep socket
- Extension
- Ratchet
- 10mm wrench
- 4mm allen key
- Cutters

**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP; #60	1	08624	J WASHER, M6 SPLIT LOCK ZINC	7	1-3025	S HOSE; 1"ID X 2.5"L	1	5-1095
B LID; LR, XLHDPE	1	087345A	K TRAY; MILD STL	1	073303	T HOSE CLAMP; #48	1	08601
C FILTER WRAP	1	25-5168	L CANISTER; LQ, XLHDPE	1	087344A	U HOSE; 3.25"ID TO 3"ID X 2"L	1	08186
D AIR FILTER	1	RU-5065XD	M HOSE CLAMP; #28	1	08483	V HOSE CLAMP; #52	1	08610
E HOSE CLAMP; #80	1	08694	N HOSE; 1.75"ID TO 2.25"ID	1	08682	W TUBE; OD XLHDPE	1	087471
F ADAPTER; FILTER	1	21569	O HOSE CLAMP; #36	3	08530	X HOSE CLAMP; #44 STAINLESS	1	08560
G HOSE CLAMP; #116	2	08647	P HOSE CLAMP; #16	4	08413	Y HOSE; 2.75"ID TO 2"ID X 3L	1	5-1045
H BOLT; M6 X 1.00 X 16MM	7	07730	Q HOSE; SILICONE 2.25X2"	1	5-222N	Z HOSE CLAMP; #32	1	08507
I WASHER; 6MM FLAT	5	08269	R TUBE; 2.25"OD X 20"L	1	25846C	AA HOSE CLAMP #56	1	08620
						AB HOSE; HUMP 3.25"ID	1	08657

**If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.**

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

**TO START:**

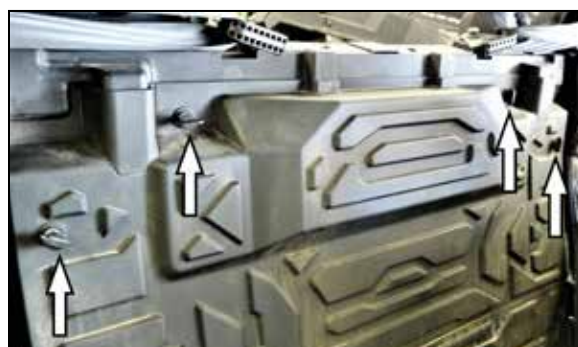
1. Turn off the ignition and disconnect the negative battery cable.  
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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. Remove the four bolts that secure the cargo box and then remove the cargo box from the vehicle.



3. Pull the release and then remove the passenger seat from the vehicle.



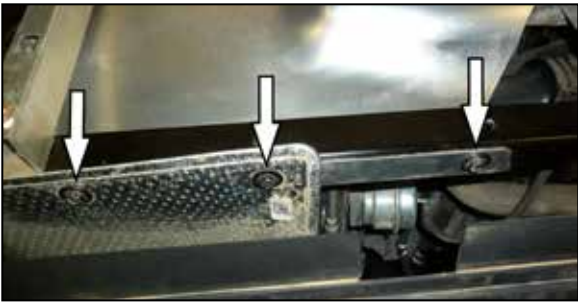
4. Slide the driver's seat forward to access the rear engine panel. Release the four quarter turn fasteners and then remove the access panel.



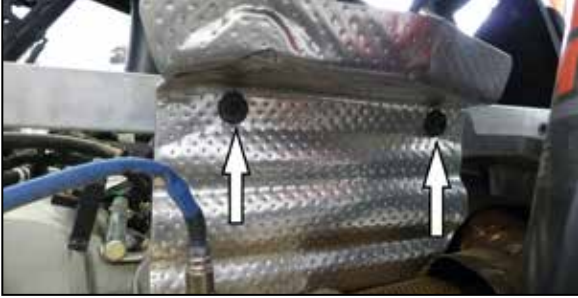
5. Loosen the hose clamps that secure the fresh air and intake tubes to the air filter housing. Remove the tubes from the air filter housing.



6. Remove the two bolts that secure the air filter housing to the chassis and then remove the housing from the vehicle.



7. Remove the three bolts shown that secure the heat shield.



8. Remove the two heat shield bolts shown.



9. Remove the last remaining heatshield bolt shown and then remove the heat shield by sliding it to the right and then out.



10. Loosen the hose clamp the secures the intake tube to the turbo and then disconnect the sensor electrical connection.



11. Loosen the two one-time use clamps that secure the vent hoses connected to the intake tube. Then disconnect the vent tubes from the intake tube and remove the intake tube from the vehicle.



12. Loosen the one-time use clamp that secures the BOV to the charge pipe and then separate the BOV from the charge pipe.



13. Remove the bolt that secures the charge pipe sensor and then remove the sensor from the vehicle.



14. Loosen the hose clamps that secure the charge pipe and then remove the charge pipe from the vehicle.



15. Install the provided coupler onto the throttle body and secure with the provided hose clamp.



16. Install the provided step coupler onto the turbo outlet and secure with the provided hose clamp.



17. Install the K&N charge pipe, adjust the pipe for best fit and then secure with the provided hose clamp.



18. Install the Charge pipe sensor into the K&N charge pipe and secure with the provided hardware. Reconnect the electrical connection.



19. Using the provided hose and clamps, connect the BOV valve to the charge pipe.



20. Install the provided step coupler onto the turbo inlet and secure with the provided hose clamp.



21. Remove the sensor from the factory intake tube and then install it into the K&N intake tube using the provided hardware.



22. Install the K&N intake tube into the coupler at the turbo inlet but do not tighten the hose clamp at this time.



23. Install the radius filter adapter into the K&N air filter and secure with the provided hose clamp.



24. Install the K&N pre-filter onto the air filter as shown.



25. Install the filter assembly onto the K&N air filter housing and secure with the provided hardware.



26. Install the filter housing top and secure with the provided hardware.



27. Install the two filter clamps into the housing bracket as shown.



28. Install the filter housing onto the mounting bracket and secure with the provided hose clamp.



29. Install the provided coupler onto the filter housing inlet and secure with the provided hose clamp.



30. Install the filter housing assembly into position using just the upper mounting bolts, do not tighten the bolts.



31. Install the intake tube into the coupler on the housing, align for best fit and then tighten both hose clamps.



32. Reinstall the factory heat shield, secure the canister and heat shield with the provided and factory hardware. Note: Fully tighten all hardware.



33. Install the fresh air intake duct onto the housing inlet and secure with the provided hose clamp. **Note: for 2021 and later models, see steps 33a. through 33c.**



33a. On 2021 and later models it will be necessary to remove the complete fresh air supply duct from the vehicle and then remove the coupler adhered to the duct using a knife or screwdriver. It may also be helpful to use a heat gun.



33b. Install the provided hump coupler onto the filter inlet and secure with the provided hose clamp.



33c. Reinstall the fresh air intake duct and secure it to the air filter housing using the provided hose clamp.



34. Reconnect the IAT sensor electrical connection and then reinstall the access panel and secure with the factory quarter turn fasteners.



35. Reinstall the passenger seat.



36. Install the vent lines onto the intake tube and secure with the provided hose clamps.



37. Reinstall the cargo box and secure with the factory hardware.

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

39. 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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