

SLP High Flow Air Horn Intake Kit

for Polaris XC Edge Models

Read instruction completely and carefully before attempting installation.

1. Remove stock air box top from sled.
2. Remove and discard inner air horn/shelf/foam assembly from air box.
3. Remove coils from air box top.
4. Remove stock air inlet horn by cutting fastener darts below the head and then pushing the dart body through the hole.
5. Cut out paper template provided around outside border. Set template on top of stock air box top and roughly align with the outside edges. Using 3 sharpened pencils, puncture paper template hole positions to precisely align paper template with stock air box top. With pencils in place, tape paper template to air box top. Using a razor knife (with extreme care), cut out large hole in paper template using enough pressure to transfer a line onto stock air box top.
6. Remove paper template and cut along scribe line using a jig saw. Debur inside and outside edge of the new hole.
7. Run a bead of silicone sealer around the underside of SLP Intake Bezel Ring. Set SLP Intake Bezel Ring in hole in stock air box top and align flat trimmed side with front edge of air box top.
8. Using holes in SLP Intake Bezel Ring as a guide, drill (4) 3/16" holes in stock air box top. Attach ring to air box top using 4 plastic rivets provided.
Helpful Hint: Drill one hole, rivet, then proceed with the next hole until SLP Intake Bezel Plate is firmly attached.
9. Thoroughly clean the inside of the air box top then re-install top back onto stock box in sled. Change of carburetor jetting required, see jetting note below.
10. Using special seal provided, remove adhesive backer and attach to hood in the flat area around stock intake (see illustration #1).
11. With the hood in open position, place SLP High Flow Air Horn with wide portion of flange up. Using holes in SLP High Flow Air Horn as a guide, drill (3) 3/16" holes and attach High Flow Air Horn to bottom of hood with plastic rivets included (see illustration #2).
12. Close hood and insure proper fit.

Jetting Note: Due to increased air flow capability a change in carburetor jetting is required (most configurations require +2 sizes on the main jet some may also require one step richer needle e-clip position).

Illustration #1



Illustration #2



