

High Flow Outside Draw Air Box Conversion Kit

For all 2000 ZR, 2001-2002 800 and 2003 900 ZR

Carb Models ONLY

Installation Instructions:

Read instructions completely and carefully before attempting installation.

1. Remove lid from tool kit located on top of stock air box.
2. Remove tools from tool kit.
3. Unplug CDI box.
4. Remove 3 screws that hold stock air box top to stock box bottom.
5. Lift stock air box lid from rear and pull out of stock air box bottom.
6. Remove inner horizontal baffle from stock air box bottom.
7. **Helpful Hint:** *At this time you may want to recalibrate your carburetors. This kit requires 2-3 sizes larger main jet and may require one step richer on needle e-clip position.*
8. Modify horizontal baffle by holesawing (4) 1½" holes in baffle (see illustration 1).
9. Replace baffle with the two stock air horns in place into stock air box bottom. Failure to use this horizontal baffle will result in a drastic increase in air intake noise.
10. Remove foam from bottom of stock air box lid.
11. Insert front tabs of stock air box lid into SLP conversion panel and set stock lid down on SLP conversion panel. Make sure that the tabs of the stock air box lid are fully inserted into the SLP conversion panel.
12. Turn assembly upside down and using a 17/64" drill bit, drill three holes in stock air box lid using holes in SLP conversion panel as a guide.
13. Remove stock lid from SLP conversion panel.
14. Assemble SLP conversion panel onto stock air box bottom by inserting tabs in SLP conversion panel into stock box loops.
15. Align SLP conversion panel in position with stock box threaded screw holes located at the rear of the stock air box bottom.
16. Using stock screws, fasten SLP conversion panel to stock air box bottom.
17. Insert front tabs of stock air box lid into SLP conversion panel.
18. Using holes previously drilled, fasten stock air box lid to SLP conversion panel with 3 plastic push through screw fasteners provided.
19. Plug in CDI box. Route wires so they will not cut or pinch during operation and using one plastic tie provided, tie wires from CDI to coolant hose.
20. Replace tools in tool kit.
21. Replace tool kit lid.
22. Set foam seal provided over SLP conversion panel inlets and tuck front side of foam down between stock air box lid hinges and SLP conversion panel inlets.
23. Tape paper template provided to flat area on hood below gauges and mark pilot holes with a center punch or scribe.
24. Pre-drill pilot hole to holesaw pilot drill size.
25. Using an 1¾" holesaw and pilot holes previously drilled, holesaw (6) 1¾" holes in flat area on hood below gauges. **Helpful Hints:** *A slow speed, battery powered drill is recommended. Also*

holesaw from the inside of the hood to eliminate any scarring from the holesaw.

26. Using SLP aluminum intake grill provided as a guide, align (6) 1¾" holes in hood and intake grate and drill 5 grill attachment holes 17/64". **Helpful Hint:** *Drill the center attachment hole first, insert one plastic push through screw fastener, tighten, then proceed to drill the other four attachment holes.*

27. Using 5 plastic push through screw fasteners, attach aluminum intake grill to hood. Push down on the aluminum grill with one hand while tightening screws with the other to achieve optimum hood to intake grill fit. (see illustration #2)

Tuning Requirements:

This cold air conversion kit increases the intake surface area by 30%. On typical applications, a **main jet increase of 2-3 sizes** is required. With some combinations **one step richer on needle e-clip position** may be required. After installation, carefully check you jetting calibrations by performing plug and piston checks prior to extended operation. Failure to do so may result in catastrophic engine failure that is not covered by SLP warranty policy.

ILLUSTRATION # 1

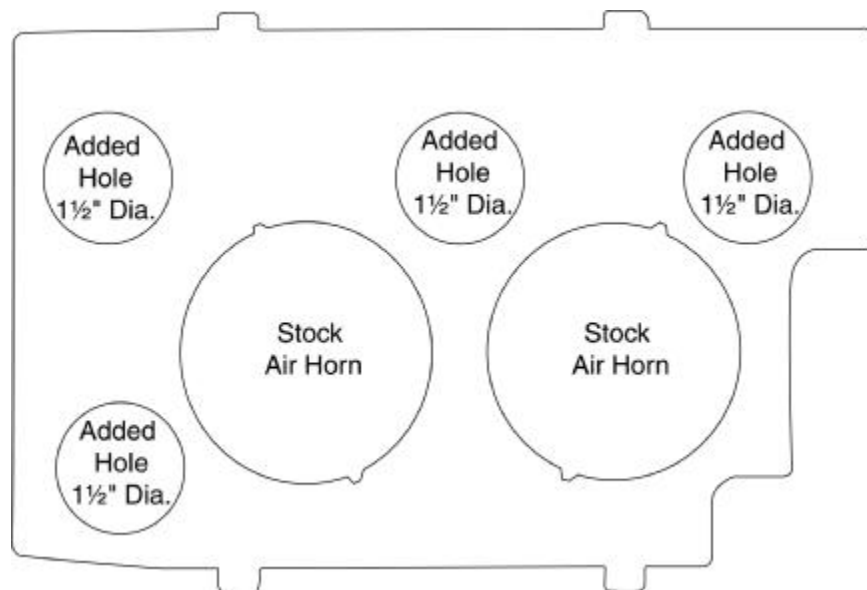


ILLUSTRATION # 2

