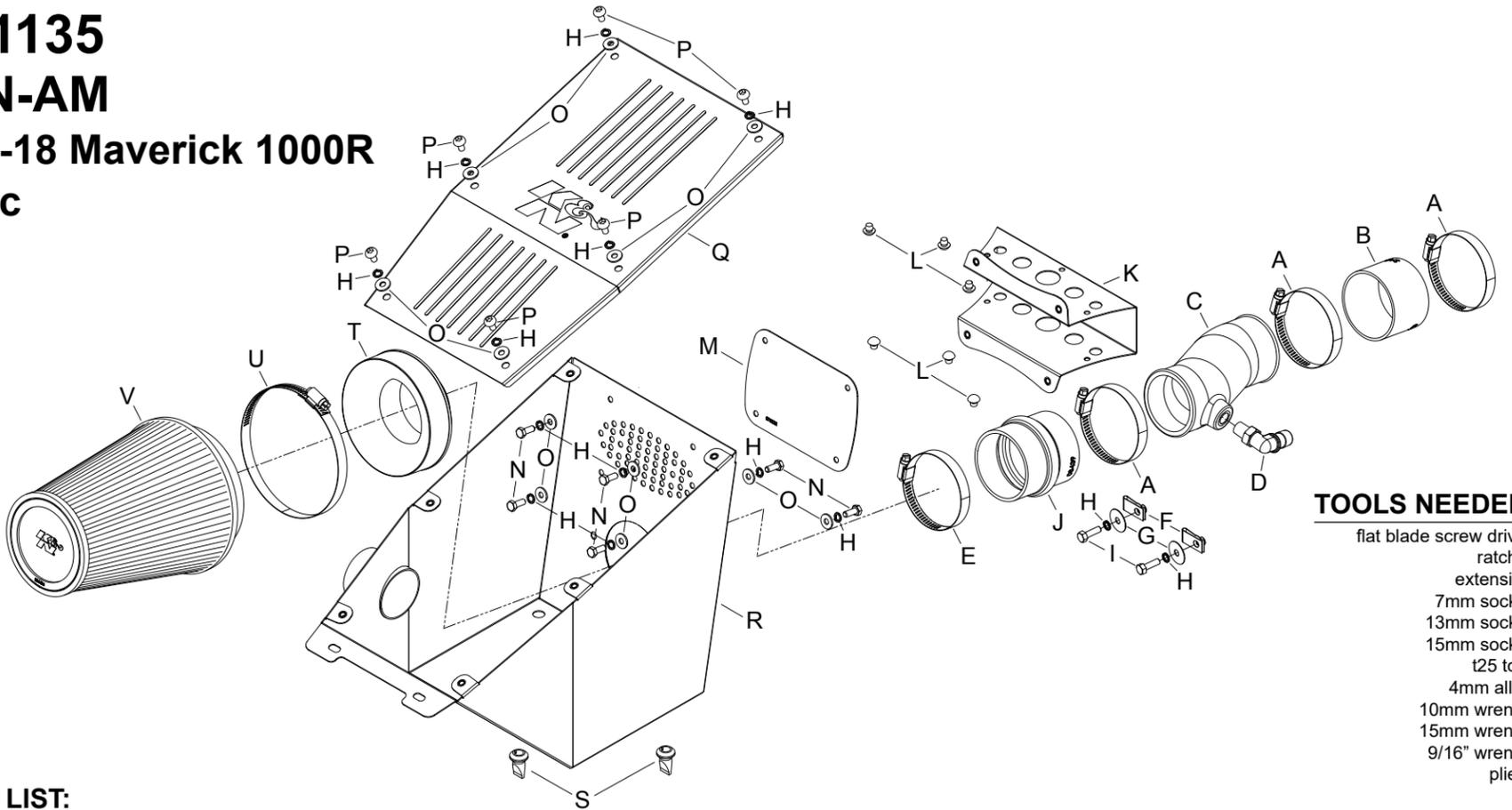




INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

INSTALLATION INSTRUCTIONS

57-1135
CAN-AM
2015-18 Maverick 1000R
976cc



- TOOLS NEEDED:**
- flat blade screw driver
 - ratchet
 - extension
 - 7mm socket
 - 13mm socket
 - 15mm socket
 - t25 torx
 - 4mm allen
 - 10mm wrench
 - 15mm wrench
 - 9/16" wrench
 - pliers

PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #44 STAINLESS	3	08560	I BOLT; M6 X 1.00" X 20MM HEX	2	07795	Q LID	1	073221
B HOSE; 2-3/4" ID X 2" L	1	08440	J HOSE; HUMP 3"ID X 2.5"L	1	087121	R HEAT SHIELD	1	073220
C INTAKE TUBE (KV)	1	087318A	K BRACKET; 63-1135, MILD STL	1	073223	S DRAIN VALVE, 0.500"	2	8-145
D VENT; 1/4NPT, 90DEG.,5/8"	1	08525	L PLUG, RUBBER FOR RX TOPS	6	08162	T ADAPTER; FILTER, 3.0"OD	1	21569
E HOSE CLAMP #48	1	08601	M BLOCK-OFF; 63-1135, MILD	1	073222	U HOSE CLAMP #80	1	08694
F NUT CLIP; 6MM-1"	2	07567	N BOLT; 6MM-1.00 X 16MM, SS	6	07812	V FILTER CHARGER	1	RU-2805XD
G WASHER; 1"D X 1/4 HOLE	2	08160	O WASHER; 6MM FLAT, SS	12	08269			
H WASHER, M6 SPLIT LOCK ZINC	14	1-3025	P BOLT; M6 X 1.00" 12MM, SS	6	07794			

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 two bolts and two plastic clips securing the center dash, then remove the center dash and set aside to gain access to the intake system.
NOTE: The dash will not come completely off of the vehicle as the ignition wires and switch wires are attached. Use caution so as not to disconnect any of the wiring.



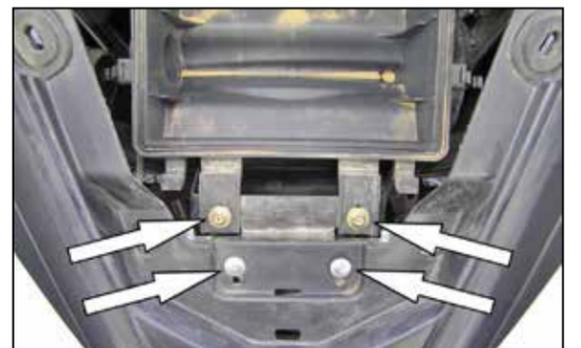
3. Loosen the hose clamp that secures the factory intake tube to the throttle body.



4. Remove the hood panel to access the air filter housing.



5. Release the clips which secure the upper air filter housing and then remove the upper air filter housing and air filter.



6. Remove the two rivets shown securing the upper body work to the chassis and then remove the two bolts securing the lower air filter housing to the chassis.
NOTE: drill out the center of the rivets with a 3/16" drill. The factory air filter housing bolts will be reused in a later step.



7. Remove the upper bumper bolts, remove the lower plastic bumper covers and then loosen the lower bumper bolt. Swing the bumper down/forward.



8. Remove the two lower grill mounting bolts.



9. Remove the four bolts securing the front body work.

NOTE: These bolts are located in the front wheel wells upper rear passenger and driver's side. They secure the outer body work to the inner black body work.



10. Reach through the driver's side wheel opening and locate the crank case vent hose attached to the rear of the air filter housing. Release the spring clamp and disconnect the crank case vent hose from the air filter housing.



11. Have an assistant lift up the front of the body work, then pull the air filter housing forward and disconnect the intake tube from the throttle body. Rotate the air filter housing counter clockwise 90° and guide it out through the opening in the body work to remove it from the vehicle.

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



12. Install the provided "J" nuts onto the chassis where the rivets previously secured the upper body work. Reposition the body work and secure with the factory bolts and hardware provided. Reinstall the bumper into position and secure with the factory hardware.



13. Install the provided coupler (08440) onto the throttle body and secure with the provided hose clamp.



14. Install the provided 90° fitting into the K&N® intake tube.

NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



15. Install the K&N® intake tube into the coupler hose at the throttle body, the vent fitting should be on the driver's side of the vehicle and on the front of the tube. Connect the crank case vent hose to the fitting installed into the K&N® intake tube and secure with the factory spring clamp.



16. Install the provided hump coupler (087121) onto the K&N® intake tube and secure with the provided hose clamp.



17. Install the six rubber bumpers into the holes of the air filter box mount as shown.

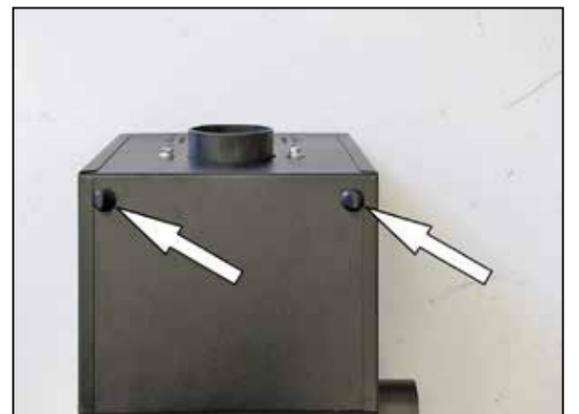


18. Install the K&N® air filter box mount over the frame cross member.

NOTE: The longer leg of the mount is to be on the bottom.



19. Install the radius adapter into the air filter box and secure with the provided hardware.



20. Install the two provided duck bills into the bottom of the air box.



21. Set the air box into position and secure it to the K&N® bracket with the hardware provided. Secure the front of the box with the factory air filter housing bolts removed earlier.

NOTE: If the vehicle is to be driven in extremely wet or muddy conditions install the provided block off which attaches with the rear mounting bracket bolts. If desired the air box can also be sealed up with silicon sealant or other similar methods.



22. Connect the fresh air intake hose to the air filter box and secure with the factory hose clamp.



23. Reinstall the center dash and secure with the factory hardware.



24. Install the K&N® air filter and secure with the provided hose clamp.



25. Install the K&N® air box lid and secure with the provided hardware.



26. Reinstall the hood panel.

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

28. 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.

29. 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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