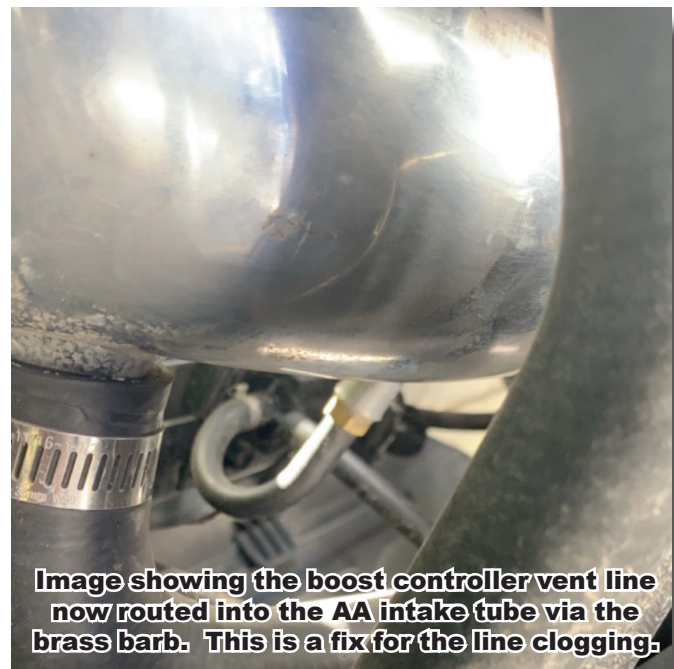




## 2016-21 RZR XP TURBO HIGH FLOW INTAKE

Thank you for purchasing your high flow intake tube from AA! We developed this intake tube to replace the factory one that necks down and can choke down airflow to the turbo. The factory tube is made from extremely cheap plastic with ribs inside of it. We want to supply as much air as possible which helps spool quicker and feed the air hungry turbo. This is a great addition for your stock turbo, but especially your tuned turbo. This intake tube also takes care of a factory problem which is the electronic boost controller bleed hose clogging. This hose can easily get clogged with mud and dirt. When that happens and flow is restricted, it can cause an over boost condition as the valve will not properly bleed off air as necessary to maintain the proper boost level commanded. Our intake tube routes this into it so no dirt can block it.

- Locate the factory intake tube on the drivers side of the vehicle going from the air box to the turbo
- Remove the crank case breather tube and diverter valve oetiker clamps with a side cutter or oetiker removal tool
- Unplug and remove your map sensor from the factory intake tube
- Go into the bed and remove your engine cover. Loosen the 2 clamps holding the intake tube in place (on the turbo & air box)
- Note - keep the 2 clamps around, you will re-use them
- Pull the factory tube off. You may need to use a pry bar on the turbo side of the tube as they are on tight. (Make sure clamps are loose enough also!)
- While you are in here... Check your turbo bearings. Wiggle the nut on the compressor wheel to make sure no abnormal free play is felt or that the turbo wheel has been contacting the housing.
- Install your MAP sensor with the supplied bolt on the AA intake tube
- Take the reducer coupler and install it on the turbo with the factory clamp
- Put a supplied 3" clamp on the other side of the coupler
- **\*\*Note\*\*** Use window cleaner or some type of lubricant on silicone couplers. This will help them slide into place, and easier to adjust.
- Install the other supplied 3" clamp the 90\* coupler, and the factory clamp on the intake tube (loosely, do not tighten yet)
- Install the tube into the turbo reducer coupler, then push the 90\* coupler on the air box (tight fit)
- You may need to adjust the height of the 90 degree coupler on the intake tube to get things right
- Verify that the intake tube has enough room for the clamp to fit on both couplers, then tighten all clamps
- Grab the intake tube and give it a little pull to make sure your work is secure
- Locate your electronic boost controller. This is a small black box fastened between the intake tube and firewall and has 2 lines running to it from the turbo/waste gate. The third line is a short line venting to atmosphere and sticking straight towards you. As a fix to a Polaris design, you want to vent that to the 1/8" brass barb into the intake tube and zip tie that line in place.
- Install your crank case vent and diverter valve hose (if running them)
- Plug your MAP sensor back in
- That's it, go ride!



**Image showing the boost controller vent line now routed into the AA intake tube via the brass barb. This is a fix for the line clogging.**