



POWERLID INSTALLATION INSTRUCTIONS

Part Number YA-6601-T

This filter fits: SEE CATALOG FOR CURRENT APPLICATIONS

Congratulations, you have purchased an X-STREAM™ POWERLID™, the latest filtration innovation from K&N, the recognized leaders in the performance filtration industry. The X-STREAM™ POWERLID™ is a pre-filter that is designed to increase the air-flow to the engine by eliminating the restrictive intake snorkels while at the same time, extending the service interval of the primary air filter. The X-STREAM™ POWERLID™ **MUST BE USED IN CONJUNCTION WITH A PRIMARY AIR FILTER AT ALL TIMES.** The X-STREAM™ POWERLID™ comes complete with the necessary carburetor components required to properly jet a stock machine. If the machine has any modifications such as a pipe or porting, the supplied jets may not be correct for this application, see Main Jet/Tuning Recommendations. Due to the limited size of the X-STREAM™ POWERLID™, it will require servicing more often than the primary filter typically does. For extremely rigorous conditions, the X-STREAM™ POWERLID™ is supplied with its own DRYCHARGER™ to extend the service interval for those extra long weekends in the desert. By cleaning, replacing or removing the DRYCHARGER™ and/or the X-STREAM™ POWERLID™, it should no longer be necessary to service the primary air filter in the field where the risk of engine contamination is at its highest. Please follow the separate DRYCHARGER™ instructions for installation onto the X-STREAM™ POWERLID™.



1. Remove the seat.



2. Remove all clips and hardware from front body shell.



3. Remove cover from front fuel tank.



4. Remove the fasteners from the front plastic shell that sits over the radiator and remove the plastic shell.



5. Remove bolt that fastens headlight and front fender to ATV.



6. Remove the front fender assembly.



7. Turn fuel petcock to the **OFF** position. Now remove the fuel line from the fuel tank.
NOTE: Be careful to catch any gas in a metal container for proper disposal.



8. Remove all fasteners from the fuel tank and remove the fuel tank.



9. Locate float bowl drain screw per ATV owners manual and drain the fuel from the carburetors.
NOTE: Be careful to catch any gas in a metal container for proper disposal.



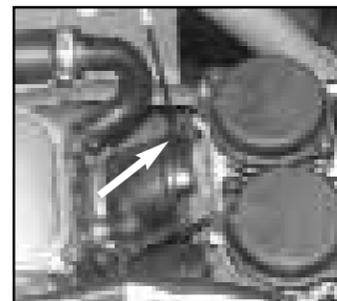
10. Remove the fasteners that hold the carburetor dust cover to the ATV and remove the dust cover.



11. Disconnect the vent tubes from the carburetors.



12. Loosen the two clamps on the intake boots that go from the air box to the carburetors.



13. Loosen the two clamps on the carburetor joints that connect to the engine.

14. Remove the carburetors from the ATV.



15. Remove the float bowls from each carburetor.



16. Remove the left side carburetor main jet (as viewed from the rider's position).
NOTE: The supplied 150/155 main jets are recommended for use on the left side carburetor.



17. Remove the right side carburetor main jet (as viewed from the riders position). **NOTE:** The supplied 170/175 main jets are recommended for use in the right side carburetor.

NOTE: For other jetting recommendations please see the Main Jet / Tuning Recommendation section.

18. Install the proper main jets for each carburetor per the Main Jet / Tuning Recommendation section.

19. Reinstall the float bowls to each carburetor.



20. Locate the fuel mixture screw and turn clockwise until lightly seated. Now turn the screw counterclockwise 2 full turns.

Note: This step will need to be repeated on both carburetors.

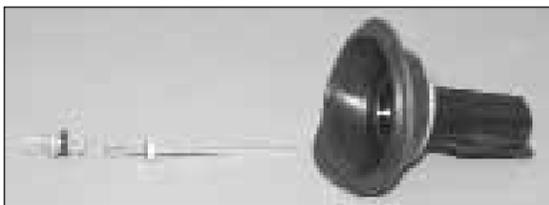
NOTE: If the machine has a stumble as the throttle is opened, the fuel mixture screw should be adjusted in or out 1/8 of a turn at time for the best off-idle performance.

21. Reinstall the carburetors into the ATV following the removal steps in reverse order.

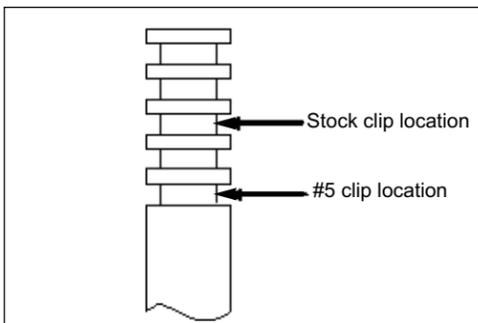


22. Remove the four screws from the vacuum slide cover from the right carburetor and remove the vacuum slide cover from the carburetor.

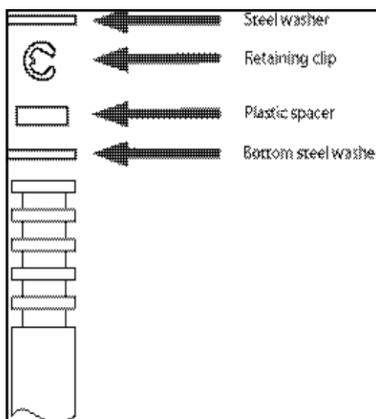
CAUTION: The vacuum slide assembly is spring loaded.



23. Remove the vacuum slide assembly from the carburetor and remove the needle jet from vacuum slide, noting the order of assembly.



24. On a completely stock ATV change the clip from the stock location to the #5 groove. For all other ATV's see Main Jet / Tuning Recommendation section.



25. Remove the stock bottom steel washer from the needle assembly.

26. Reinstall the needle into the vacuum slide assembly.



27. Reinstall the vacuum slide assembly into the carburetor.

28. Repeat steps 22 through 27 on the left carburetor.

29. Reassemble the ATV following the steps in reverse order.



30. Disconnect the crankcase breather hose from the intake snorkel on the air box lid.

31. Remove the stock air box lid including the intake snorkel.

32. Oil the provided crankcase breather filter with the provided pillow pack of oil. Do not over oil.



33. Install the oiled crankcase breather filter into the crankcase breather hose.



34. Install the X-STREAM™ POWERLID™ on to the air box using the stock retaining clips.

NOTE: X-STREAM™ POWERLID™ will only fit in one direction.

WARNING: The ATV should never be run without the stock primary air filter or a K&N Filtercharger® part number YA-6601.

ROAD TESTING

Before starting engine make sure all fuel lines are reconnected and tight. Turn the fuel petcock to the **ON** position. Put the ATV in neutral then start. With the engine running listen for any air leaks noises or fuel leaks. If there are any leaks or noises, check the cause and repair before proceeding. You may notice more noise from the air box, compared to the stock lid. If all preliminary checks are okay, a quick road test is necessary. Listen carefully for any noises and fix as necessary. If the road test is fine you can enjoy riding as normal. If you have any question or problems, inquire at your nearest K&N dealer, or direct to K&N Engineering at (951) 826-4000 or (800) 858-3333.

THESE INSTRUCTIONS MUST BE FOLLOWED EVERY TIME THE FILTER IS SERVICED, OTHERWISE THE FILTER MAY NOT SEAL, AND DAMAGE TO THE ENGINE COULD RESULT.

MAIN JET / TUNING RECOMMENDATION

Note: There are many factors that can affect the air/fuel mixture of an ATV. A few of these are; altitude, air temperature, fuel type, engine modifications, etc. The X-STREAM™ POWERLID™ is not designed to cure a poorly jetted machine.

The supplied jets were tested on a completely stock machine fitted with an X-STREAM™ POWERLID™ with the following parameters:

Elevation - 1000'
Temperature - 95F
Fuel type - 91 unleaded

The larger jets will work up to about 3000 feet elevation. The smaller jets should be used for elevations from 3000 feet to 6000 feet. For elevations above 6000 feet smaller jets will need to be purchased locally. If the machine is not completely stock (including the jetting) the supplied jets will not be correct for this application. If the machine is not stock but it has been re-jetted correctly, the X-STREAM™ POWERLID™ can be made to function properly with locally purchased jets.

Follow these guidelines for help in determining what jetting adjustments to make when the machine is not stock.

Installing an X-STREAM™ POWERLID™ in place of an unmodified stock airbox cover typically requires increasing the left carburetor main jet 7 steps and the right carburetor main jet 11 steps and raising both needles one position.

Installing an X-STREAM™ POWERLID™ in place of no airbox cover typically requires decreasing both main jets 1 step and lowering the right carburetor needle one position.

Parts List - YA-6601-T

Description	Qty.
POWERLID™	1
Main Jet #150	1
Main Jet #155	1
Main Jet #170	1
Main Jet #175	1
Drycharger	1
Crankcase Breather Filter / Oil	1

*** Pictures in this instruction sheet are for reference only. Your ATV may look different.**

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