



AIRCHARGER®

HIGH-FLOW INTAKE KITS

LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED, REGISTERED OR LICENSED FOR USE UPON A HIGHWAY.
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

63-1123

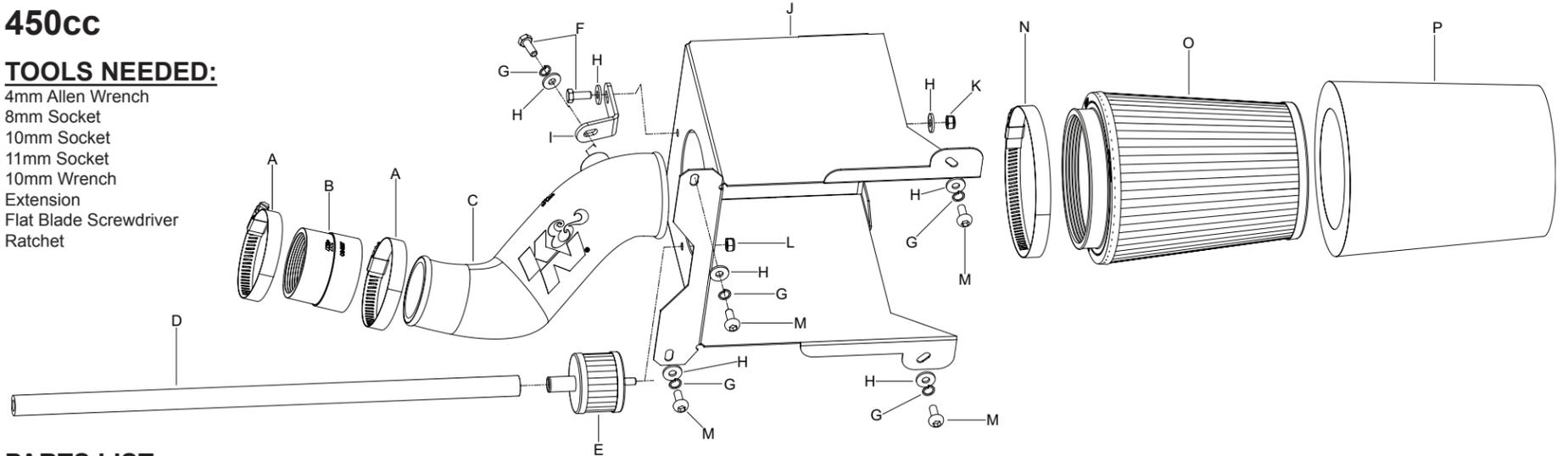
YAMAHA

2004-09 YFZ450 / YFZ450 SE

450cc

TOOLS NEEDED:

- 4mm Allen Wrench
- 8mm Socket
- 10mm Socket
- 11mm Socket
- 10mm Wrench
- Extension
- Flat Blade Screwdriver
- Ratchet



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #36	2	08530	I Bracket; "L", 63-1123, Stl., FB/PC	1	070119
B Adaptor; 2-1/8" TO 2" ID x 2" L Step Molded	1	084097	J Heat Shield	1	073104
C Tube (HH)	1	087145	K Nut; 6mm Nylock, Hexhead, SS	1	07512
D Hose; 3/8"ID x 17"L, Black Silicone	1	08404	L Nut; 1/4-20, Nylock	1	07517
E Vent Filter	1	62-1100	M Bolt; M6 x 1.00 x 16MM , Buttonhead, SS	4	07730
F Bolt; 6MM-1.00 x 16mm, SS	2	07812	N Hose Camp #44	1	08577
G Washer; 1/4" Lock, ZN	5	08198	O Air Filter	1	RU-4960XD
H Washer; 1/4"ID x 5/8"OD - SAE	7	08275	P Drycharger® Wrap; Black	1	RX-4990DK

NOTE: It will be necessary to purchase a Keihin carburetor jet from your local dealer. K&N Engineering, Inc., recommends starting with a #210 main jet; however it may be necessary to adjust to different jet sizes depending on altitude and atmospheric conditions.

NOTE: The K&N® Drycharger® included with this kit must be installed on the K&N® air filter because of the harsh terrain conditions these vehicles are intended to operate in. Please be aware the Drycharger® is water repellent, not water proof. The K&N® high flow intake system is a performance product that can be used safely during mild and inclement weather conditions if used as directed. Failure to follow these instructions can void your warranty.

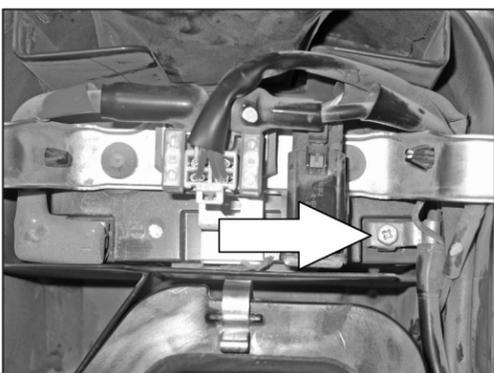
NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition.



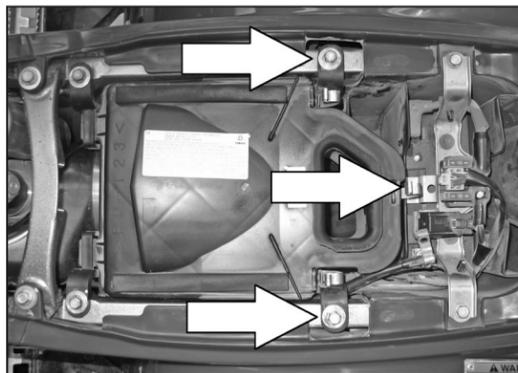
2. Release and remove the seat from the vehicle as shown.



3. Remove the bolt which secures the negative battery cable to the battery, disconnect the negative battery cable.



4. Release the spring clamp which secures the crank case breather hose to the chamber. Then disconnect the crank case vent hose.



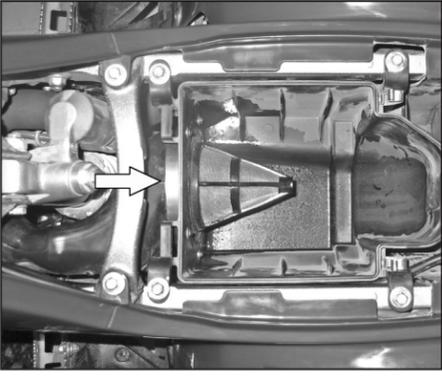
5. Release the three clips retaining the air box lid and then remove the lid from the vehicle.



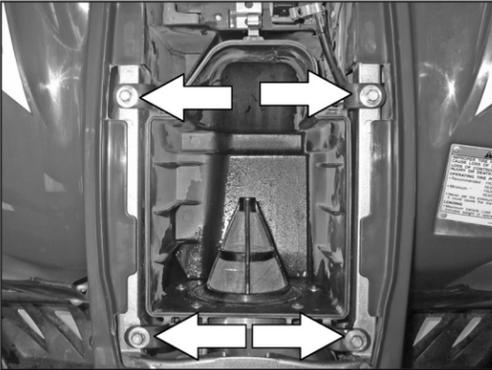
6. Loosen the air filter retaining bolt and then remove the stock air filter from the air box.



7. Push the crank case vent fitting and grommet out of the air box from the inside out to remove it from the air box.



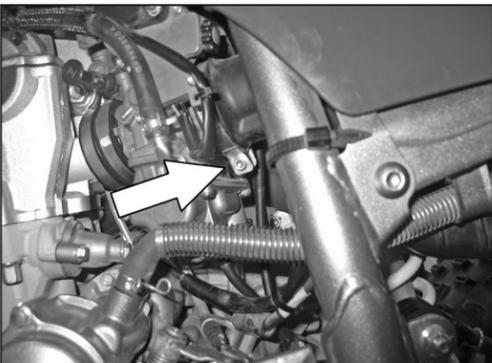
8. Loosen the hose clamp which secures the stock intake tube to the air box.



9. Remove the four air box mounting bolts shown.



10. Remove the air box from the vehicle as shown. **NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



11. Loosen the hose clamp which secures the stock intake tube to the carburetor.

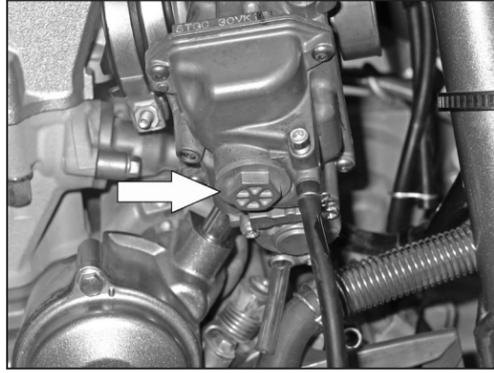


12. Remove the intake tube from the vehicle as shown.



13. Disconnect the crank case vent hose from the vent fitting. Loosen the hose clamp which secures the carburetor to manifold hose; disconnect the carburetor from the manifold and pull it out to the side of the chassis as shown.

NOTE: It is NOT necessary to disconnect any fuel supply hoses or cables during this step. Be sure the fuel supply valve is switched to the "OFF" position.



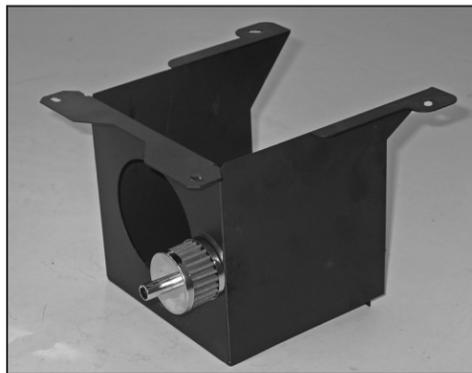
14. Remove the float bowl plug to drain the fuel from the float bowl and gain access to the main jet. **NOTE: Be sure to capture and properly dispose of the fuel which will drain out of the carburetor when the float bowl plug is removed.**

15. K&N Engineering, Inc., recommends replacing the stock main jet with a KEIHIN #210 main jet. Reinstall the float bowl plug and carburetor, secure with the factory hose clamp. Reconnect the crank case vent hose.

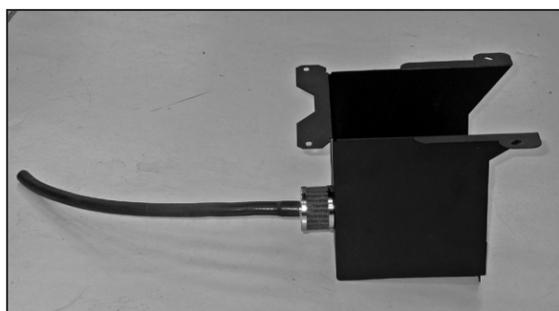
NOTE: It may be necessary to adjust to different jet sizes depending on altitude and atmospheric conditions.



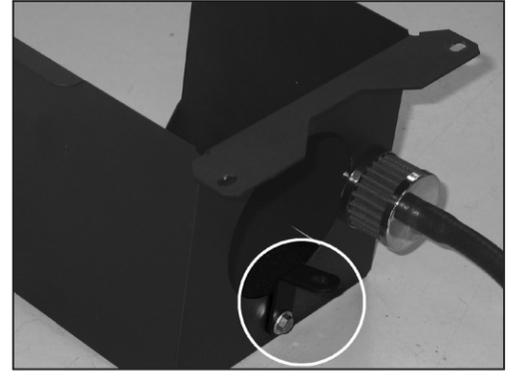
16. Install the silicone hose onto the carburetor and secure with the provided hose clamp.



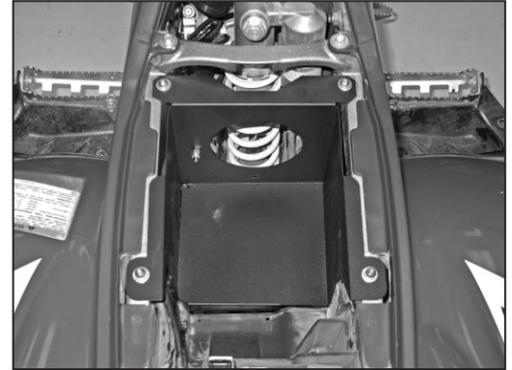
17. Install the provided crank case vent filter onto the air box as shown and secure with the provided hardware.



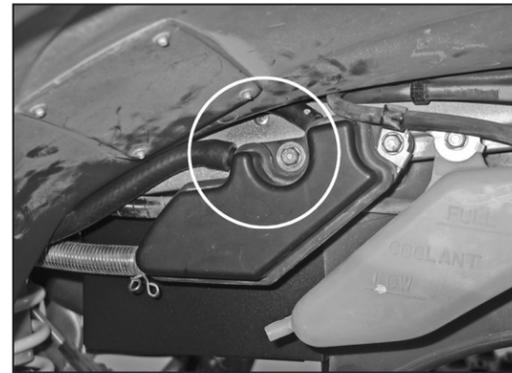
18. Install the provided crank case vent hose onto the crank case vent filter as shown.



19. Install the provided tube mounting bracket (070119) onto the air box as shown using the provided hardware.

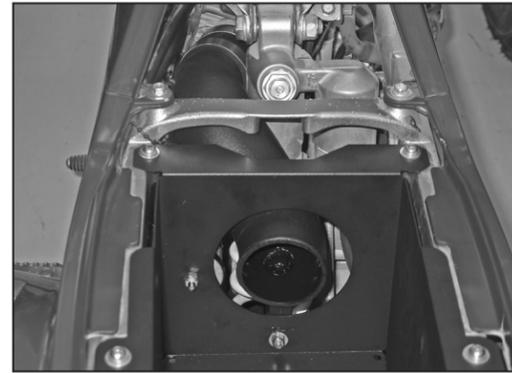


20. Install the air box into the chassis as shown and secure with the provided hardware.

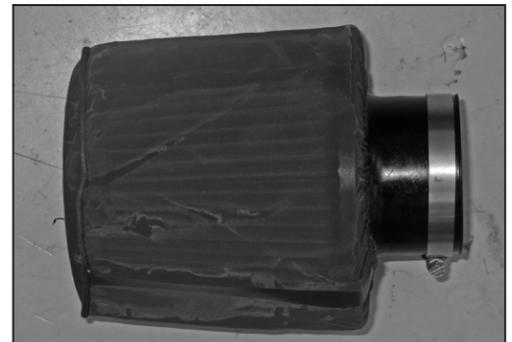


21. Route the crank case breather hose to the vent chamber and then connect it to the open end of the crank case vent port.

NOTE: Some trimming of the crank case vent hose will be necessary.



22. Install the K&N® intake tube through the air box into the silicone hose on the carburetor. Secure the intake tube to the mounting bracket on the air box with the hardware provided and to the silicone hose with the provided hose clamp.

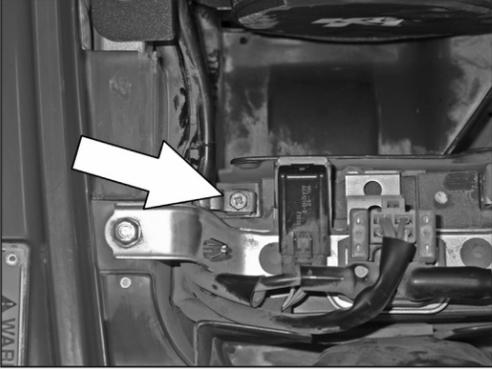


23. Install the provided K&N® Drycharger® onto the K&N® air filter as shown.

NOTE: Please be aware the Drycharger® is water repellent, not water proof. Depending on conditions and usage, the water repellent treatment is good for 1 to 2 years. See the parts list to reorder a new Drycharger® if necessary.



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



25. Reconnect the negative battery cable.



26. Reinstall the seat onto the vehicle.

27. Double check to make sure everything is tight and properly positioned before starting the vehicle.

28. 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. 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 periodically for excessive dirt build-up. When used in harsh terrain conditions or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter more frequently when used in harsh terrain conditions 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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