

SYA **SILICONE RISER KIT**- POLARIS RANGER 570

71-11356



HIGHLIFTER

SEIZMIK™


FALCON RIDGE

 **SNORKEL**
YOUR ATV

SYSTEM 3
OFF-ROAD
Traction. Strength. Style.

EPI™
PERFORMANCE

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Parts Available For These Popular Brands and Others

POLARIS

can-am

HONDA

 **Kawasaki**

 **YAMAHA**

READ BEFORE INSTALLATION

This snorkel kit is intended to provide clean, dry air to the engine, belt housing if equipped, and other parts needing venting on ATVs/UTVs, but does not necessarily mean the ATV/UTV can exceed the OE manufacturer's stated maximum rated water line depth. The snorkel kit is intended only as an additional margin of protection in the event that the ATV/UTV is inadvertently driven into water deeper than the OE manufacturer's air intakes will tolerate. There are many considerations to make when increasing water line depth and a snorkel is just one component.

This snorkel kit is NOT intended for riding in water deeper than what the OE manufacturer of your ATV/UTV recommends. Riding in water deeper than stated by the OE manufacturer is dangerous possibly causing the driver of the ATV/UTV to ride unexpectedly into deeper water subjecting the driver and/or passengers to serious injury or death. Riding in water deeper than stated by the OE manufacturer can also cause complete failure of the ATV/UTV's engine. OE manufacturers will almost certainly void any warranty on the ATV/UTV if a snorkel is or has been installed at the time warranty service is sought.

It is the installer's responsibility to verify all components and particularly that any templates are correct before starting any part of the snorkel installation. The snorkel should be installed by a professional mechanic or one who is by experience fully competent with snorkel installation. Please note this is a custom installation and you may want/need to modify for your particular installation and additional items may be needed to install. Any snorkel, even those properly installed can and possibly leak under certain conditions causing catastrophic engine failure. The ATV/UTV owner should frequently check components for wear and tear and look for any signs of leaking at the joints. **THERE IS NO WARRANTY OR RETURN OF THIS SNORKEL, NOR IS THERE ANY WARRANTY ON DAMAGE DONE TO AN ATV/UTV AS A RESULT OF THE INSTALLED SNORKEL REGARDLESS OF WHOM PURCHASED OR INSTALLED THE SNORKEL.**

If you are the dealer or installer, it is your responsibility to inform the user of this warranty and dangers of riding in water deeper than the OE recommends.

When using this product, your vehicle will be modified to increase performance. Whenever a modification is done to an ATV/UTV, you change the performance of the vehicle including fuel system, handling, braking, and steering. You should always drive safely and avoid any maneuvers that would cause harm, serious injury or death to the driver or passengers. This product is manufactured only for off-road use.

When installing the snorkel kit, you are altering the airflow to the carburetor/throttle body and a jet kit or EFI programmer may or may not be required once the kit is installed.

ALL SALES OF SNORKEL KITS ARE FINAL – NO RETURNS, NO EXCEPTIONS.

NOTE: Make sure that you seal your air box & clutch cover with dielectric grease or silicone. This is very important in preventing water from getting into the air intake system.

BEFORE STARTING YOU WILL NEED THE FOLLOWING:

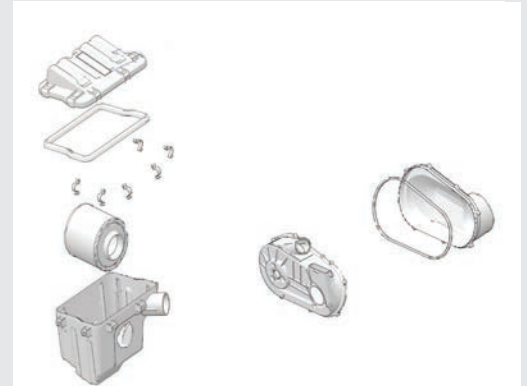
ULTRA BLACK BRAND SILICONE OR MEDIUM SILICONE

DIELECTRIC GREASE (optional)

PARTS DIAGRAM

PARTS

While you have the vehicle apart, it's recommended to check that your air box, belt housing, and clutch cover are sealed. Water can intrude in behind the belt housing, so make sure you seal the illustrated areas. **You must remove the clutches and belt housing backing plate to seal behind it.** Also you may want to use Wheel Bearing Grease or Dielectric Grease on the Clutch Cover and the Air Box Cover. If you use silicone in these key areas, you may damage them if you need to clean your filter or replace the belt. We recommend either, just be aware of the potential for damage if you use silicone on the Air Box Cover and the Clutch Cover.



WARRIOR RISER

71-12295 (2EA)

SNORKEL PIPE

71-10867 18 1/8" (1EA)

T-FITTING

71-11462 2" (1EA)

CLUTCH INTAKE HOSE

71-12316 (1EA)

SILICONE BOOT

71-12300 (2EA)

VINYL TUBING

71-10912 (15FT)

#12 HOSE CLAMP

71-10209 (3 EA)

#44 HOSE CLAMP

71-10214 (8 EA)

#48 HOSE CLAMP

71-10215 (1 EA)

SNORKEL PIPE

71-10864 16 1/2" (1EA)

ZIP TIE

54-60484 11" (6 EA)

HEAT TAPE

71-11405 (5FT)

ELBOW

71-16147 (2 EA)

BARB FITTING

54-60484 3/4" (2 EA)

T-121 TEK SCREW

54-61335 #12X1" (6EA)

RISER

(1EA)

RISER SUPPORT BRACKET

51-10046-BI (1EA)

CLOSE OUT PANEL

54-10045-BI (1EA)

CLUTCH EXHAUST HOSE

71-12315 (1EA)

BELLOW

71-11107 (1EA)

ENGINE INTAKE HOSE

71-12317 (1EA)

BEFORE YOU BEGIN

KEEP ALL FACTORY HARDWARE

ENSURE VEHICLE IS SET TO **PARK**

TURN KEY TO **OFF** POSITION

REMOVE KEY FROM VEHICLE



REMOVE SEAT & STORAGE BOX

1

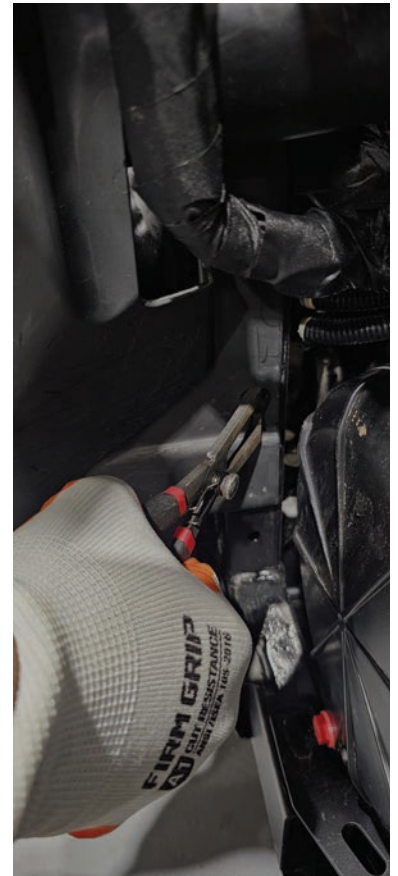
Remove seat and storage box from the Ranger.



REMOVE FIREWALL PANEL

2

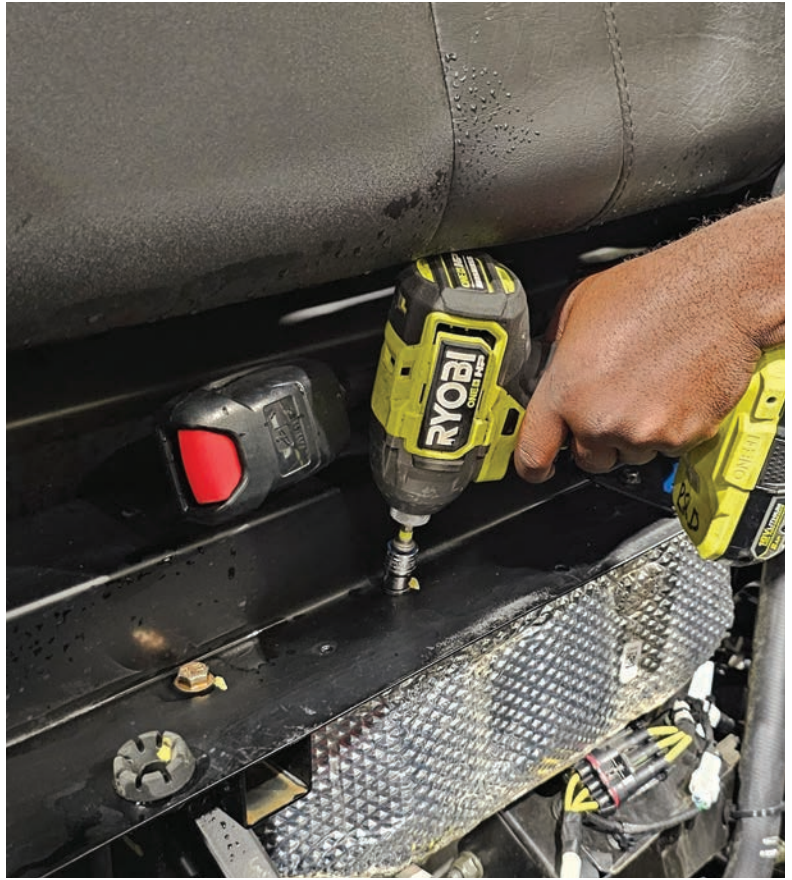
Remove driver's side lower firewall panel.



REMOVE BOLTS

3

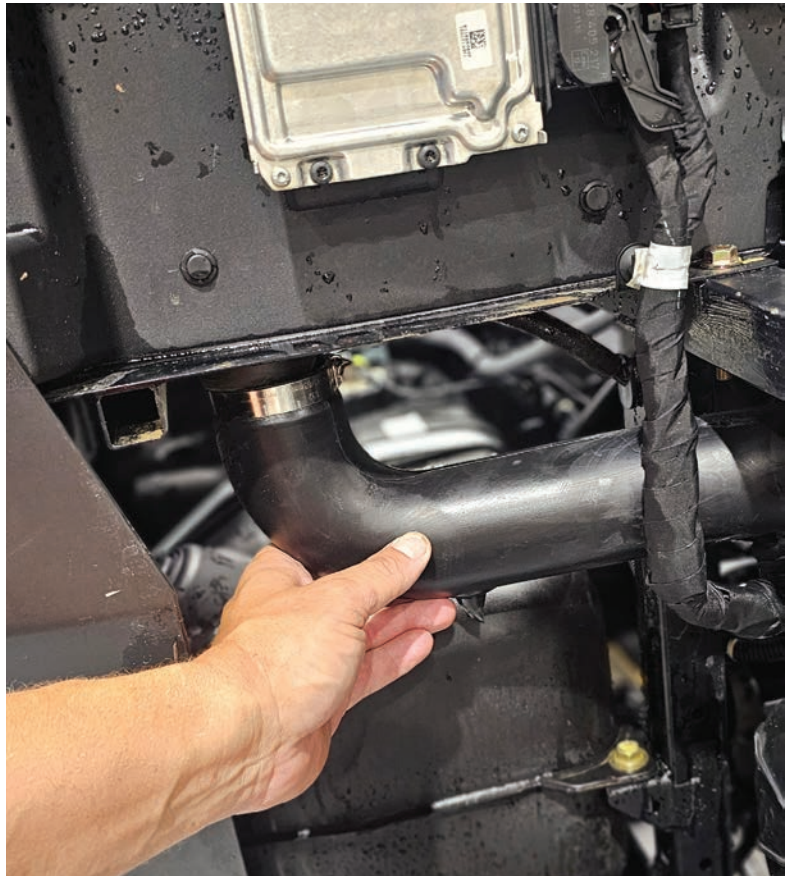
Remove the two bolts holding the heat shield from passenger side. Pull the heat shield up to gain access to the clutch intake boot.



REMOVE CLUTCH INTAKE BOOT

4

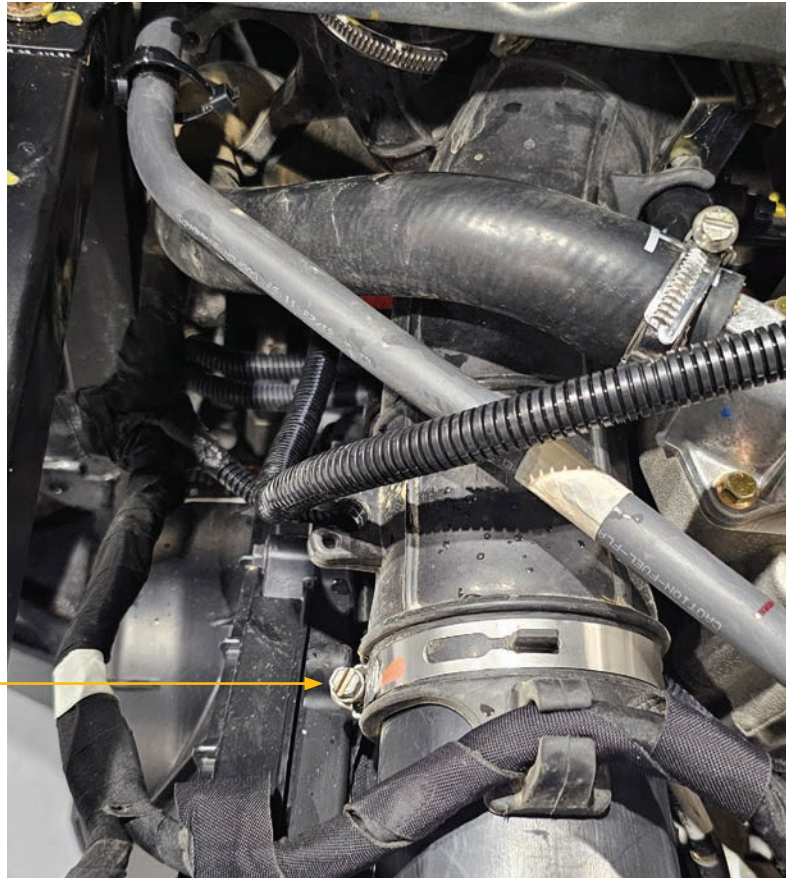
Remove clutch intake boot. Keep the larger hose clamp to reuse later.



REMOVE CLUTCH EXHAUST BOOT

5

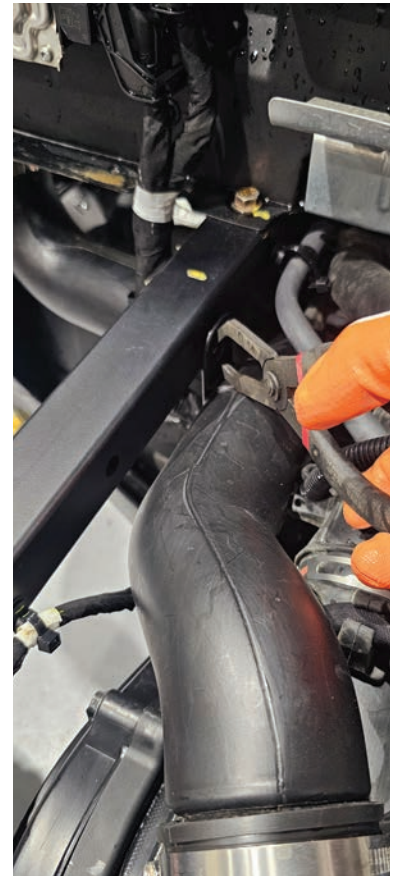
Remove clutch exhaust boot.



REMOVE ENGINE INTAKE TUBE

6

Remove engine intake tube by loosening hose clamps and disconnecting the crankcase vent hose at intake. Remove push pin at frame support. Keep hose clamps to reuse later.



CONNECT THE 3/4" ID HOSE

7

Connect the 3/4" ID hose to crankcase vent hose bar and secure with #12 hose clamp.



INSERT ABS TEE FITTING

8

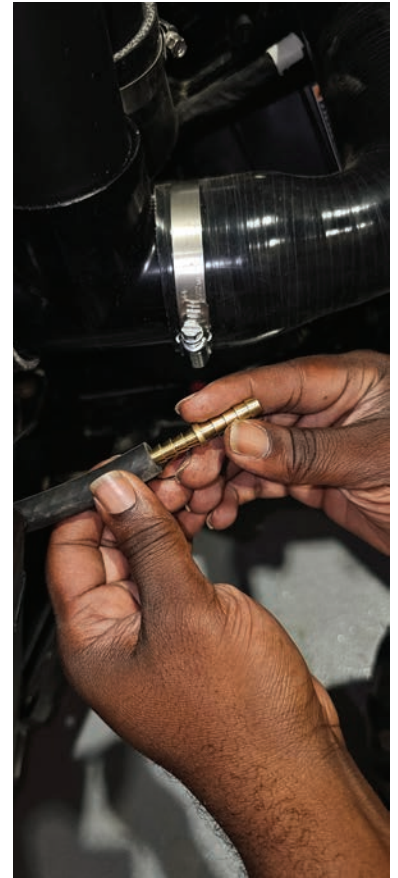
Insert the ABS Tee fitting in clutch intake hose and secure with #44 hose clamp.



DISCONNECT FUEL TANK VENT LINE

9

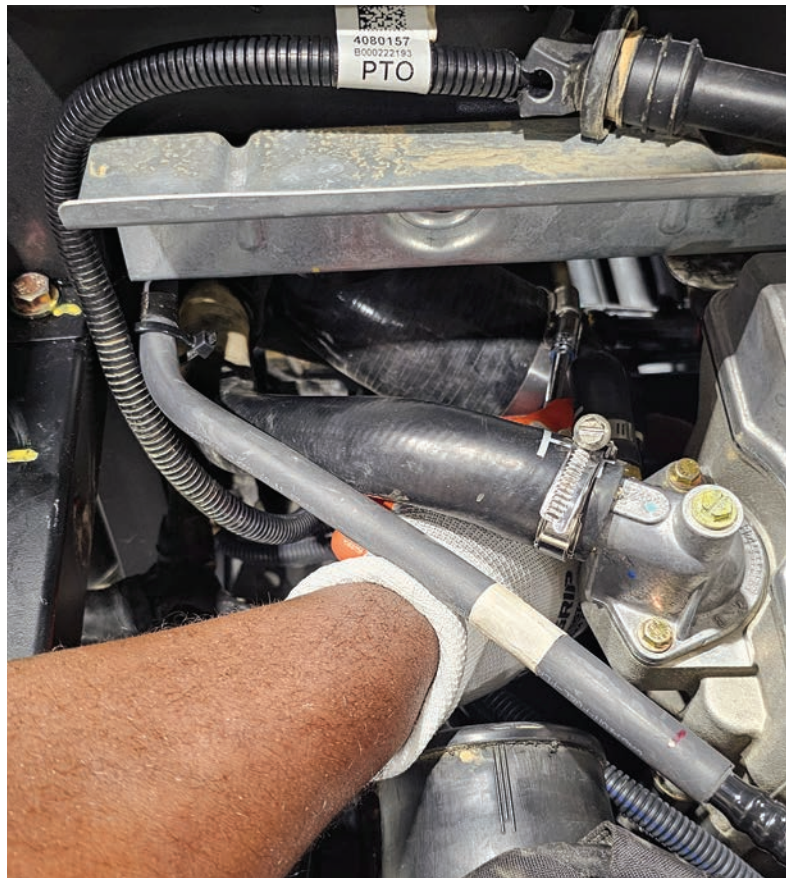
Locate the fuel tank vent line on the drivers side. Disconnect line from the frame under the ECU. Extend with the barb coupling and 36" of clear vent tubing. Later this line will be inserted into the vent line slot in the patented Warrior Riser.



CONNECT CLUTCH INTAKE HOSE

10

Connect the small end of the clutch intake hose (71-12316) to the clutch intake, routing it under the fuel line. Secure with factory hose clamp.



CONNECT ENGINE INTAKE HOSE

11

Connect the small end of the engine intake hose (71-12317) to the airbox with factory hose clamp. Connect the large end to the tee fitting and secure with another #44 hose clamp.



CONNECT CRANKCASE VENT EXTENSION

12

Connect the crankcase vent extension to the engine hose intake with a barb fitting and two #12 hose clamps.



DRAW A STRAIGHT LINE

13

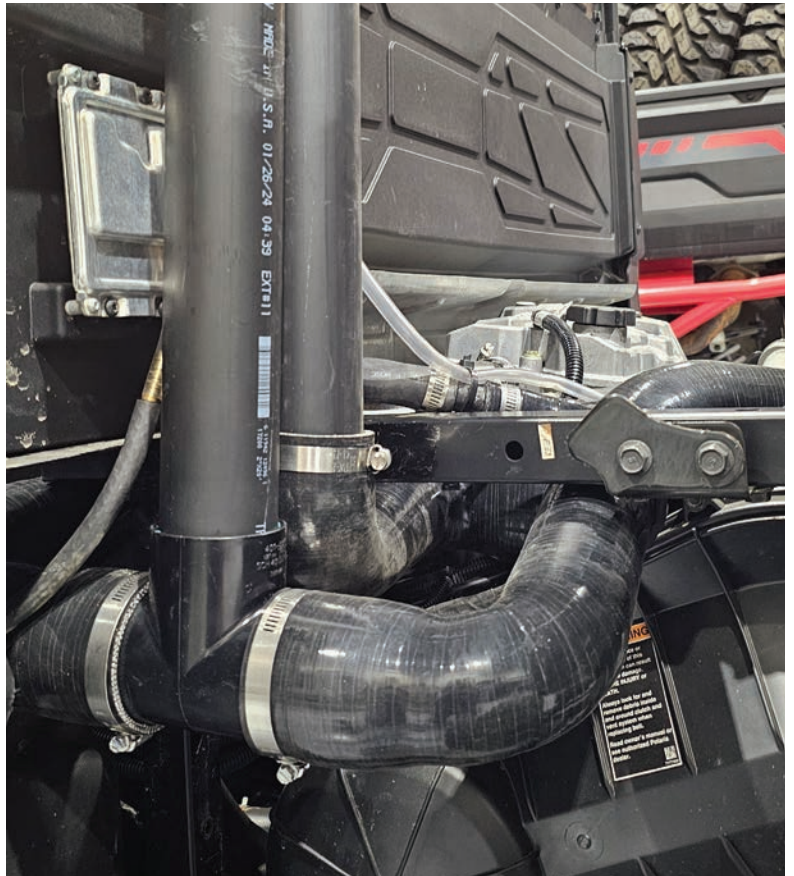
On the firewall panel you removed in step 2, locate the factory bolt hole. Draw a straight line across $\frac{1}{2}$ " above the bolt hole. On that line, measure 5.25". From this point, cut across the panel and vertically, to remove the upper right portion of the panel. Reinstall using the factory hardware.



INSERT SK-P-253

14

Insert SK-P-253 (18" long) into the ABS tee (left) Secure with glue.



15

Insert SK-P-250 (16.5" long) into the belt box exhaust (right). Secure with #44 hose clamp.



ADJUST AS NEEDED

16

Adjust as needed so that these two pipes are the same height, (or as desired) and use this as a guide to place the stabilizer bucket as desired. Mark hole locations.



DRILL HOLES & INSTALL BRACKET

17

Measure over 8" and mark a line. Align the left side of the bracket to the line. Using the bracket as a template, drill pilots holes and install bracket with two self-tapping screws. Riser pins should stick upward.



INSERT RISER PIPES BACK

18

Once bracket is installed, insert the riser pipes back in place and secure with #44 hose clamps.



PLACE SILICONE BOOTS

19

Place silicone boots (71-12300) on top of each riser pipe and secure with #44 hose clamp on each.



PLACE WARRIOR RISER ASSEMBLY

20

Place a patented Warrior Riser assembly (71-12295) atop each boot. Be sure to guide the Risers over the stabilizer bracket – one riser pin per riser in each vent line hole. Secure with #44 hose clamp each.



TRIM THE BED

21

You will need to trim the bed around the new risers. Cut from the base of the bed vertically approximately 7.5" wide to clearance both riser pipes.



INSTALL CLOSEOUT PANEL

22

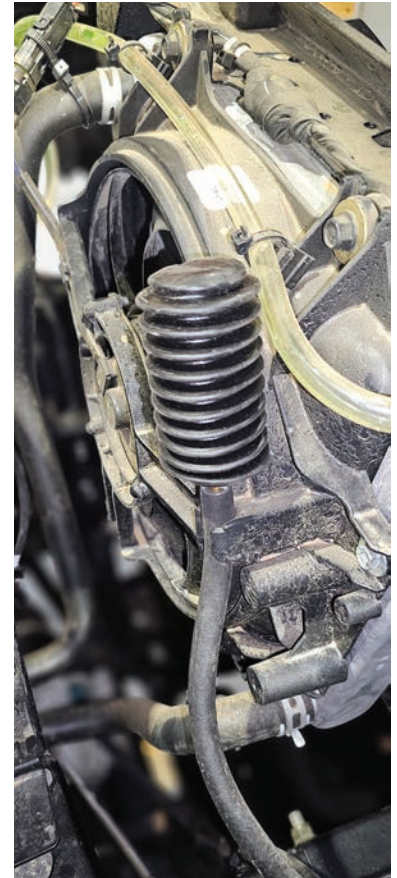
Install the metal closeout panel using four self-tapping screws.



23

There are three lines to vent on the Ranger; the fuel line, the front differential and the rear differential. They should all be extended higher than they came from the factory. Below are guidelines.

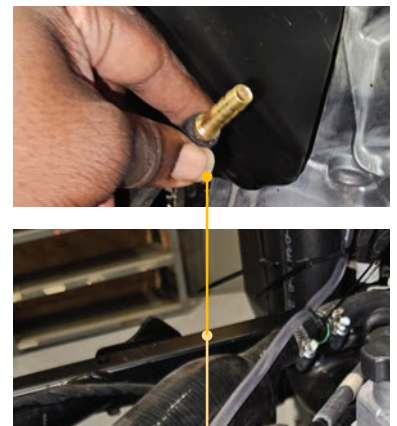
1. Under the hood, locate the front differential vent line. Insert a barbed fitting into the vent hose, followed by a bellow. Use 11" zip ties to secure the hose and bellow to the frame in a place it won't get damaged.



2. Under the driver seat, find and disconnect the factory gas tank vent line. Insert a $\frac{3}{4}$ " barb fitting into the hose and attach a piece of clear tubing to extend this up to a Riser. You can route the line through the cab frame behind the seats. If gas was to overflow from the vent line, it is necessary that it does not come in contact with the engine or exhaust. Use zip ties to secure it if needed.



3. Locate the rear differential vent line. Pull it from the frame, cut the end off, and insert a $\frac{3}{4}$ " barb fitting and extend this line up into a Riser.



AFTER INSTALLATION, IT IS A GOOD IDEA TO DO A **SMOKE TEST**
TO ENSURE ALL CONNECTIONS ARE AIR-TIGHT.