



# INSTALLATION INSTRUCTIONS

## Part Number RK-1000; Kart Air Box

Congratulations, you just purchased the K&N Kart Air Box. The K&N Kart Air Box was designed to accept one of two specifically designed K&N Air Filters for increased airflow (purchased separately). The K&N Kart Air Box has a M6 nut molded in for additional mounting purposes. The K&N Kart Air Box also incorporates two openings for inlet restrictor tubes (23MM ID provided). This K&N Kart Air Box is CIK-FIA and IKF approved. The CIK-FIA homologation approval is available for download on the K&N website at [www.knfilters.com](http://www.knfilters.com). There are special installation and removal instructions, so please follow the procedures outlined below to ensure the K&N Air Filter seals properly.

<b>K&amp;N Filter to be used with the Kart Air Box</b>
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RU-5005: Straight Flange
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RU-5006: 20 Degrees Angled Flange
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<b>Available To Purchase Separately (sold in pairs)</b>
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85-2000: Inlet Restrictor Tube; 29MM ID
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85-2001: Inlet Restrictor Tube; 23MM ID
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### INSTALLATION

1. Install both of the inlet restrictor tubes into the holes in the air box. (Fig. 1)  
**NOTE: Some pressure will be needed to get the tubes to click into place.**  
**NOTE: If the 29MM inlet restrictor tubes are purchased separately, part# 85-2000, some modification to the Kart Air Box will be required.**
2. Install the K&N Air Filter into the air box.
3. Start one side of the K&N Air Filter so the locking tabs lock into place. (Fig. 2)
4. Apply pressure around the perimeter of the K&N Air Filter making sure all of the locking tabs lock into place.

### REMOVAL

1. Gently pry up the edge of the K&N Air Filter with your fingers. (Fig. 3)  
**CAUTION: Do not use a screwdriver to pry up the edge of the K&N Filter or damage to the K&N Filter can occur.**
2. Go around the perimeter of the K&N Air Filter to unlock the locking tabs.

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



Fig. 1



Fig. 2



Fig. 3