

# 71-12574

## Snorkel Kit - Cam-Am® Outlander 850 / 1000



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**POLARIS**

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**HONDA**

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## **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



**1**  
1) 71-12442  
Exhaust Hose Upper



**2**  
2) 71-12443  
Exhaust Hose Lower



**3**  
3) 71-12444  
Intake Hose Upper



**4**  
71-12445  
Intake Hose Lower



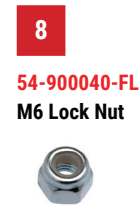
**5**  
71-12446  
Engine Air Intake Hose



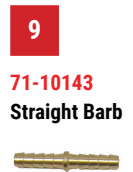
**6**  
71-12447  
Aluminum Coupler



**7**  
71-12451  
Riser Bracket



**8**  
54-900040-FL  
M6 Lock Nut



**9**  
71-10143  
Straight Barb

Item	Part Number	Description	QTY
1	71-12442	Exhaust Hose Upper	1
2	71-12443	Exhaust Hose Lower	1
3	71-12444	Intake Hose Upper	1
4	71-12445	Intake Hose Lower	1
5	71-12446	Engine Air Intake Hose	1
6	71-12447	Aluminum Coupler	2
7	71-12451	Riser Bracket	1
8	54-900040-FL	M6 Lock Nut	4
9	71-10143	Straight Barb	3
10	95089	Self Tapping Screw	3
11	71-10213	Hose Clamp	8
12	71-10069	2" Riser	3
13	71-10912	Vent Line	15 Ft
14	54-61338	Zip Tie	14
15	71-10147	1/4" x 3/16" Adapter	1
16	54-90807	M6x1x20 Bolt	4
17	71-12452	3/4" Dust Cap	1
18	71-10821	Snorkel Pipe	3



**10**  
95089  
Self Tapping Screw



**11**  
71-10213  
Hose Clamp



**12**  
71-10069  
2" Riser



**13**  
71-10912  
Vent Line



**14**  
54-61338  
Zip Tie



**15**  
71-10147  
1/4" x 3/16" Adapter



**16**  
54-90807  
M6 x 1 x 20 Bolt



**17**  
71-12452  
3/4" Dust Cap



**18**  
71-10821  
Snorkel Pipe

## **BEFORE YOU BEGIN**

- Keep all factory hardware
- Ensure vehicle is set to **PARK**
- Turn key to **OFF** position
- Remove key from vehicle

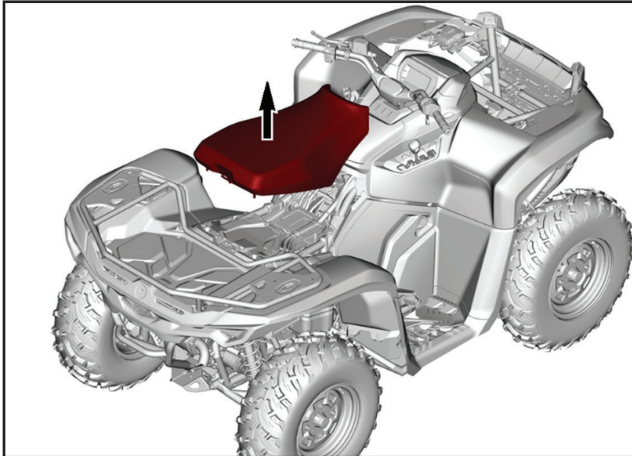


1. Seal the air box and belt housing with silicone. Water can intrude behind the belt housing, so make sure you seal the illustrated areas. You must remove the clutches and belt housing backing plate to seal behind them.
2. It is recommended to use wheel bearing grease or dielectric grease on the clutch cover and the air box cover. Please be advised for potential damage if you use silicone in these key areas.
3. It is required that you pull the clutch from your machine to seal several areas on the outer clutch cover and the inner clutch cover. Seal where the clutch air outlet duct and clutch air inlet duct cover. Also seal the area behind the inner clutch cover where the input and output shafts come through the connect to the inner clutch cover. Also seal the area behind the inner clutch cover where the input and output shafts come through the inner clutch cover. **THIS IS VERY IMPORTANT!!! If you do not seal these areas water WILL leak into the clutch system.**

## REMOVE SEAT

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1



Locate the Latch: For most G3 models, the primary rider's seat is released by a latch at the rear. Find the latch, usually located just below the rear of the seat.

Pull the Latch: Firmly pull the latch while lifting the back of the seat upwards.

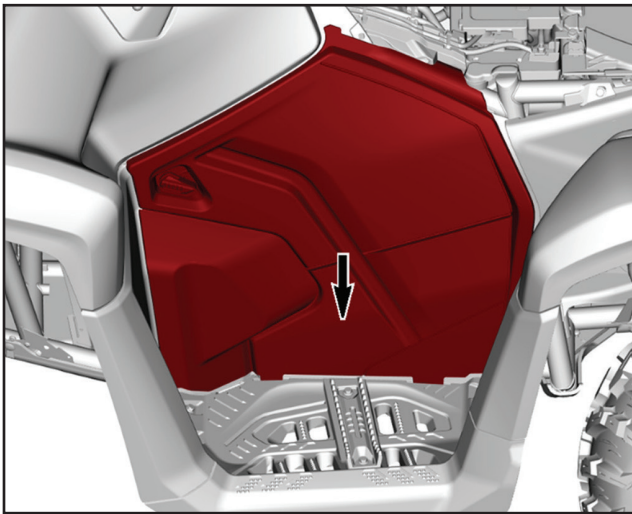
Remove the seat: the seat should pivot at the front and then slide back and off the machine.

Check for bolts. If your model uses bolts instead of a latch, use a socket wrench to remove them.

## REMOVE SIDE PLASTICS

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2

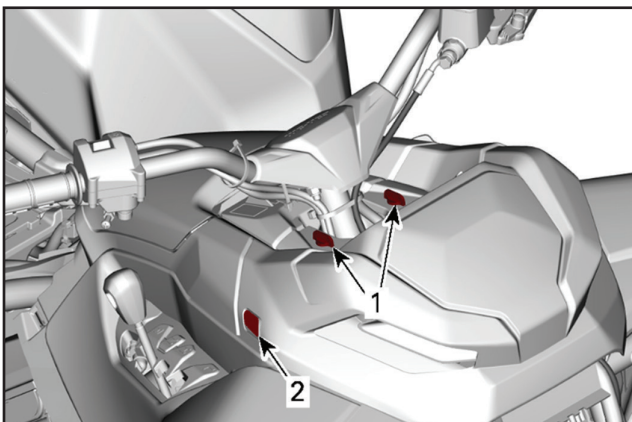


Remove the side panel on both sides.

## REMOVE GAUGE CLUSTER

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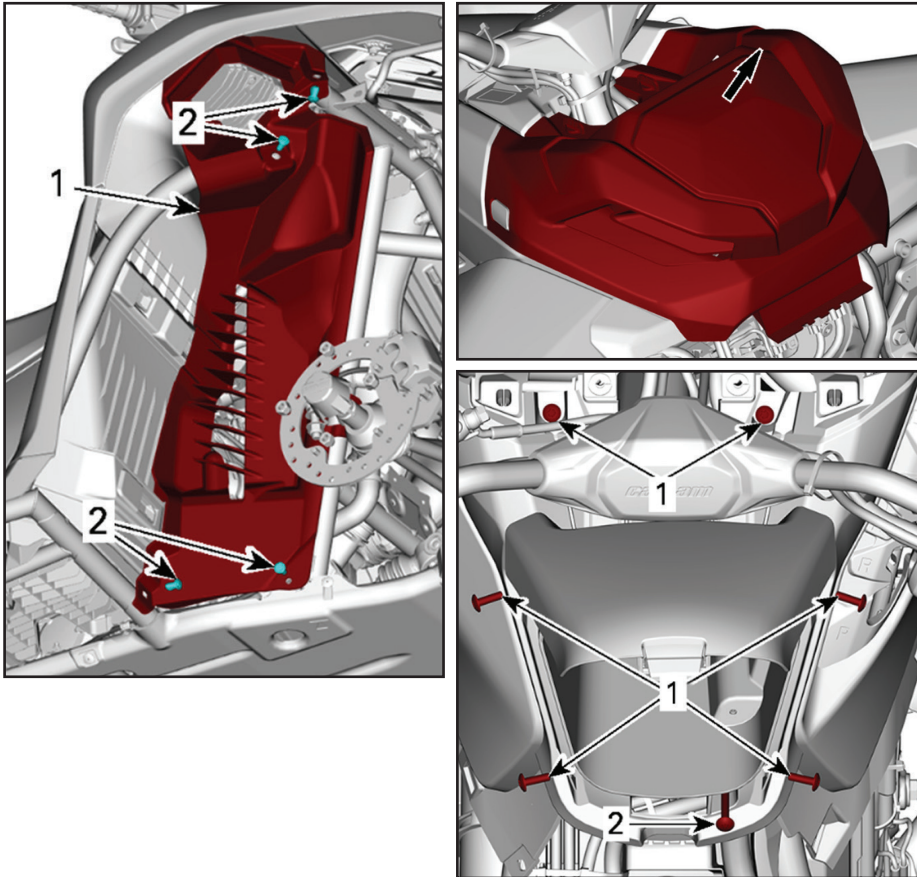
3



Remove the gauge cluster and top cover.

## REMOVE FRONT INNER WHEEL WELLS

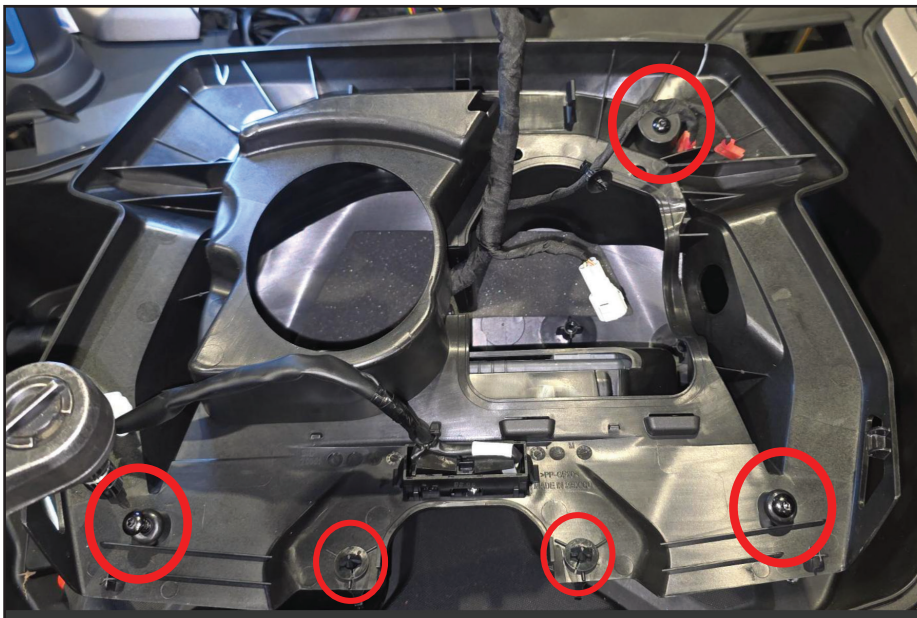
4



Remove the 4 plastic rivets, and remove the inner fender on both sides.

## REMOVE GAUGES

5



Remove the 2 push pins from the underside.

Remove the 3 screws and retain for installation later.

## REMOVE FACTORY INTAKE TUBE

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6



Cut the zip tie and remove the intake tube.

## REMOVE BELT BOX EXHAUST PIPE

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7



Remove the factory belt box exhaust pipe by loosening the bolt on the band clamp. Remove the push pin until the pipe can be pulled out.

## REMOVE BELT BOX INTAKE PIPE

8



Loosen the band clamp, and pull out the factory duct work.



Loosen the hose clamp.



Loosen the push pin to give clearance for the intake pipe to be pulled up.



Remove the intake pipe.

## INSTALL BOOT

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9



Using a 3" hole saw bit, drill next to the fuse box where the factory pipe was removed, and cut clearance for the new snorkel pipe.

## INSTALL INTAKE LOWER HOSE

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10



Install the aluminum coupler to the end of the hose using the provided hose clamp.

Then, install the belt box lower intake pipe as shown, connecting the bottom side to the top side as shown using hose clamps.

## INSTALL INTAKE LOWER HOSE, CONT'D

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Line up the intake exhaust hose and secure loosely.



Secure the intake lower hose to the intake upper hose using the hose clamps provide.



The end of the routing should end up on the right side of the machine when sitting in the driver seat.

## LOWER BELT PIPE

11



Install the aluminum coupler to the end of the hose using the provided hose clamp as shown in the image.

Install the lower belt box, exhaust side and connect top side together as shown.

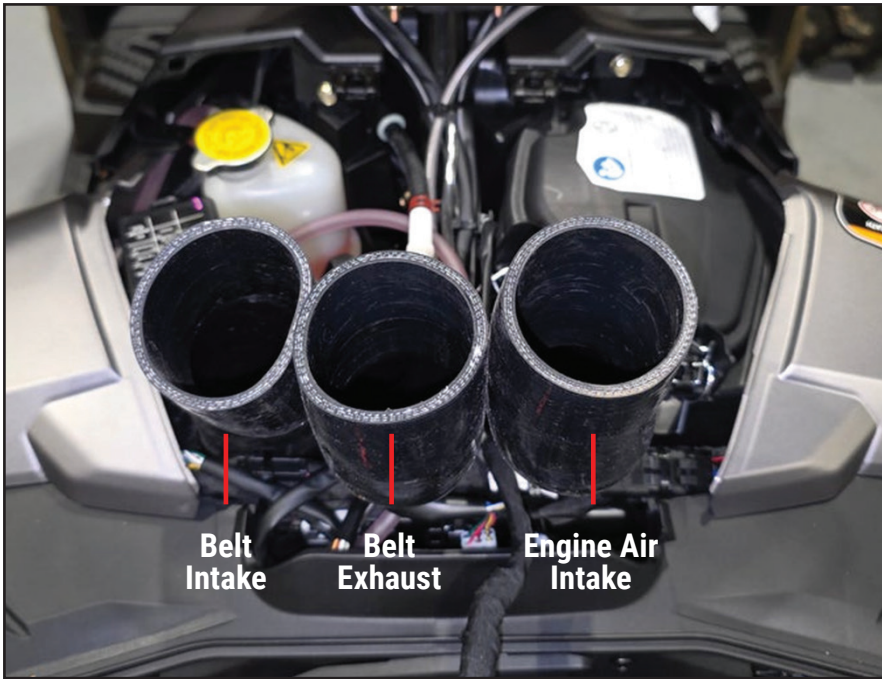


The aluminum coupler that is on the end of the lower belt pipe needs to be secured to exhaust upper hose using the hose clamps provided.

Routing will end to the left of the intake upper hose on the driver side, when looking at it from the driver seat.

## INSTALL THE AIR INTAKE PIPE

12



Connect the engine intake hose to the intake box with the hose clamps provided.



**Note:** The hoses may need to be trimmed so that they're all the same length to allow the risers to be aligned when installed.

## INSTALL VENT LINES

13

Locate the rear diff, front diff, and transmission vent lines.



Extend the rear diff, front diff, and transmission vent lines using the brass straight barb and the tubing provided. Run the vent line up through one of the positions on the snorkel riser. Trim excess.



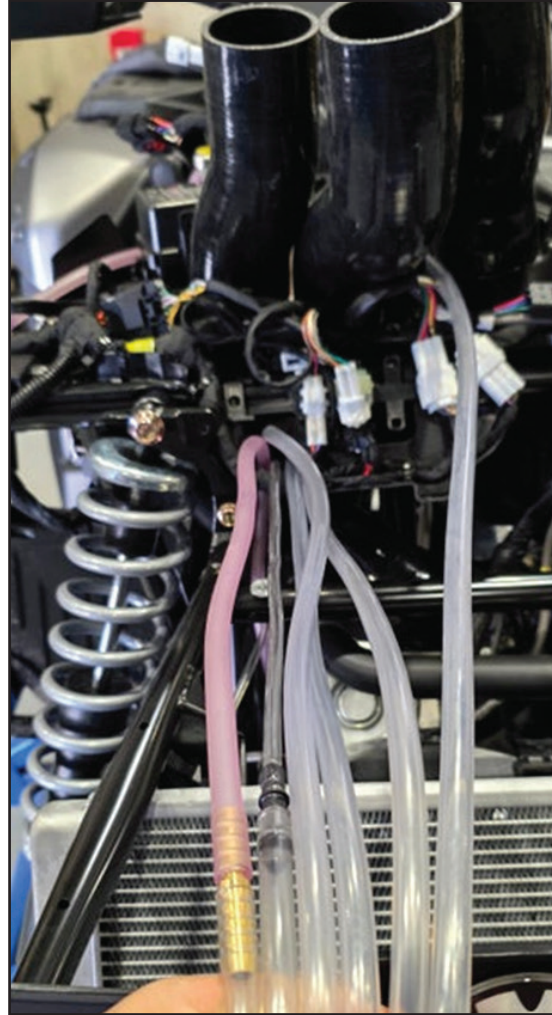
Extend the fan vent line using the 1/4" x 3/16" adapter provided in the kit. Run the vent up through one of the positions on the snorkel riser, and trim excess.

## INSTALL VENT LINES

14



Extend the fuel tank vent line from the check valve. Run the vent line up through one of the positions on the snorkel riser. Trim excess.

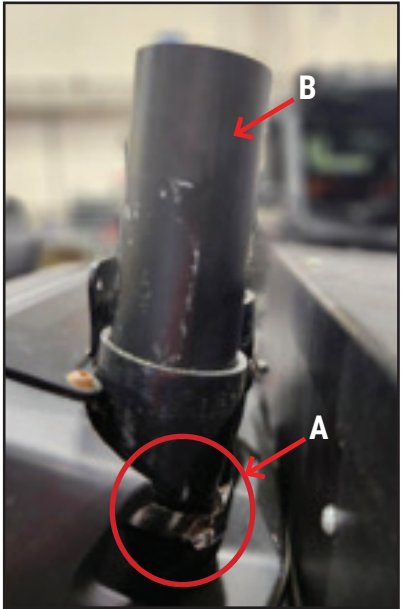


After all vent lines have been installed, curl the end of the vent line extension with two wraps and secure it inside the light pod or somewhere under the plastic with the zip ties provided. Once it is secured, confirm that the end of the line is pointing down.



## INSTALL RISERS

15



- A. Place an HC40 hose clamp onto the ends of the silicone hose.
- B. Insert three of the 2" x 6" pipes (71-10821) into the silicone hoses.
- C. Place the 2" riser caps onto the pipes. Adjust them as needed and ensure they are even.
- D. Secure the pipes to the silicone hoses using the clamps.
- E. Attach the pipes to the bracket using the 1/4" x 1 self-tapping screws.

## REPLACE AIR BOX PLUG

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16

Remove the duck bill check valve on the air box and replace with the dust cover provided in the kit. Secure the dust cover with a zip tie.



## WATER TESTING CLUTCH/BELT HOUSING SNORKEL

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Here are some steps for water testing your clutch/belt housing snorkel to ensure you have a watertight seal and there are no leaks in your system.

If you used silicone to seal your housing cover and backing plates, make sure you have followed the curing time instructions listed on the silicone that you used. Some silicones require that you wait up to 48 hours for a proper cure time. Just make sure you are following the manufacturer's directions before you use or test.

### Testing Clutch/Belt Housing

1. Verify the engine is off.
2. Locate the drain plug in the Clutch/Belt housing and ensure that it is tightly secured.
3. Insert a water hose into the intake port on the clutch/belt housing snorkel. Make sure you are filling the correct inlet as severe damage could occur if you fill the engine air intake inlet.
4. Turn on the clean water supply and allow it to fill the housing up to the point when it is just about to come out the opening of the snorkel. Fill slowly as leaks are easier to find if you splash water during the fill process.
5. Turn off the water and allow the water to settle in the housing.
6. Look for leaks or wicking of water from bolt holes, sealed areas, backing plates and all hose connections.
7. If single or multiple leaks are present, then you will need to reseal the system and start the testing again. Don't assume there is just one leak if you find one.
8. If there are no leaks, then open the drain plug and allow the water to drain from the housing.
9. There will be some water left in the housing even after you drain. AFTER the water has completely drained out, start the engine and allow it to run for a short period. Rap the throttle a couple of times to race the engine to expel the last traces of water and to dry the system. When no water is present and after a short period, kill the engine.
10. Reinstall the drain plug and ensure a tight fit.
11. There could still be some water in the housing, when driving for the first time after this test, feel for belt slip. If there is belt slip, redo the drying process. If there isn't any belt slip, drive slower for a short time as that will dry the remaining water from the system.
12. Always inspect your snorkel system before and after rides for damage or leaks. Parts can vibrate or become damaged from riding.
13. **Do not use water for testing the air box or air intake to the engine!**

THANK YOU FOR CHOOSING

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