



# INSTALLATION INSTRUCTIONS

## 66-3200

### Holley 4 barrel without choke tower

Congratulations, you have purchased the finest [air intake kit](#) that money can buy. The following procedure **MUST** be followed to ensure proper performance and seal of the K&N X-Stream Flow Control Assembly. Failure to follow any of these steps **CAN** result in the X-Stream's top warranty becoming void

**CAUTION:** It is imperative that no part of the X-Stream® top comes into contact with anything on the vehicle at any time. If the X-Stream® top rubs against anything it might become irreparably damaged. Double check measurements to verify that no interference will occur **BEFORE** closing the hood.

**NOTE:** The choke tower must be milled equal to the top of the register lip. Do not alter the stock bowl vents as the Flow Control base is designed to amplify their signal, making vent modifications unnecessary.

**Step 1** Thread the all-thread stud into the carburetor until it bottoms out. Secure with jam nut. **NOTE:** If your carburetor has a 5/16" x 18" stud boss, use the provided 5/16 to 1/4" adapter.

**Step 2** Install the Flow Control base over the choke tower.

**Step 3** Install the K&N Filtercharger making sure it is fully seated in base.

**Step 4** Thread nylock nut onto stud.

**Step 5** Lay a straight edge across the top of the Filtercharger element. Adjust the nylock until the top of it is three turns below the bottom of the straight edge.

**Step 6** Remove the stud and cut it 1-1/4" above the nylock. De-burr the end of the stud and make sure the nut threads on smoothly.

**Step 7** Re-install the stud making sure the nylock is still 3 turns below the straight edge.

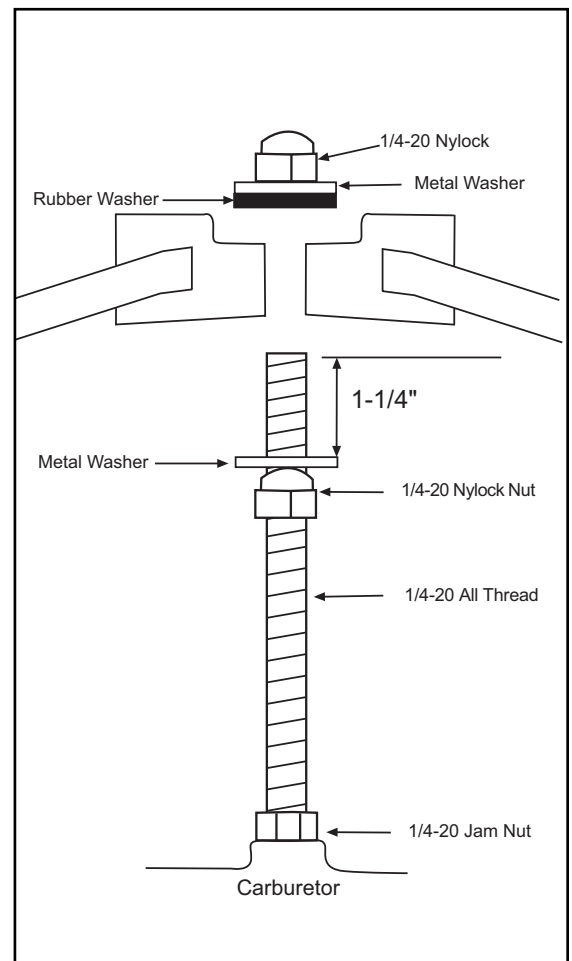
**Step 8** Place the metal washer over the stud

**Step 9** Install the X-Stream Top making sure it is fully seated on the Filtercharger all the way around.

**Step 10** Install rubber washer.

**Step 11** Install metal washer.

**Step 12** Install nylock nut - It should become tight 1-1/2 to 2 turns after contacting the flat washer.



**NOTE:** Due to the air flow increase, we recommend a jet increase of 2 jet sizes in front, and 2 jet sizes in the rear on a gas engine. For Alcohol engines, call your carburetor manufacturer for a recommendation.