TO START:
1. Turn the ignition OFF and disconnect the vehicle's negative battery cable.

2. Disconnect the mass air sensor and air temp. sensor electrical connections.

3. Disconnect the crankcase vent line from the intake plenum.

4. Loosen and remove the tall wing nut that retains the intake plenum.

5. Loosen the four screws that retain the airbox top to the airbox base.

6. Remove the upper air cleaner assembly.

7. Loosen and remove the bolt that retains the airbox base.

8. Pull the airbox upward firmly to release the grommets from the retainer bracket.

9. Pull the release tab and slide the retainer bracket upward to remove it from the radiator core support.

10. Using a 7/32” socket, loosen and remove the factory standoff from the throttle body.

11. Using a 5/16” wrench, remove the factory bolt from the standoff and reinstall the factory bolt in its original location.

12. Remove the nut that retains the throttle cable bracket.

13. Install the short coupling nut onto the throttle body stud mentioned in the previous step.

14. Install the two long coupling nuts onto the other two throttle body studs.

15. Install the gasket onto the throttle body flange.

16. Install the adapter and hand tighten the three 6mm Allen bolts.

17. Snug the three coupling nuts.

18. Snug the three Allen bolts installed in step 16. NOTE: be careful not to over tighten.

19. Install the 4” OD silicone hose over the adapter and tighten using a provided midi clamp.

20. Install the 5/8” OD grommet and a flat washer over the original airbox mounting stud.

21. Using a 3/16” drill bit, drill out the existing hole in the radiator core support.

NOTE: this kit was not designed for vehicles with body lifts.

TOOLS NEEDED:
- 7/32” socket
- 7/16” socket
- 3/8” socket
- 10mm socket
- 5/16” wrench
- 7/16” wrench
- 1/8” allen wrench
- 5mm allen wrench
- Drill
- 3/16” drill bit
- Ratchet
- Socket extension
- Flat blade screwdriver
- Phillips head screwdriver
- 7/32” socket
- 7/16” socket
- 3/8” socket
- 10mm socket
- 5/16” wrench
- 7/16” wrench
- 1/8” allen wrench
- 5mm allen wrench
22. Install the heat shield and secure it with a provided self tapping screw.

23. Assemble the L bracket and saddle bracket using the hardware provided.

24. Install the saddle/bracket assembly onto the original airbox mounting stud and secure with the hardware provided.

25. Remove the mass air sensor from the stock intake tube and airbox top.

26. Remove the air temp. sensor from the stock intake tube and airbox top.

27. Install the 1" OD grommet into the hole in the primary intake tube.

28. Install the air temp. sensor into the grommet.

29. Using the hose clamp provided, attach the silicone step hose onto the end of the primary intake tube.

30. Using the hose clamp provided, attach the silicone step hose to the mass air sensor with the directional arrow as shown above.

31. Install the secondary intake tube into the silicone hose and secure with provided hose clamp.

32. Install the primary intake tube onto the adapter and tighten the second mid hose clamp.

33. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

34. Mark the lower hole on the heat shield.

35. Loosen and remove the saddle bracket assembly and heat shield.

36. Drill out the hole marked in step 33.

37. Install trim seal onto the heat shield. NOTE: Some cutting and trimming may be necessary for best fit.

38. Reinstall the heat shield and saddle bracket assembly, secure with the hardware provided.

39. Attach the saddle/bracket assembly to the secondary intake tube using the provided hose clamp.

40. Install the Filtercharger element onto the intake tube rotate, for best clearance and secure it with the provided hose clamp.

41. Reconnect the mass air sensor, air temp. sensor electrical connections and crankcase vent line.

42. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

43. The C.A.R.B. exemption sticker, (attached), must be visible under the hood, so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

44. It will be necessary for all FIPK's 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, and the parking brake engaged. 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 suggests checking the Filtercharger element periodically for excessive dirt build-up. When the element becomes covered in dirt (or once a year), service it according to the instructions on the Recharger service kit, part number 99-5050 or 99-5000.

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