

K&N **FILTERCHARGER[®] INJECTION** **PERFORMANCE KIT**

— INSTALLATION MANUAL —

Chevrolet / GMC

C&K 2500, 3500

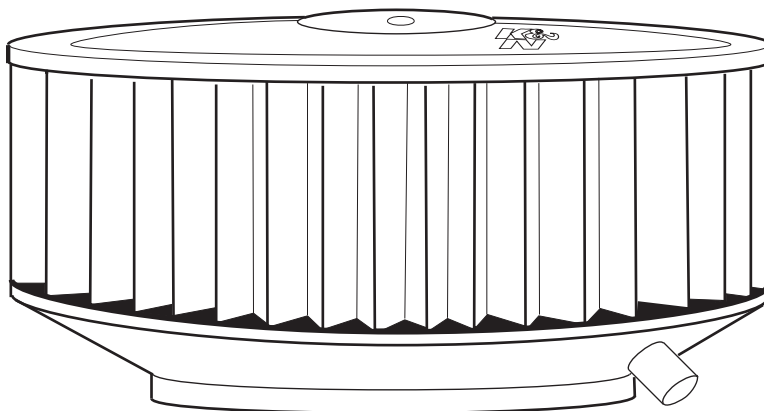
Pickup & Suburban

1992-1995

V8-7.4L Without heat stove

P/N 57-3014

CARB E.O. #D-269-9



K&N Engineering, Inc.

K&N Filtercharger® Injection Performance Kit #: 57-3014

Application: 1992-1995 Chevrolet / GMC C & K 2500, 3500 Pickup & Suburban V8-7.4L

Air-flow sensing device: Speed Density

BASIC DESIGN CONCEPT

This K&N *Filtercharger*® Injection Performance Kit (hereafter referred to as: **FIPK**) is designed to be less restrictive than the OEM air filter system. Low restriction air filters allow the engine to have better throttle response as well as more power throughout the RPM band. K&N has designed this **FIPK** to exactly replace the OEM factory air cleaner case, with a precision engineered aluminum adapter and all the necessary mounting brackets, bolts, screws and nuts. Additionally, it is important to note, if the O.E.M. air cleaner case has emission control devices and/or hoses, that all these parts will be installed as necessary to the new assembly.

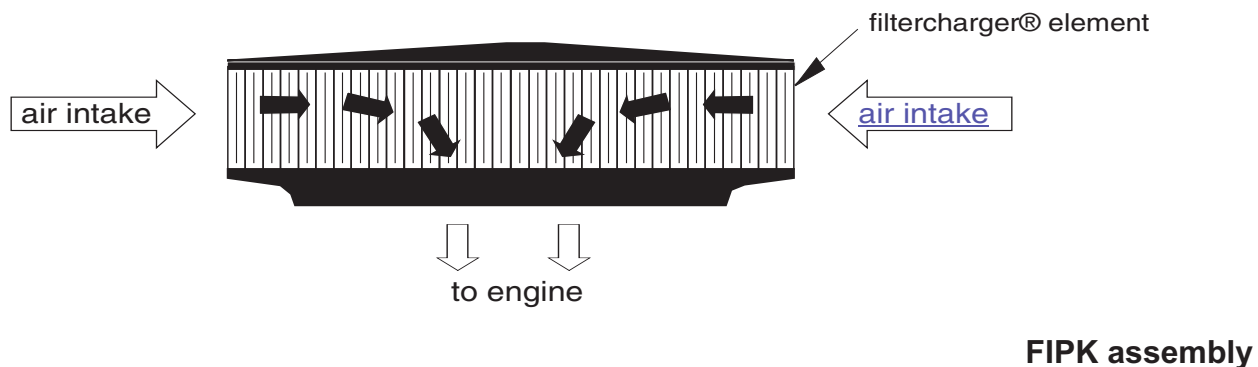
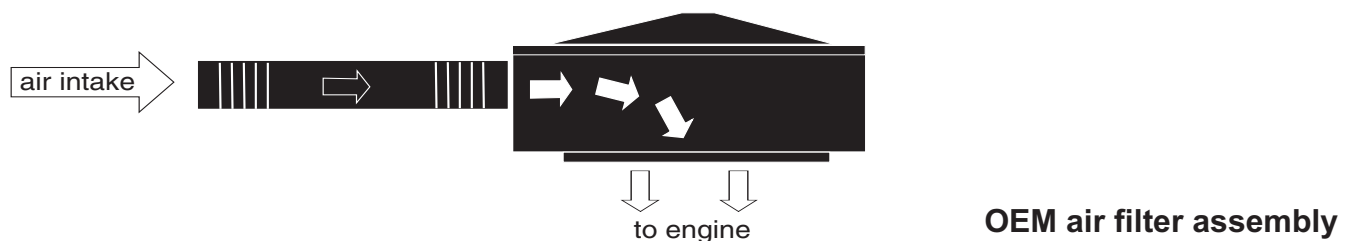
Each **FIPK** has a specially designed filter with woven cotton fabric sandwiched between 2 layers of wire mesh screen. The screen and fabric combination creates a grid-like effect which actually straightens out the incoming air as it passes through the filter. In addition to the filter, this kit has a uniquely designed adapter with a built-in velocity stack. This velocity stack is beneficial in further smoothing out the incoming air flow and allowing for a less restrictive entry into the engine. (Air moving in a straight direction moves faster than tumbling air thus creating an increase in air flow). See the figure below.

AIR CLEANER DESIGN EFFECTIVENESS

To design an effective performance air filter assembly, two factors must be considered: the air filtering element and the air filter adapter. On fuel injected, computer controlled vehicles, there can be a substantial gain in performance by using a less restrictive air filter assembly. Original equipment air filter assemblies tend to be more restrictive than the performance enthusiast would like, therefore, by changing to the less restrictive K&N **FIPK**, the air flow potential of the engine can be fully maximized without jeopardizing important emission standards. (see figures below)

EMISSIONS LEGAL

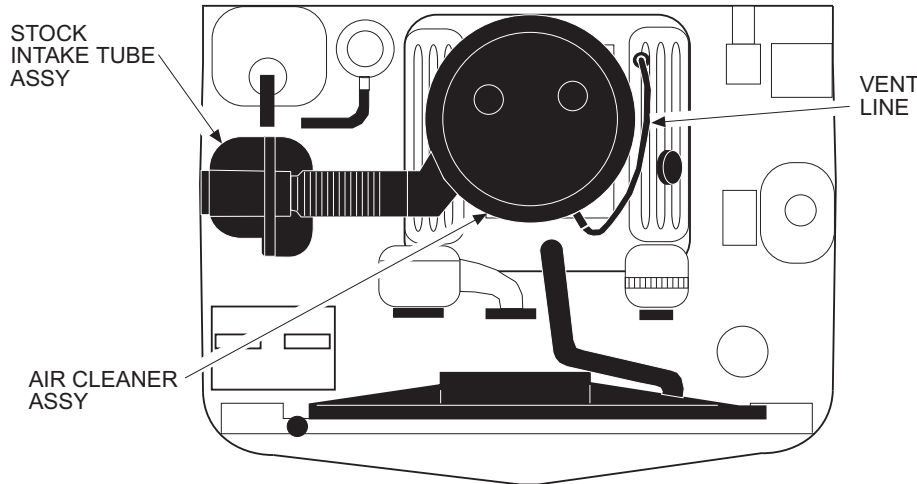
The **FIPK** is street legal for use on the emission controlled vehicles that it was originally designed to fit. These kits replace the original air filter case and do not eliminate the emission controls. The high temperature label contains the EO # assigned by C.A.R.B. that will allow a vehicle installed with the **FIPK** to pass the visual inspection at an authorized Smog Inspection station.



INSTALLATION INSTRUCTIONS

CAUTION!! PLEASE READ CAREFULLY AND COMPLETELY BEFORE BEGINNING WORK ON YOUR VEHICLE. K&N suggests that you have a repair manual available for reference during installation of the K&N *Filtercharger*® Injection Performance Kit.

ENGINE COMPARTMENT



Refer to this diagram for the location of the various parts listed in the installation instructions.

Stock look

INSTALLATION

- 1) Turn the ignition off and disconnect the vehicles negative battery cable.
- 2) Loosen and remove the two wing nuts that retain the air cleaner assembly.
- 3) Detach the crankcase vent line from the air cleaner before removing the air cleaner assembly.
- 4) Remove the bolt that secures the fender intake tube and remove the entire air cleaner assembly.
NOTE: These parts will not be reused.
- 5) Using an 8mm wrench, remove the air cleaner studs from the throttle body bolts.
NOTE: These studs will not be reused.
- 6) Insert the provided "Z" stud, into the threaded hole located just in front of and in between the two throttle ports.
- 7) Install the provided gasket and base plate onto the throttle body.
- 8) Line up the vent tube onto the base plate with the crankcase vent line, attach & secure with provided hose clamp.
- 9) Install the K&N *Filtercharger* element and top plate.
NOTE: No more than 1/2" of the stud should protrude through the top plate.
- 10) Tighten the Filtercharger assembly using the provided hardware as shown in the parts illustration.
NOTE: Do not over tighten.
- 11) Reconnect the vehicle's negative battery cable and double check to make sure everything is tight & properly positioned before starting the vehicle.
- 12) The C.A.R.B. exemption sticker, (attached) must be placed in a visible area 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.
- 13) 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 avoid warranty.

ROAD TESTING

Start the engine with the transmission in neutral or park, and the emergency brake on. Listen for any air leaks or odd noises. If there are air leaks, make sure the hose connections are secure. If there are any odd noises, check for the cause and repair before proceeding. The K&N *Filtercharger*® Injection Performance Kit will function identically to the factory air filter with the exception of being slightly louder than stock and much more responsive. If all preliminary checks are okay, then a road test is necessary. Listen carefully for rattling or other odd noises and fix as necessary. If the road test is fine, you can enjoy driving as normal with the added response and power. We suggest that the *Filtercharger*® element be checked periodically for dirt. This is now very easy due to the open element configuration. If the filter material is overly dirty, service it according to the instructions that are in the Recharger service kit part number 99-5050 or 99-5000

PARTS LIST

desc	qty	Part#
A 1/4-20 nylock nut	1	07517
B Fender washer	1	08151
C Rubber washer	1	21708
D Top plate	1	06842
E <i>Filtercharger</i> ® element	1	E-3750
F Base plate	1	01543
G Hose clamp	1	08407
H Gasket	1	09988
I "Z" Stud	1	08019

