FUEL INJECTION PERFORMANCE KIT
FIPK GENERATION II™

INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

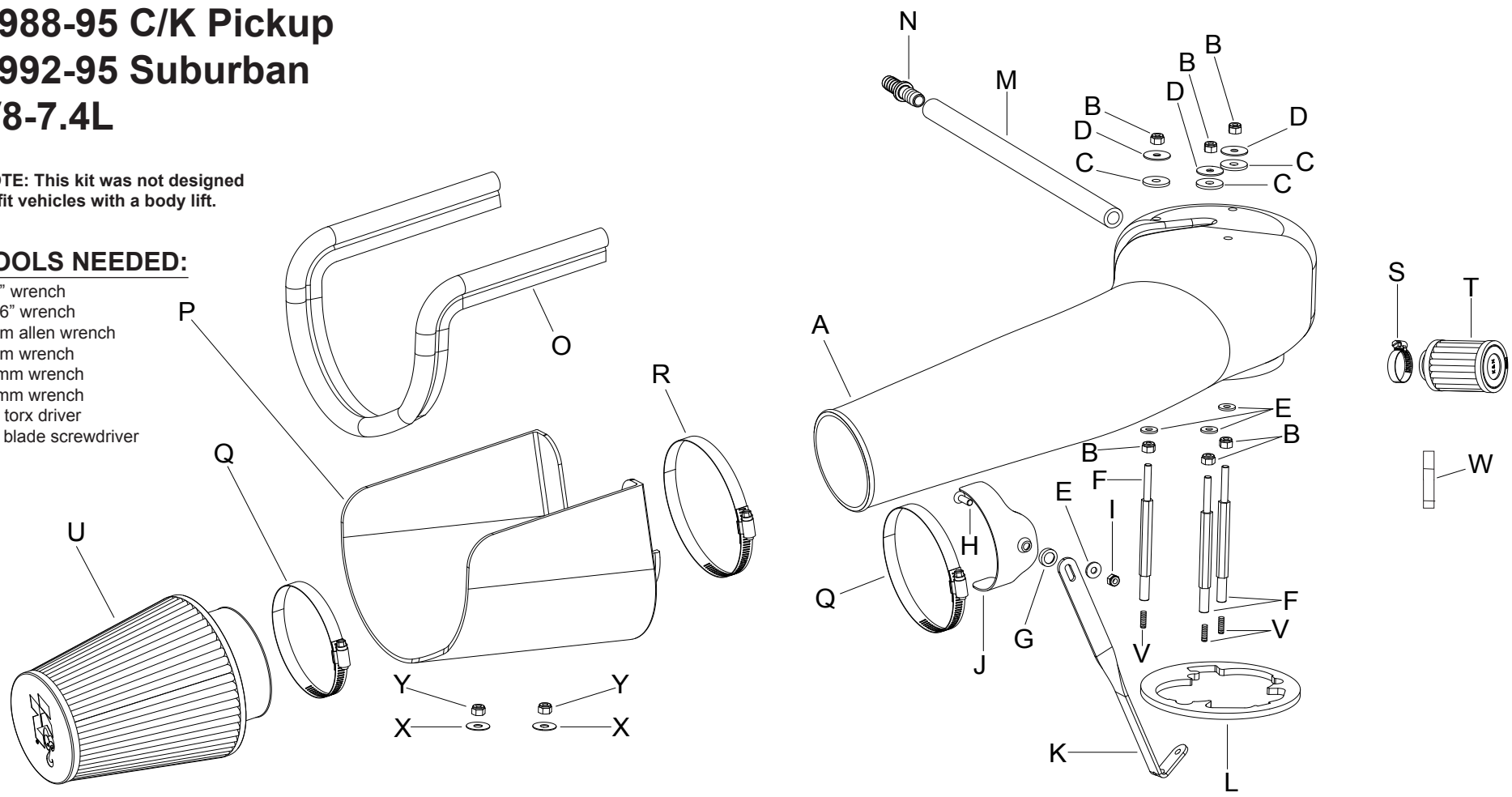
INSTALLATION INSTRUCTIONS

57-3027
CHEVROLET / GMC
1988-95 C/K Pickup
1992-95 Suburban
V8-7.4L

NOTE: This kit was not designed to fit vehicles with a body lift.

TOOLS NEEDED:

3/8” wrench
7/16” wrench
4mm allen wrench
8mm wrench
10mm wrench
13mm wrench
t25 torx driver
flat blade screwdriver



PARTS LIST:

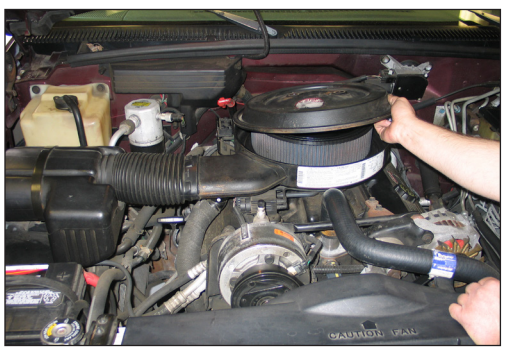
	Description	Qty.	Part #								
A	Intake Tube	1	087001	J	Bracket; 59-4540, Saddle, S/S	1	078855	S	Hose Clamp #12 Mini	1	08420
B	Nut; 1/4-20, Nylock, Zinc	6	07517	K	Bracket; 57-3027	1	078747	T	Element Parts Kit	1	KRU3630E
C	Washer; 1”D x 1/4 Hole Fender	3	08160	L	Gasket; 57-3026, 1/4” Poron	1	09027	U	Air Filter	1	RF-1032
D	Washer; 1” x .300 x .100 Rubber	3	21685	M	Hose; 1/2” ID x 15-3/4” L	1	08414	V	Stud; 5mm-.8 x 30mm L	3	22211
E	Washer; 1/4”ID x 5/8”OD - SAE	4	08275	N	Hose Mender; 1/2” Barbed, Nylon	1	08686	W	Thread Locker	1	482
F	Stud; 88-95 C/K Pickup	3	09795-1	O	Edge Trim, 32”L	1	102479	X	Washer; 3/8” Flat Washer, SS	2	08134
G	Washer; Conical, Nylon, Black	1	08180	P	Heat Shield	1	07430	Y	Nut; 3/8-16, Nylock, Lock Nut	2	08255
H	Bolt; 6mm-1.00 x 20mm F/H/A, SS	1	08376	Q	Hose Clamp #64	2	08648				
I	Nut; 6mm Nylock, Hexhead	1	07553	R	Hose Clamp #72	1	08671				

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition and disconnect the negative battery cable.

NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner’s manual. In the event your vehicles’ anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



2. Loosen and remove the air cleaner wing nuts, then remove the air cleaner lid.

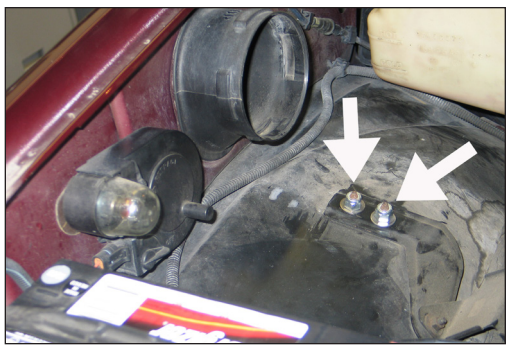
3. Remove the crank case vent line from the valve cover.

NOTE: Some vehicles are equipped with an air injection check valve which is vented to the air cleaner assembly. On these vehicles, remove the rubber hose and clamp the provided filter to the check valve.

4. Remove the air cleaner base assembly.

5. Loosen and remove the two bolts that secure the air inlet/resonator, then, remove the complete assembly.

NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.

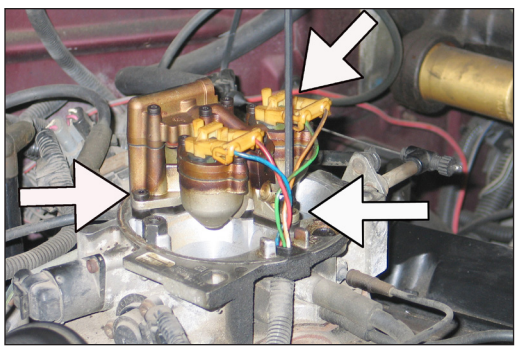


5a. On vehicles equipped with rear A/C-heat, secure the heater hose manifold bracket to the inner fender with the factory bolts removed in step #5 and the nuts provided.

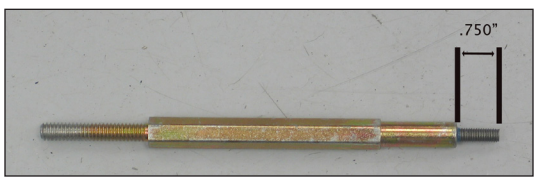
6a. On 92-95 vehicles, remove the two factory throttle body studs as shown.

6b. On 88-91 vehicles, remove the factory “Z” stud.

7. Remove the factory air cleaner gasket.



8. Remove the three factory Torx screws from the throttle body assembly.

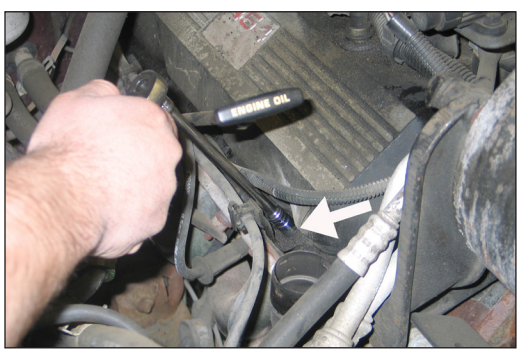


8a. Apply two drops of the provided thread locker to the provided 5mm studs, then install the studs into the tube mounting studs as shown so that .750” is exposed.

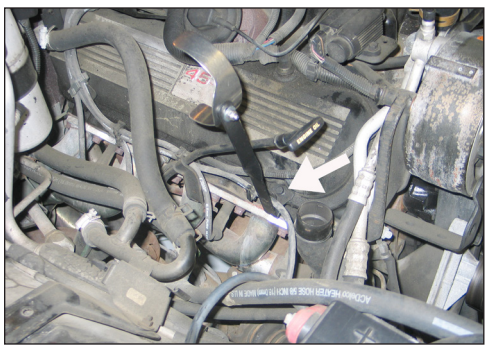
9. Install the three provided throttle body studs into the three holes from step 8.

NOTE: Apply two drops of thread locker to the throttle body studs and torque them to 30 inch-pounds.Failure to follow the above instructions may damage the throttle body.

10. Assemble the saddle bracket assembly as shown.

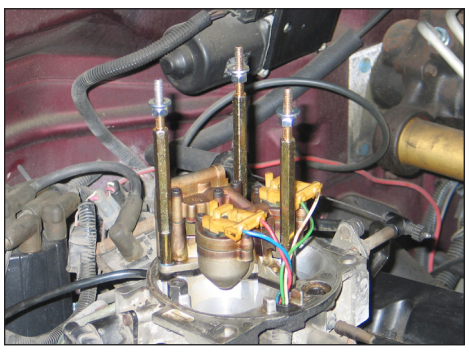


11. Loosen and remove the valve cover bolt as shown .

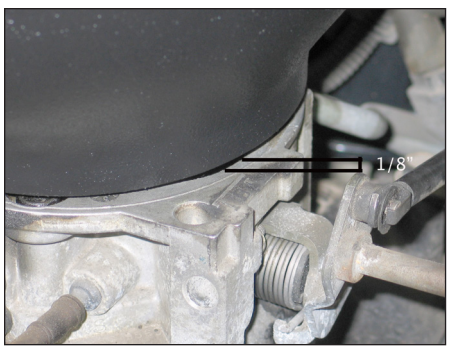


12. Secure the saddle bracket assembly to the valve cover using the bolt removed in step 11. Do not tighten completely.

13. Apply the three nylock nuts onto the throttle body studs as shown approximately 3/4” down.

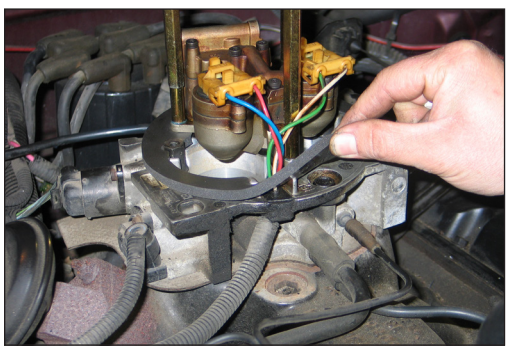


14. Apply the 1/4” washers onto the studs as shown above.



15. Install the K&N® intake tube onto the throttle body.

NOTE: To set proper gasket compression, set the gap between the tube and the throttle body at 1/8”. It may be necessary to adjust the nylock nuts several times to get the proper gap around the entire circumference. Each full turn of the nylock nut is equal to .050” up or down movement. Remove the tube when the proper gap has been achieved.

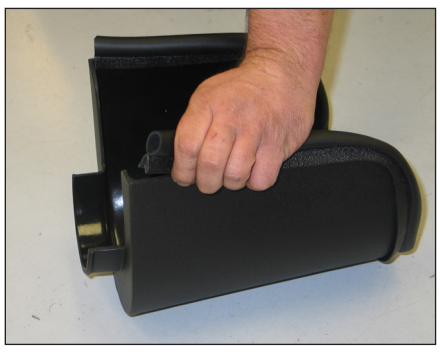


16. Remove the paper backing from the gasket and apply the gasket to the throttle body sticky side down as shown.

17. Re-install the K&N® intake tube and secure it with the provided washers and nylock nuts.

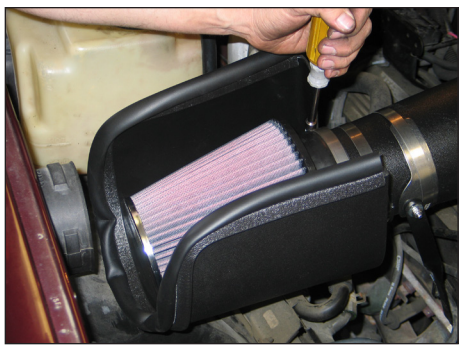
NOTE: Tighten the nuts until the tube contacts the washers and nuts installed in step 14.

18. Secure the tube to the saddle bracket assembly using the provided hose clamp.



19. Apply the trim seal to the heat shield as shown.

20. Install the heat shield onto the tube as shown, but do not tighten completely.



21. Install the K&N® air filter onto the intake tube as shown.

NOTE: Drycharger® air filter wrap; part number RF-1032DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit http://www.knfilters.com®.

22. Assemble the silicone hose and 1/2” hose mender as shown.

23. Attach the silicon hose onto the vent on the intake tube, then, push the hose mender into the grommet in the valve cover.

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

25. The C.A.R.B. exemption sticker, (attached), must be visible under the hood, so the 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.

26. **NOTE:** Most General Motors vehicles have the Vehicle Emissions Certification Information (VECI) label affixed to the air filter box. In order to be compliant with California emissions laws, the label MUST remain in the engine compartment. If the Vehicle Emission Control Information label is removed during modification, a new replacement label must be obtained and installed in a readily visible position in the engine compartment. The label shall not be affixed to any equipment which is easily detached from the vehicle. We recommend that the label is affixed to the underside of the hood adjacent to the hood latch. The label is Vehicle Identification Number dependent and can be ordered from the vehicle dealership. In order to receive the proper decal please bring your VIN with you. Failure to have the VECI under the hood may result in failure of a pre-registration smog test.

27. It will be necessary for all K&N® high flow intake systems 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 Engineering, Inc., suggests checking the air filter 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.

INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

* FREE K&N® decal To register your warranty, please see us online at knfilters.com/register. FREE K&N® decal *

• 1455 CITRUS ST., P.O. BOX 1329, RIVERSIDE, CA., U.S.A. 92502 • TECH SERVICE 800-858-3333 • FAX 951-826-4001
• e-mail: tech@knfilters.com® • WWW: http://www.knfilters.com®

17313G
6/13/14