



Summit by K&N[®] Injection Performance Kit

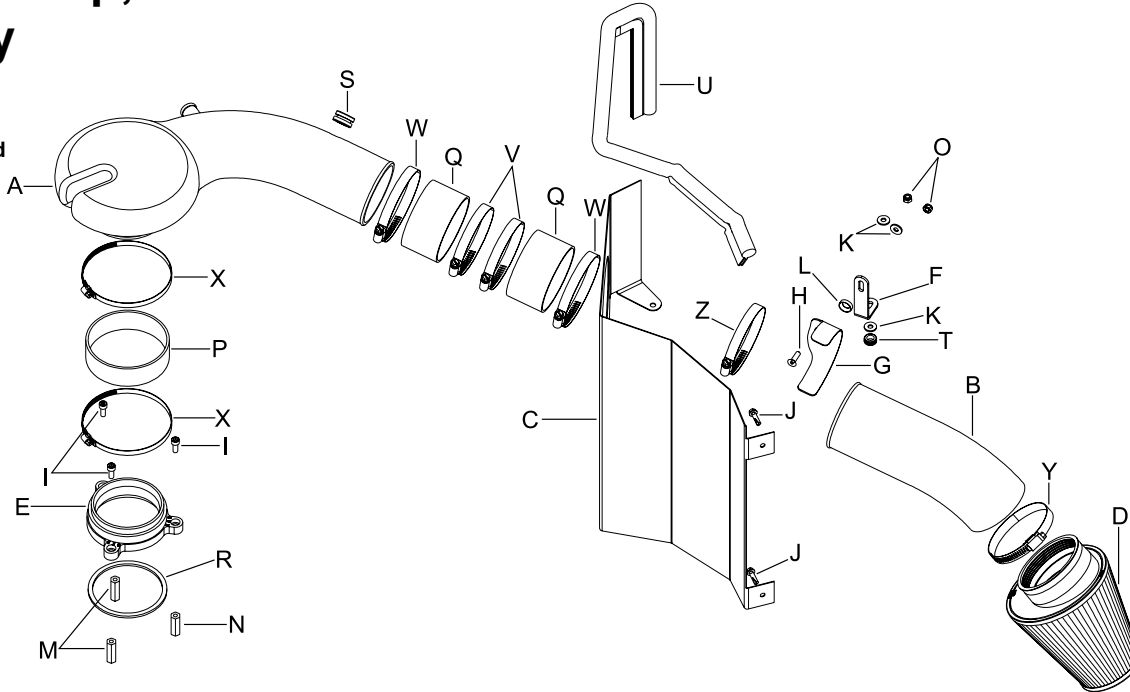
INSTALLATION INSTRUCTIONS

SUM-F1160
CHEVROLET / GMC
1996-05 Blazer
1996-04 S10 Pickup; Sonoma
1996-01 Jimmy
V6-4.3L

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

TOOLS NEEDED:

1/8" Allen Wrench
5mm Allen Wrench
3/16" drill Bit
3/8" Socket
7/16" Socket
7/32" Socket
10mm Socket
5/16" Wrench
7/16" Wrench
Drill
Flat Blade Screwdriver
Phillips Head Screwdriver
Ratchet
Socket Extension



PARTS LIST:

Description	Qty.	Part #
A Primary Intake Tube	1	08879
B Secondary Intake Tube	1	08878
C Heat Shield	1	07406
D Air Filter Element	1	RF-1035
E Adapter	1	08799
F "L" Bracket	1	070742
G Saddle Bracket	1	078855
H Flat Head Allen Bolt	1	08376
I 6mm x 16mm Allen Bolt	3	07818
J Self Tapping Screw	2	07789
K Flat Washer	3	08275
L Conical Washer	1	08180
M Long Coupling Nut	2	08254
N Short Coupling Nut	1	07522
O Nylock Nut	2	07553
P 4"ID Silicone Hose	1	08712
Q Silicone Step Hose	2	08051
R Gasket	1	09766
S 1"OD Grommet	1	08064
T 5/8"OD Grommet	1	08090
U Trim Seal 26"L	1	102488
V Hose Clamp #48	2	08601
W Hose Clamp #56	2	08620
X Hose Clamp #64 Midi	2	08650
Y Hose Clamp #60	1	08624
Z Hose clamp #52	1	08610

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

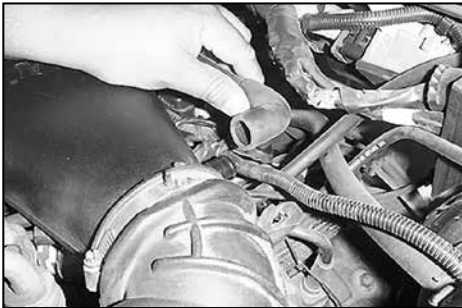
TO START:

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.



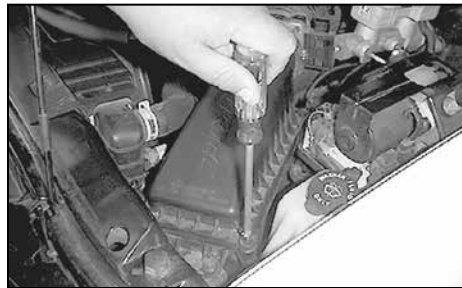
2. Disconnect the mass air sensor and air temp. sensor electrical connections.



3. Disconnect the crank case vent line from the intake plenum.



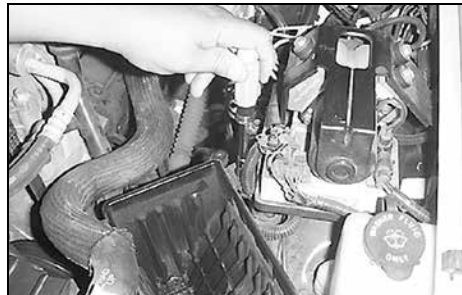
4. Loosen and remove the tall wing nut that retains the intake plenum.



5. Loosen the four screws that retain the air box top to the air box base.



6. Remove the upper air cleaner assembly.



7. Loosen and remove the bolt that retains the air box base.



8. Pull the air box 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.

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



10. Using a 7/32" socket, loosen and remove the factory stand off from the throttle body.



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

NOTE: Torque to factory specifications. (80lb/in.)



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

NOTE: The nut will not be reused.



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

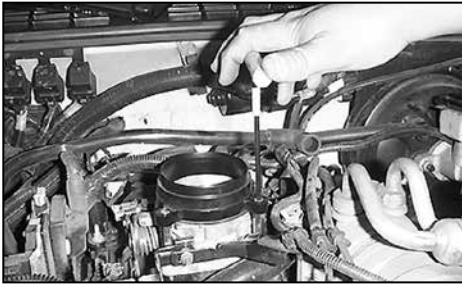
14. Install the two long coupling nuts onto the other two throttle body studs.



15. Install the gasket onto the throttle body flange.



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

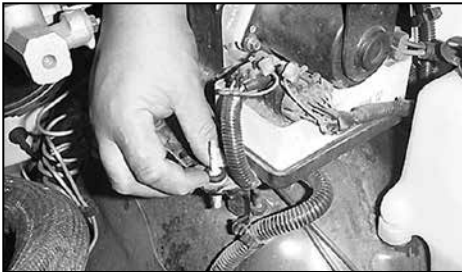


17. Snug the three coupling nuts.

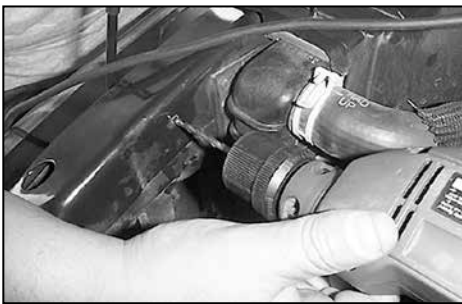
18. Snug the three allen bolts installed in step 16.
NOTE: be careful not to over tighten.



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



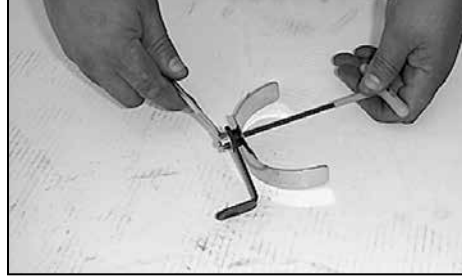
20. Install the 5/8" OD grommet and a flat washer over the original air box mounting stud.



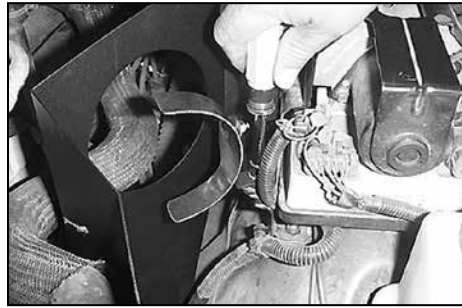
21. Using a 3/16" drill bit, drill out the existing hole in the radiator core support.



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 air box mounting stud and secure with the hardware provided.



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



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



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



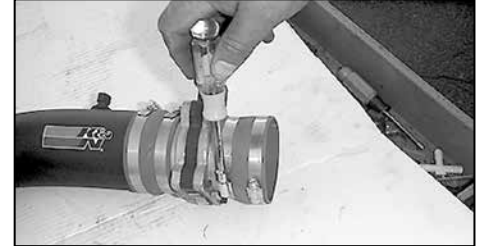
28. Install the air temp. sensor into the grommet.



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 second silicone step hose onto the exposed end of the mass air sensor and secure with the hose clamp provided.



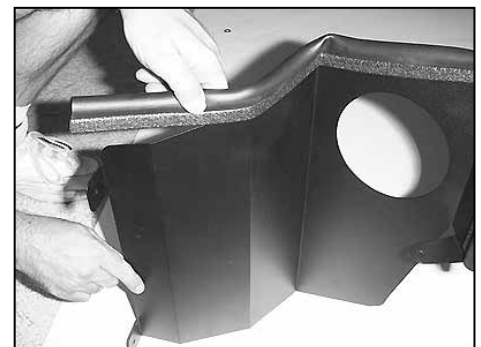
32. Install the primary intake tube onto the adapter and tighten the second midi hose clamp.



33. Mark the lower hole on the heat shield.

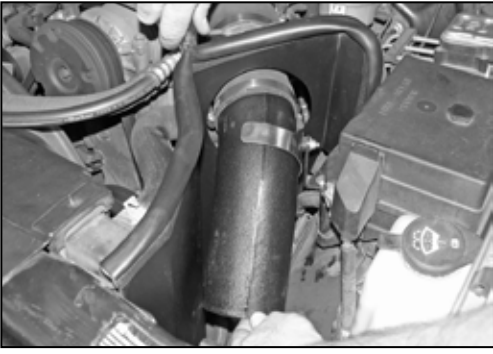
34. Loosen and remove the saddle/bracket assembly and heat shield.

35. Drill out the hole marked in step 33.



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

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



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

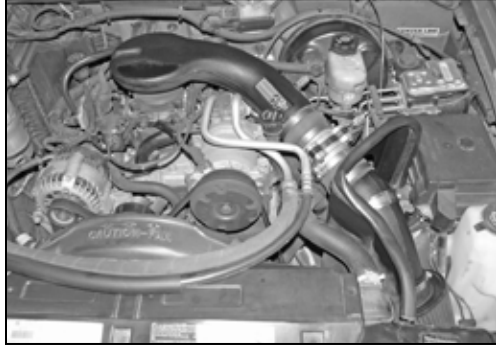


39. Attach the saddle/bracket assembly to the secondary intake tube using the provided hose clamp.



40. Install the air filter 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 crank case 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 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., requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean and re-oil, purchase our filter Recharger® service kit, part number 99-5050 or 99-5000 and follow the easy instructions.