



FUEL INJECTION PERFORMANCE KIT

FIPK

GENERATION II™

INSTALLATION INSTRUCTIONS

57-3009

CHEVROLET/GMC

1994-95 S10 PICKUP/SONOMA

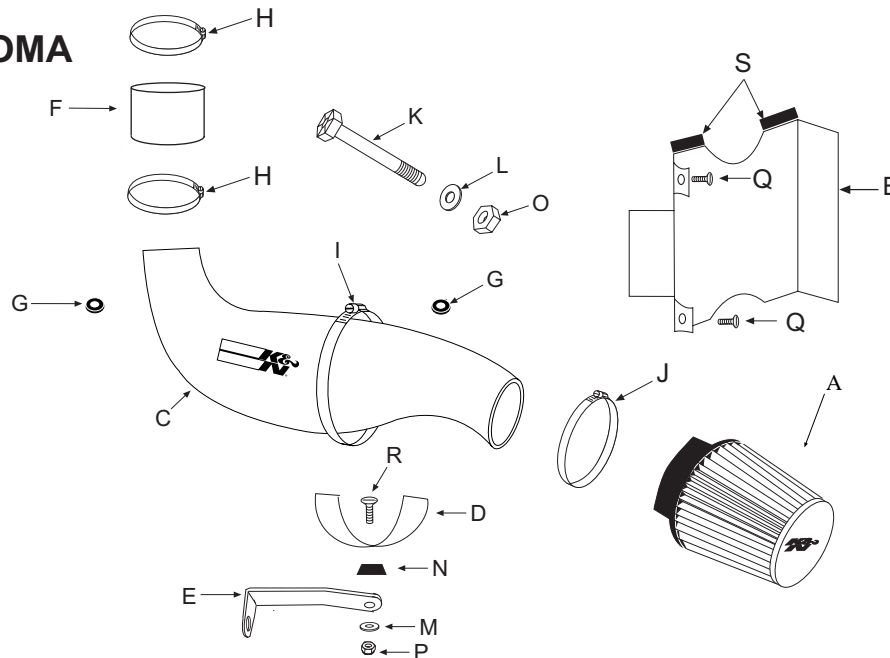
1995 S10 BLAZER/JIMMY

V6-4.3L C.P.I.

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

TOOLS NEEDED:

5/16" Wrench
7/16" Wrench
13mm Wrench
14mm Wrench
17mm Wrench
10mm Socket
15mm Socket
17mm Socket
4mm Allen Wrench
Ratchet
Drill
Drill bit 3/16"



PARTS LIST:

Desc.	QTY.	Part #
A. Air Filter	1	RF-1023
B. Heat shield	1	07403
C. Intake tube	1	08861
D. Saddle	1	078855
E. "L" Bracket	1	070602
F. Silicone hose	1	08434
G. Rubber grommet	2	08064
H. Hose clamp #44	2	08577
I. Hose clamp #64	1	08648
J. Hose clamp #56	1	08620
K. 10mm bolt	1	07851
L. Wave washer	1	08175
M. Flat washer	1	08275
N. Conical nylon washer	1	08180
O. 10mm jam nut	1	07568
P. Nylock nut	1	07553
Q. Self tapping	2	07789
R. Flat head allen bolt	1	08376
S. Trim seal	1	102494

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

TO START:

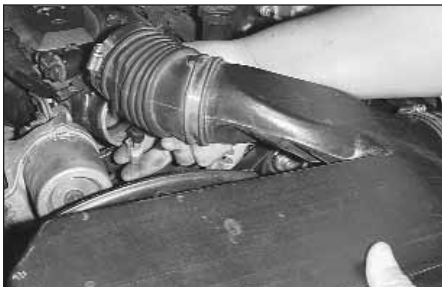
1. Turn the ignition OFF and disconnect the vehicle's negative battery cable.



2. Loosen the hose clamp located on the rubber intake hose at the throttle body.



3. Using a flat blade screwdriver, release the push clip that secures the plastic resonator chamber to the radiator fan shroud.



4. Remove the rubber intake hose from the throttle body and disconnect the air temperature electrical connection located on the underside of the rubber intake hose.



5. Remove the vent hose from the factory intake tube.



6. Remove the complete air intake assembly from the engine compartment.

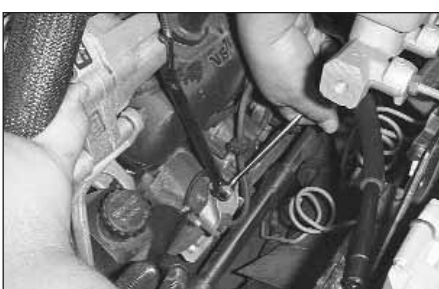
NOTE: K&N recommends that you do not discard factory air intake.



7. Loosen and remove the top on the alternator stabilizing bracket. Loosen the lower bolt and swing bracket out of the way.



8. Remove the factory alternator pivot bolt as shown and replace it with the 10mm bolt provided, then thread into position.



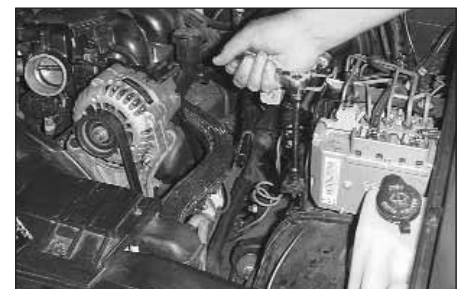
9. Reposition the stabilizing bracket, reinstall upper bolt and tighten both bolts.



10. Install the saddle to the "L" bracket with the hardware provided as shown above.



11. Install the saddle bracket assembly onto the exposed portion of the alternator pivot bolt. With the bracket positioned as shown above, tighten with the wave washer and jam nut provided.



12. Using a 10mm socket, remove the bolt on the ABS bracket as shown above.



13. Install the heat shield as shown, with the factory ABS bracket bolt reinstalled.



14. Install the self tapping screw into the existing hole in the radiator core support. Mark the lower hole of the heat shield when it lines up with the radiator core, fully exposing the factory opening in the core support.

15. Loosen and remove the bolt, screw and the heat shield installed in the two previous steps.



16. Using a 3/16" drill bit, drill the mark on the radiator core support.

17. Reinstall the heat shield, lining up all three attachment points. Secure into place using the factory ABS bracket bolt and the two self tapping screw provided.



18. Install the two grommets provided into the K&N intake tube as shown above.



19. Remove the air temperature sensor from the factory intake hose and reinstall it into the grommet hole on the underside of the K&N intake tube as shown above.



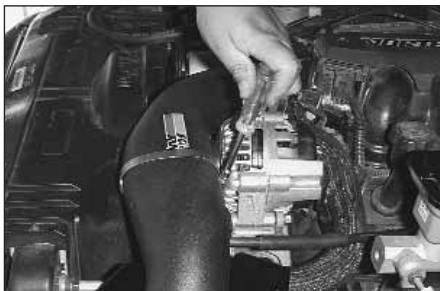
20. Install and secure the silicone hose onto the throttle body using the hose clamp provided as shown above.



21. Install the K&N intake tube, resting comfortably on the saddle/bracket and inserting the one end of the tube into the silicone hose. Reconnect the air temperature sensor electrical connection and insert the vent hose into the grommet hole located on the backside of the K&N tube.



22. Tighten the silicone hose around the intake tube with the hose clamp provided. **NOTE: It may be necessary to grind the fan shroud in this area slightly. (allow 3/8" clearance)**



23. Install the hose clamp provided around intake tube and saddle and tighten as shown above.



24. Install the air filter element onto the end of the intake tube. Position element for best clearance and tighten down using the provided hose clamp.



25. Install the trim seal provided onto the heat shield as shown above. **NOTE: Some cutting and trimming will be necessary to achieve the best fit.**

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

27. 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.

28. 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 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.