



FILTERCHARGER®

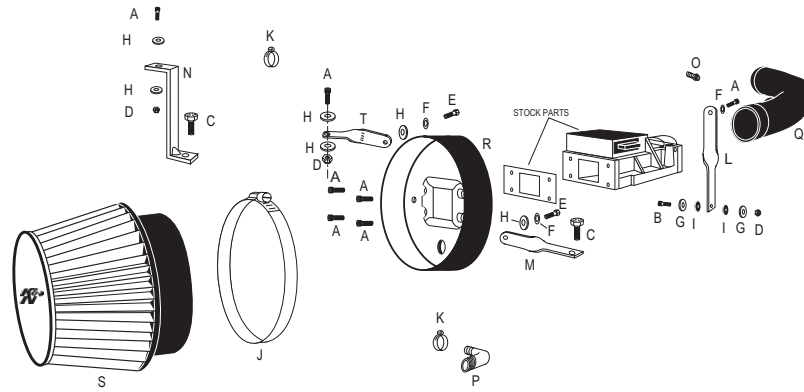
INJECTION PERFORMANCE KIT

INSTALLATION INSTRUCTIONS

57-9006

Toyota Pickup / 4Runner
1988-1995 V6-3.0L
2&4 wheel drive

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



PARTS LIST:

desc.	qty.	part #
A	6mm-1.00 x 16mm allen bolt	7 07818
B	6mm-1.00 x 20mm allen bolt	1 07852
C	8mm-1.00 x 16mm hex bolt	2 07844
D	6mm-1.00 nylock nut	3 07553
E	6mm-1.00 x 12mm hex bolt	2 07863
F	6mm wave washer	3 08174
G	fender washer	2 08160
H	flat washer	6 08275
I	rubber washer	2 21685
J	size 104 hose clamp	1 08697
K	size 10 hose clamp	2 08411
L	long bracket	1 07902
M	short bracket	1 07901
N	"Z" bracket	1 07903
O	straight hose fitting	1 08047
P	90° hose fitting	1 08045
Q	plastic intake elbow	1 08855
R	die-cast filter adapter	1 08797
S	Filtercharger® element	1 RF-1009
T	Twist bracket	1 07105

INSTALLATION

- 1) Disconnect the vehicle's negative battery cable.
- 2) Carefully remove the electrical plug connector at the mass-air sensor (held in place by a small spring-clip).
- 3) Un-clip the wiring harness from the airbox. Move the wire out of the way until re-assembly.
- 4) Remove the primary resonator hose from the fitting on the engine.
- 5) Loosen the hose clamp where the intake hose connects to the plastic intake elbow.
- 6) Remove the vent hose from the air chamber. Leave it attached to the engine.
- 7) Remove the 3 bolts holding the airbox base to the fenderwell. Remove the coil wire from the distributor.
- 8) Carefully remove the airbox, resonator chamber, mass-air sensor, air chamber, secondary intake hose and plastic intake elbow as a complete assembly. Some of these parts will no longer be used.
- 9) Remove the mass-air sensor from the airbox. This requires removing the airbox lid and the secondary intake hose. There are locking tabs on the two nuts inside the airbox. There is also a bolt holding the rear of the mass-air sensor to the lid.
- 10) Remove the studs that hold the mass-air sensor to the airbox. If you thread two nuts on to the stud, and tighten them together, you can then thread the stud out with the bottom nut.
- 11) Attach supplied 90° hose fitting into the adapter. (see fig. 1) The fitting has tapered threads, so be careful not to over-tighten.
- 12) Install the adapter, with the stock gasket onto the mass-air sensor, using the allen bolts provided. (see fig. 2) Use a thread locking compound and do not over-tighten the bolts.
- 13) Install the three brackets onto the adapter/mass-air assembly using the hardware provided. The rounded end of the bracket goes on the adapter/mass-air assembly. Tighten the bolts by hand so that the brackets will still move slightly. (see fig. 3)
- 14) Screw the straight hose fitting into the new plastic intake elbow. The fitting has tapered threads, so be careful not to cross-thread or over-tighten.
- 15) Snap the plastic intake elbow onto the mass-air sensor (the tube is a very snug fit and can be dipped into hot water to make installation easier. It will rotate freely when it is fully seated on the (mass-air sensor). Slide the original hose clamp in place, but only gently tighten at this time.
- 16) Remove the secondary resonator hose from the airbox lid and the resonator chamber. Install it onto the 90° hose fitting and secure with a supplied hose clamp. (see fig. 3)
- 17) Install mass-air/adapter assembly into vehicle. Slide the plastic intake elbow into the primary intake hose. The long bracket will line up with an unused hole in the fenderwell, and should be gently secured with supplied hardware. The short bracket will line up with one of the air box mounting holes in the fenderwell. (Due to slight variations in production tolerances on the vehicles, the mass-air assembly might have to be slightly flexed into position). Use the supplied 8mm hex head bolt, but do not completely tighten at this time. (see fig. 4)
- 18) When all of the bolts are in place, position the mass-air assembly so that it has ample clearance and tighten the bolt and nut holding the long bracket to the fenderwell. Then tighten the bolt that holds the short bracket to the fenderwell. Finally tighten the bolts that hold the brackets to the mass-air assembly.
- 19) Tighten the hose clamps on the plastic intake elbow at the primary intake hose and the mass-air sensor.
- 20) Connect the small vent hose to the straight fitting in the plastic intake elbow with the original band-clamp.
- 21) Remove the resonator chamber, with the primary resonator hose attached, from the airbox and bolt the "Z" bracket to it using the supplied hardware, but do not tighten at this time. (see fig. 5)
- 22) Bolt the "Z" bracket/resonator chamber/hose assembly to the original airbox mounting hole closest to the front of the truck using the 8mm hex bolt supplied, then, line up the twist bracket with the resonator chamber & secure with the provided hardware. (see fig. 5) Position the resonator for best clearance and tighten the bolts.
- 23) Install the secondary resonator hose onto the resonator chamber and secure with a supplied hose clamp.
- 24) Re-connect the primary resonator hose to the fitting on the engine.
- 25) Plug the main electrical cable back into the mass-air sensor. (make sure that the spring-wire clip is on the plug properly)
- 26) Re-connect the coil wire onto the distributor.
- 27) Install the K&N Filtercharger® on to the adapter, do not over-tighten hose clamp! - **CAUTION** - If the secondary resonator hose touches the Filtercharger media, the resonator chamber will have to be re-positioned for clearance.
- 28) Re-connect battery cable. Double check to make sure everything is tight and properly positioned before starting vehicle.
- 29) 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.
- 32) 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.

TOYOTA V6 PICKUP ENGINE COMPARTMENT

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

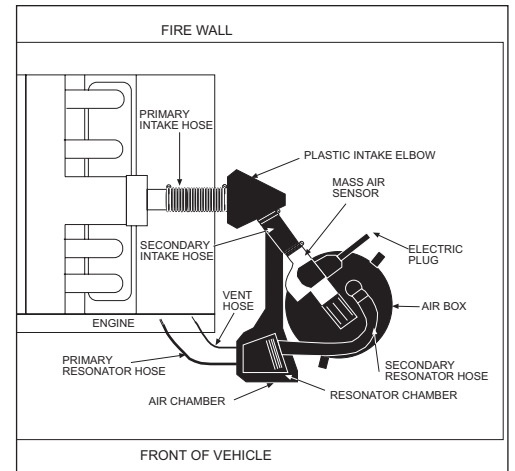


Fig. 1 90° elbow hose fitting

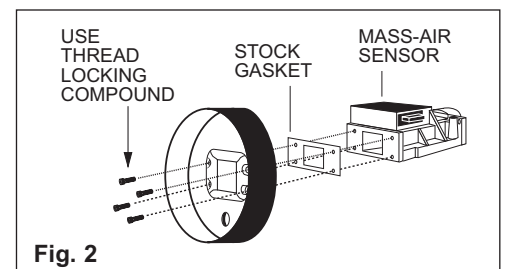


Fig. 2

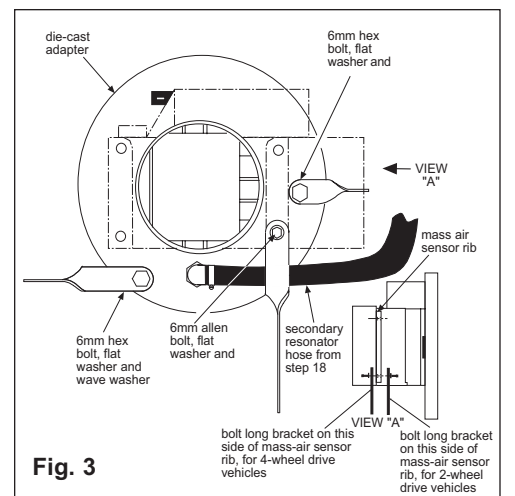


Fig. 3

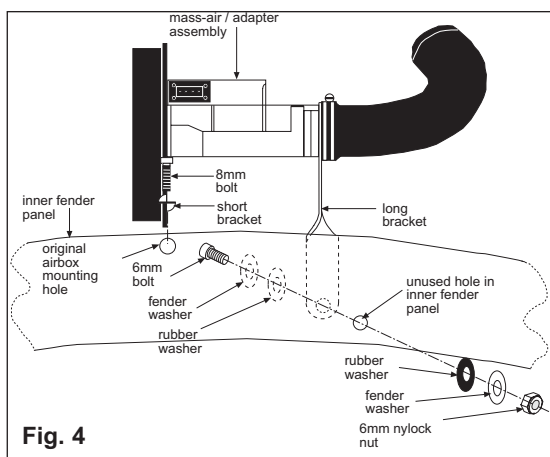


Fig. 4

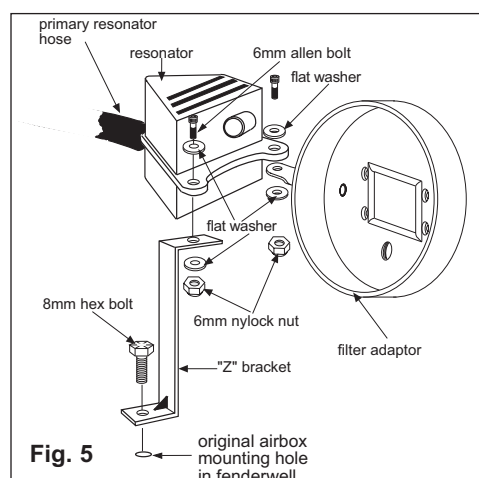


Fig. 5

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