



AIRCHARGER™

HIGH-FLOW INTAKE KITS

LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED, REGISTERED OR LICENSED FOR USE UPON A HIGHWAY.

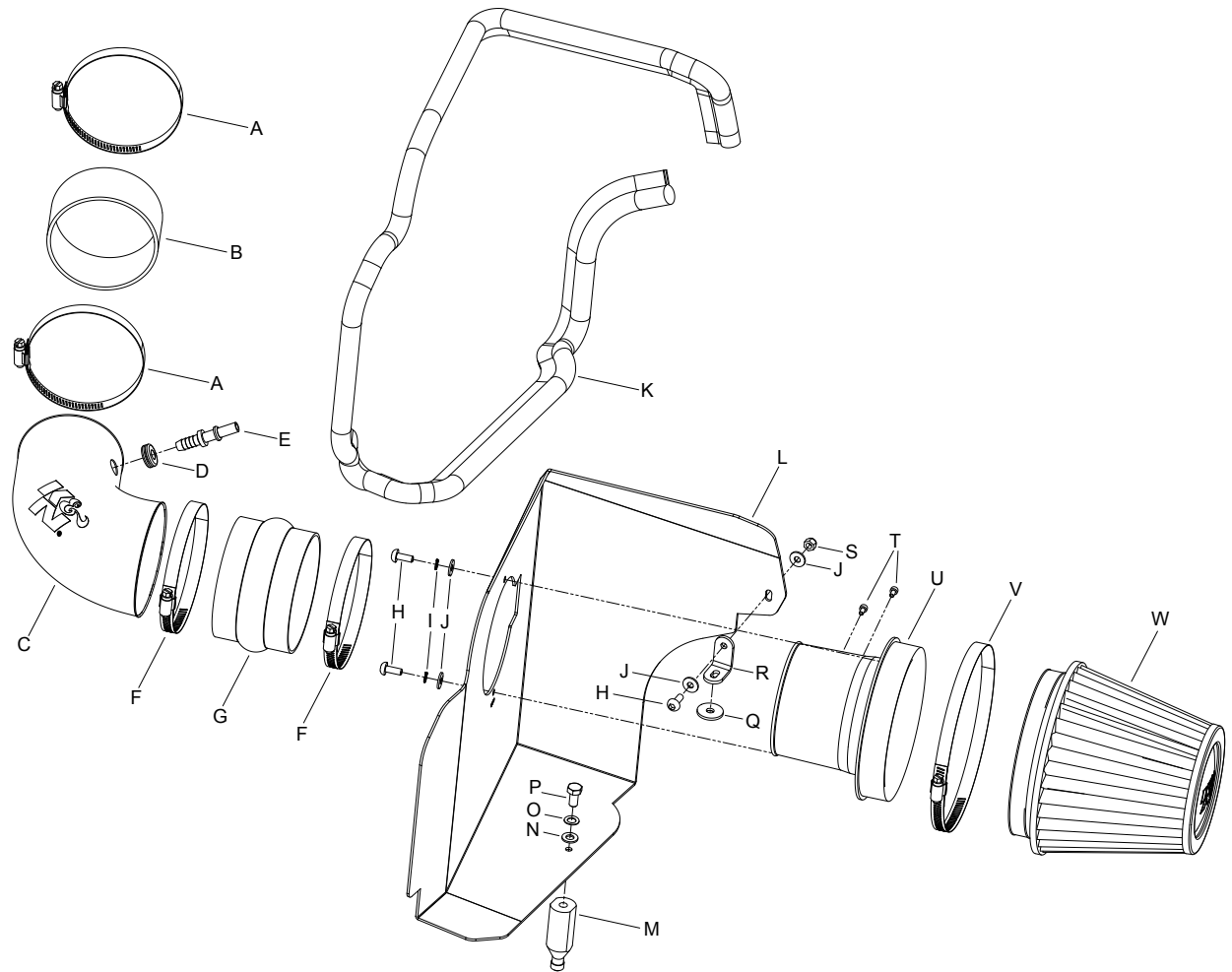
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

63-3079 CHEVROLET 2012-14 Camaro ZL1 V8-6.2L Supercharged

TOOLS NEEDED:

Ratchet
Extension
10mm socket
Phillips screw driver,
Standard screw driver,
Pliers
4mm Allen wrench
3mm Allen wrench
10mm wrench



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #64, Black Zinc Plated	2	08645K	M Standoff; 6.0 Ford Airbox	1	06532
B Hose; 4"ID X 2"L Reinforced	1	08761	N Washer; 8MM, Flat, SS	1	08272
C Intake Tube	1	087263	O Washer; 8MM Spring (Wave)	1	08239
D Grommet; 3/8"ID X 7/8"OD 1/16" GAP	1	08283	P Bolt; 8MM-1.25 X 16MM, Hexhead	1	07844
E Vent; 3/8" BARB to Quick Release	1	088059	Q Washer; 1" X .300 X .100 Rubber	1	21685
F Hose Clamp #72, Black Zinc Plated	2	08671K	R Bracket; 69-2521, "L", SML, STL, TB/PC	1	070066
G Hose; 4-1/2" ID X 3"L Hump Reinforced	1	08695	S Nut; 6MM Nylock, Hexhead, SS	1	07512
H Bolt; M6 X 1.00 X 16MM, Buttonhead, SS	3	07730	T Bolt; M4-0.07 8MM, A/H Cap, SS	2	07733
I Washer, M6 Split Lock Zinc	2	1-3025	U Adapter; MAF Sensor Housing, 63-2579	1	088035
J Washer; 6MM Flat, SS	4	08269	V Hose Clamp #104, Black Zinc Plated	1	08697K
K Edge Trim (70")	1	102454	W Air Filter	1	RP-5168
L Heat Shield	1	07395			

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 electrical connection.



3. Disconnect the crank case vent from the intake tube.



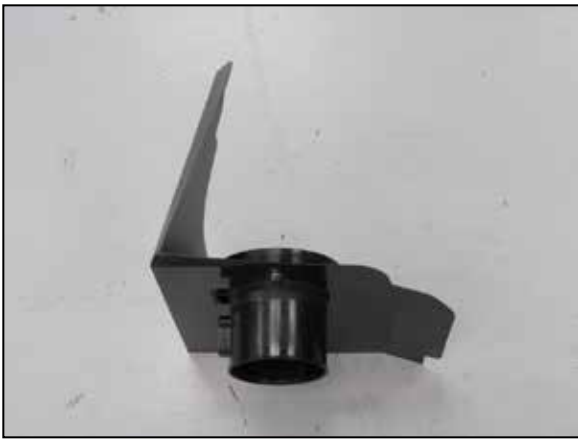
4. Loosen the two hose clamps securing the factory intake and then remove the factory intake hose.



5. Remove the two air box mounting nuts shown.



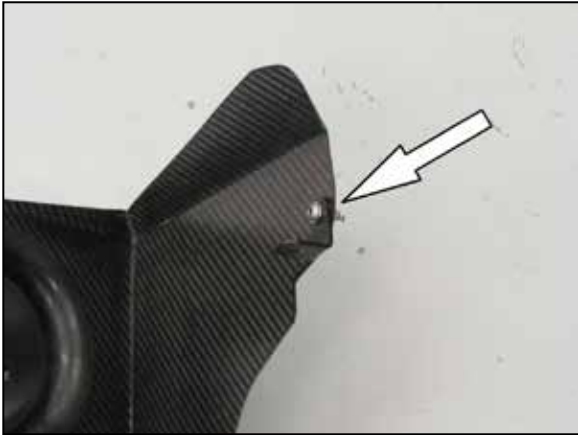
6. Remove the air box from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



7. Install the K&N® mass air sensor adapter into the heat shield and secure with the provided hardware.



8. Install the heat shield mounting stud onto the bottom of the heat shield as shown.



9. Install the heat shield mounting bracket (070066) onto the heat shield as shown.
NOTE: Do not completely tighten at this time.



10. Install the provided edge trim onto the heat shield as shown.
NOTE: Some trimming of the edge trim will be necessary.



11. Remove the two screws securing the mass air sensor into the factory air box and then remove the sensor from the air box.



12. Install the mass air sensor into the K&N® mass air sensor housing and secure with the provided hardware.



13. Install the heat shield into the engine compartment so the mounting stud inserts into the air box mount grommet and the mounting bracket installs onto the mounting stud.
NOTE: Route the ground cable in front of the mounting stud.



14. Secure the heat shield using the factory air box mounting nut and then install the ground cable mounting lug onto the stud.



15. Install the provided rubber grommet into the K&N® intake tube as shown.



16. Install the provided hump hose (08695) onto the K&N® intake tube and secure with the provided hose clamp.



17. Install the provided silicone hose (08761) onto the throttle body and secure with the provided hose clamp.



18. Install the K&N® intake tube assembly into the silicone hose at the throttle body and then install the hump hose onto the mass air sensor housing. Secure the tube with the provided hose clamps.



19. Install the provided crank case vent fitting into grommet in the K&N® intake tube as shown.



20. Rotate the crank case vent fitting clockwise and then connect to the fitting installed into the K&N® intake tube in the previous step.

NOTE: It may be helpful to warm up the fitting to tube connection with hot water or a hair drier set on low heat to ease the rotation of the fitting. DO NOT OVER HEAT!



21. Reconnect the mass air sensor electrical connection.



22. Install the K&N® air filter and secure with the provided hose clamp.



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

24. 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.

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