

I installed my first performance mod tonight, a K&N Cold Air Intake (63-1114). Removing the original air box was a very simple procedure of popping out the air inlet temperature sensor, removing the clamp around the throttle body, and removing the single bolt holding in the air box itself. With all these removed the entire air box pulled right out.

While the original air box was out, I took the time to install my Billet Tech catch can. I mounted the catch can on an existing stud on the front of the engine. After cutting the new braided lines to size and slipping on the aluminum end caps I pressed the hose on the engine fittings. The lower one was a real pain, it seems to be a little larger diameter than the upper fitting. I tried twisting the hose while pressing it on and found that the fitting started to unscrew from the intake manifold. Not sure why it is so loose. The other ends went on fine. I also installed a Billet Tech oil cap and dipstick handle.



Installing the CAI was pretty easy as well. The hardest part was putting the liner around the heat shield. The heat shield was not a great fit. It sits very close to a connector in the inner fender well. So close in fact that the wiring harness has to be bent very sharply to prevent the shield from rubbing the wires. I am worried about the long term effects of these bent wires.

The plumbing of the filter was straight forward and fit well. Once all the clamps were in place I was surprised how rigid the assembly is. After reinstalling the AIT sensor and the intake breather tube I took her for a drive to ensure all was functioning. No check engine light came on so I guess everything was installed correctly. It did not feel or hear any differences from the stock intake but I did not have much time on the vehicle so I may simply have not noticed the change.

K&N CAI Install and More

Written by Administrator

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Completed Install



I also installed some Billet Sill Plates and a new Nose Badge while I was in the install mode.

