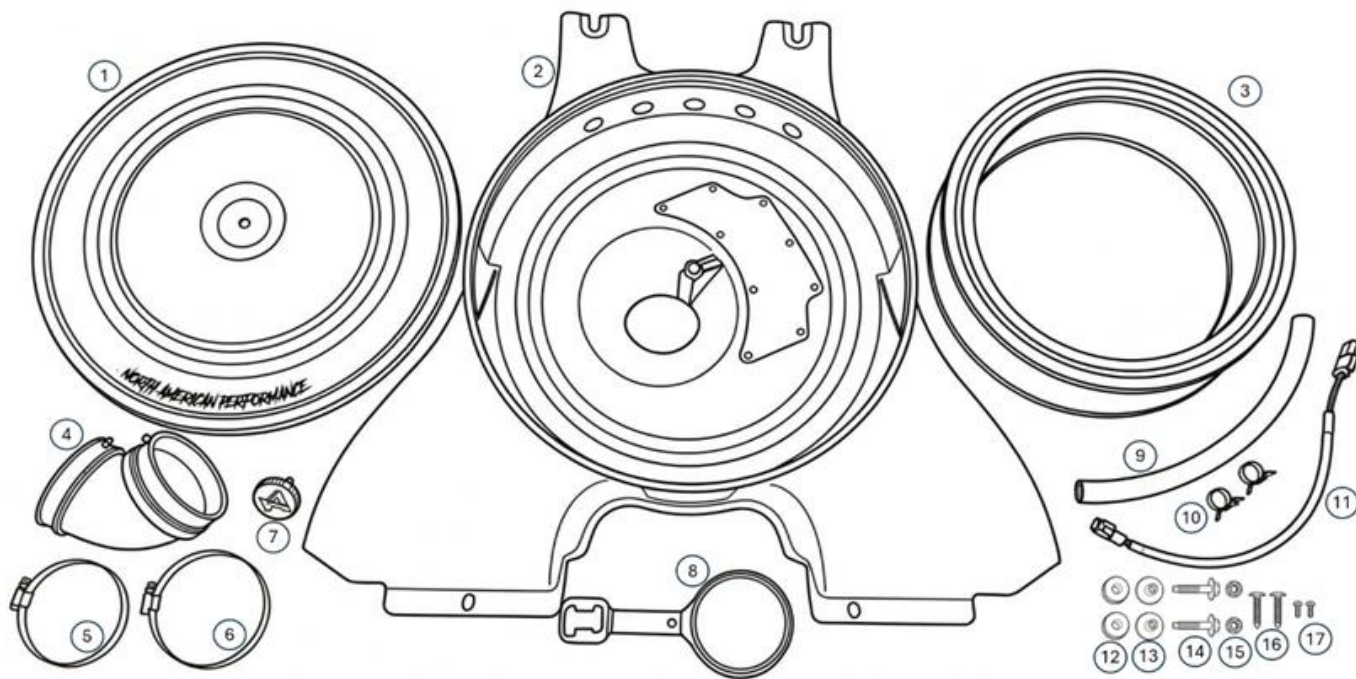


NORTH AMERICAN PERFORMANCE AIR INDUCTION SYSTEM INSTALL INSTRUCTIONS

GM 1500 TRUCKS – 5.3L & 6.2L

estimated installation time: 30min

KIT ITEMS



PARTS LIST

Callout	Description	Qty
1	Steel Lid	1
2	Main System	1
3	Air Filter	1
4	Throttle Duct	1
5	Band Clamp	1
6	Band Clamp	1
7	Knob	1
8	Airbox Cap	1
9	MUA Hose	1
10	Hose Clamps	2
11	MAF Sensor Extension	1
12	Grommet	2
13	Bushing	2
14	M6 Attachment Bolt	2
15	M6 Nut	2
16	Push Pins	2
17	T15 MAF Screws	2

STOP!

IMPORTANT INFORMATION

Warning: If the Air Filter Life System is not turned off, a warning message may appear that can only be cleared by an authorized GM dealer.

Before driving the vehicle with the newly installed intake, verify that this system has been properly disabled.

Air Filter Life System Disable Procedure

1. Using the Driver Information Center, open the **Options** menu and navigate to the **Info Page**.
2. Check the **Air Filter Life** indicator. If a green check mark is present, continue to the next step. If no check mark appears, the system has already been disabled and no further action is needed.
3. Return to the **Info** menu in the Driver Information Center and scroll to **Air Filter Life**. Open the menu for this option and select **Disable**.
4. Confirm the change. The display should now read **Disabled**, indicating the process is complete.

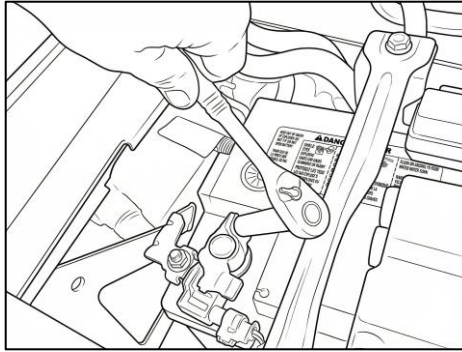
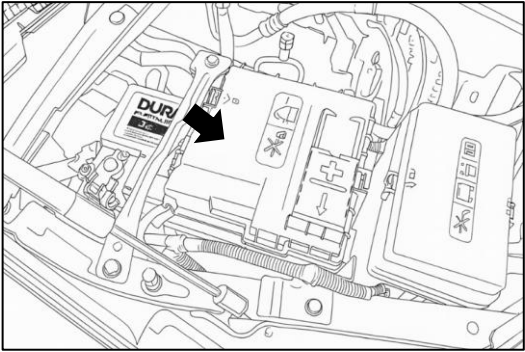
TOOLS REQUIRED:

- 7mm Socket
- 8mm Socket
- 10mm Socket
- T-15 Torx Bit
- T-20 Torx Bit
- 10mm Combination wrench
- Ratchet (1/4" recommended)
- Ratchet extension +3in
- Torque wrench
- Trim tool
- Flat head screwdriver to remove original air intake clamps
- Pliers for hose clamps
- X-ACTO knife or utility knife

STEP 1 (SAFETY)

Ensure the vehicle is parked in a safe working space and not running, as it will be inoperable while the system is being installed.

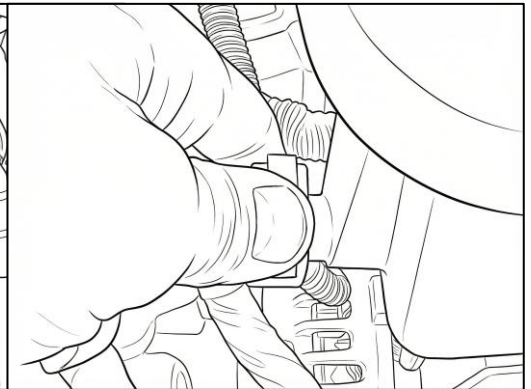
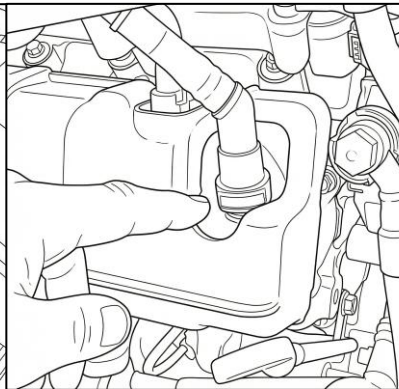
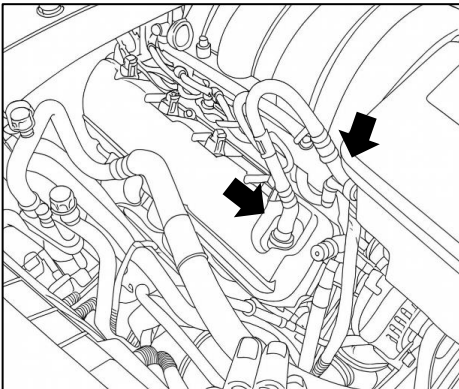
STEP 2 (Battery Disconnect)



Disconnect and isolate the negative battery clamp from the negative battery post.

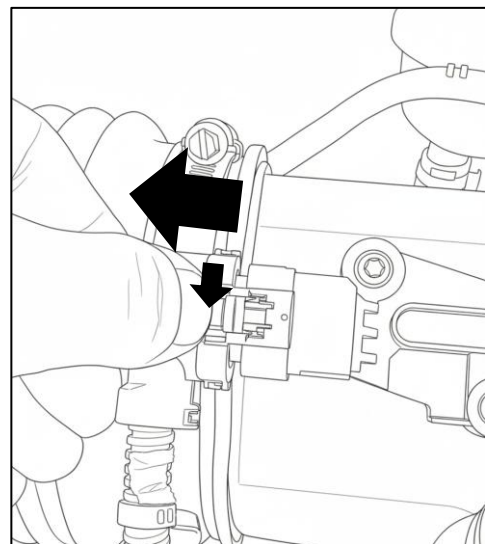
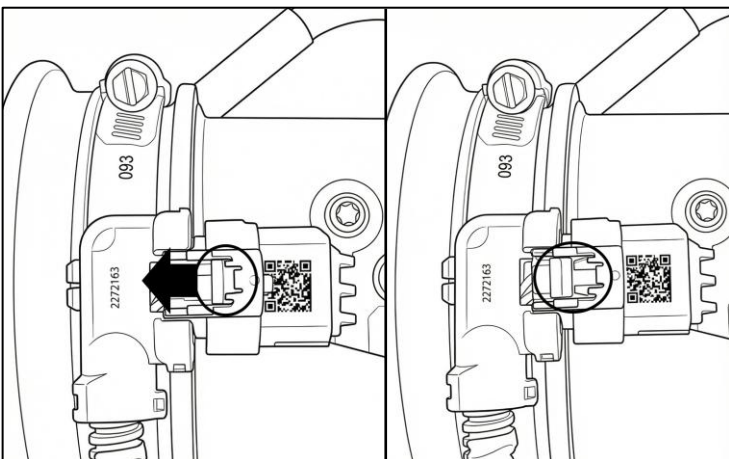
Tool Needed: 10mm Wrench or Socket.

STEP 3 (MUA Removal)



Disconnect the crankcase vent tube at both ends by depressing the grey quick disconnect buttons and removing the line from the fittings.

STEP 4 (MAF Sensor Disconnect)

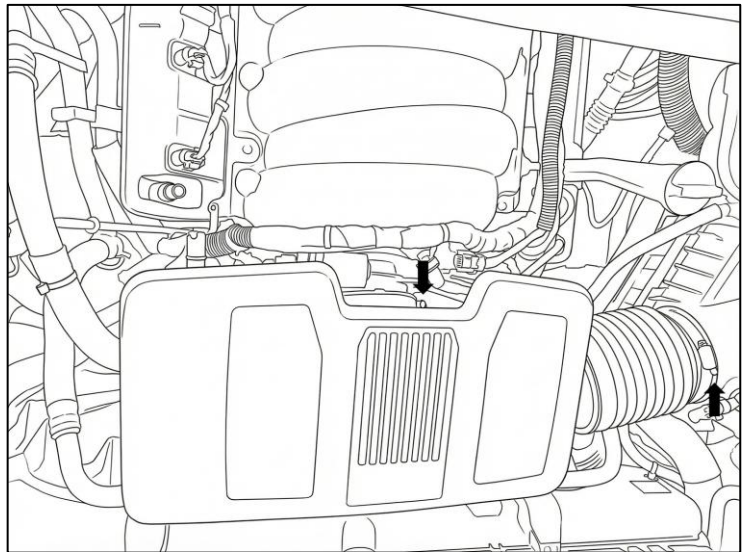


To disconnect the MAF Harness, first slide the red tab back to unlock the connector. Then while pressing down on the black tab pull the connector rearward from the MAF sensor.

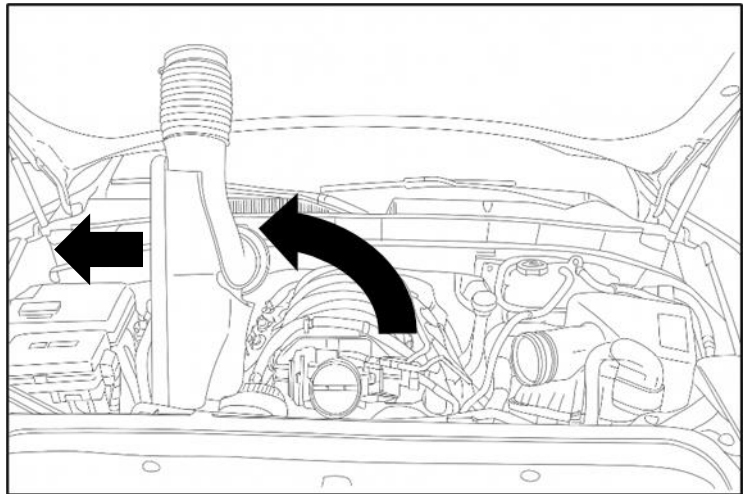
STEP 5 (Intake Duct Removal)

Loosen the band clamp attaching the duct to the upper air box as well as the band clamp on the throttle body.

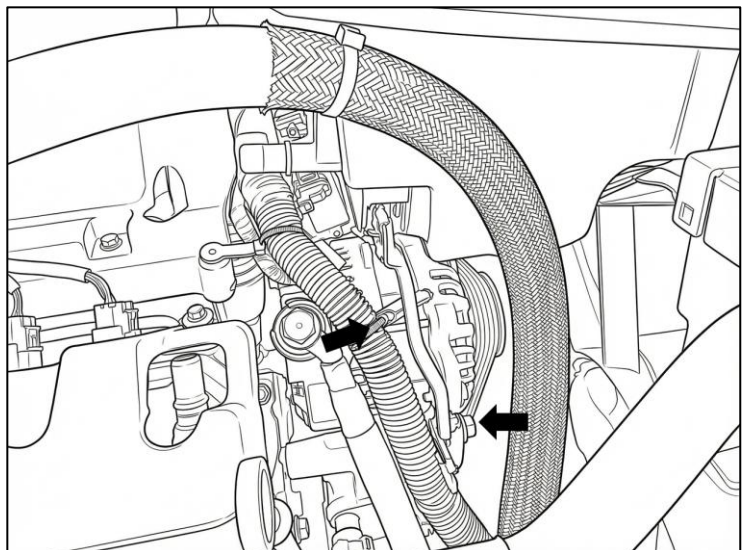
Tool needed: 7mm or 8mm socket (depending on build year) or a flat head screwdriver.



To remove the stock air intake tube, disconnect the rubber boot from the throttle body and airbox and rotate the tube assembly straight up. There is a slot on the back side of the intake that aligns with a tab on the alternator bracket, when this is aligned the assembly can be pushed off towards the passenger side of the vehicle. Vehicle space for removal and visual reference is limited for the process so there is an optional disassembly process.

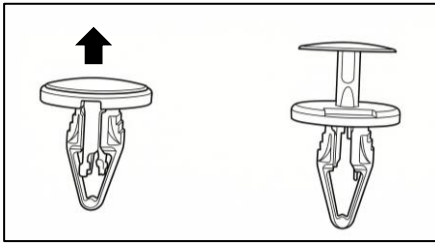


Optional Disassembly: Remove the push pins for the wire harness attached to the alternator bracket that attaches to the air box, unbolt the bracket from the alternator and remove the bracket with the air intake assembly. The bracket can then be removed from the intake assembly and re installed on the vehicle to provide a place for the wire harness to be re attached.



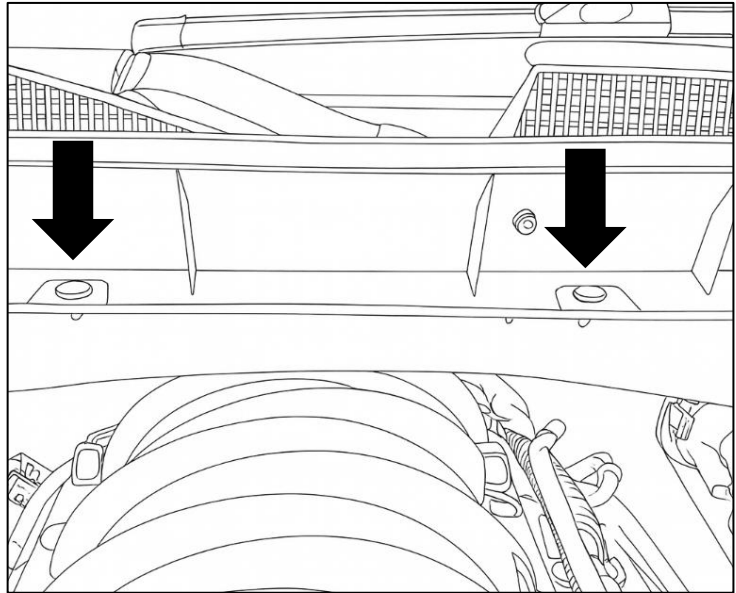
STEP 6 (System Install Prep)

Remove the centermost 2 push pins located on the cowl screen, these will not be re used.



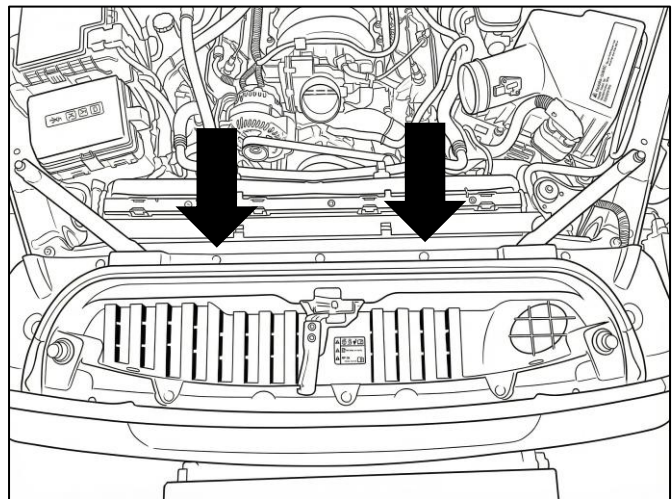
Note (a): To easily remove push pins, use auto trim tool to pop-up center section before removal.

Note (b): Some newer GM 1500 models will include holes in the firewall but not the cowl screen. Holes can be easily cut/removed with a knife to align with holes in the firewall. These holes will not be visible.

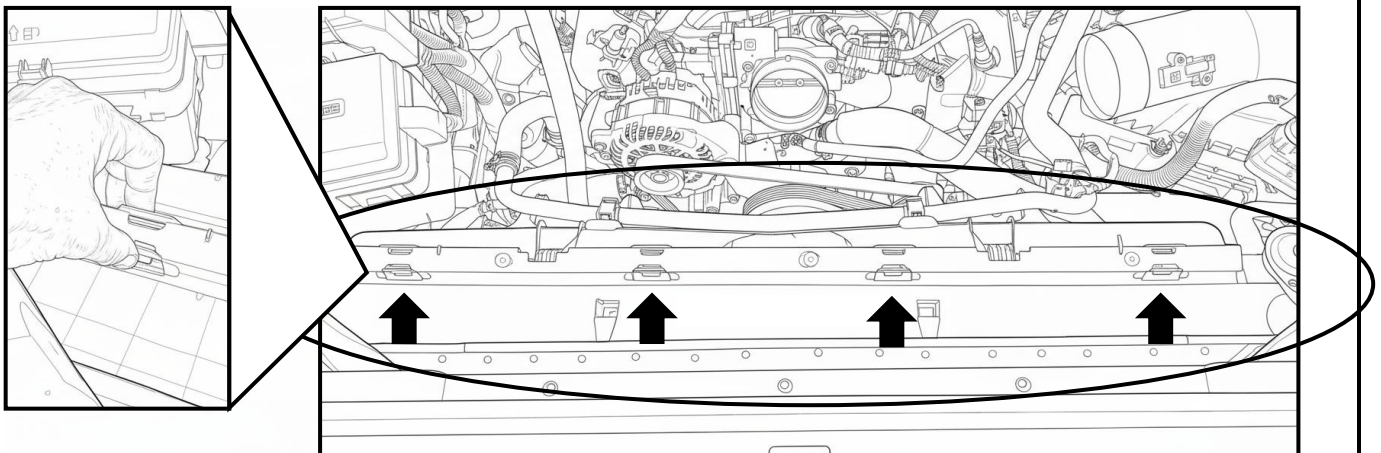


STEP 7 (System Install Prep)

Remove the 2 push pins indicated from the front air diverter, these will not be re-used.



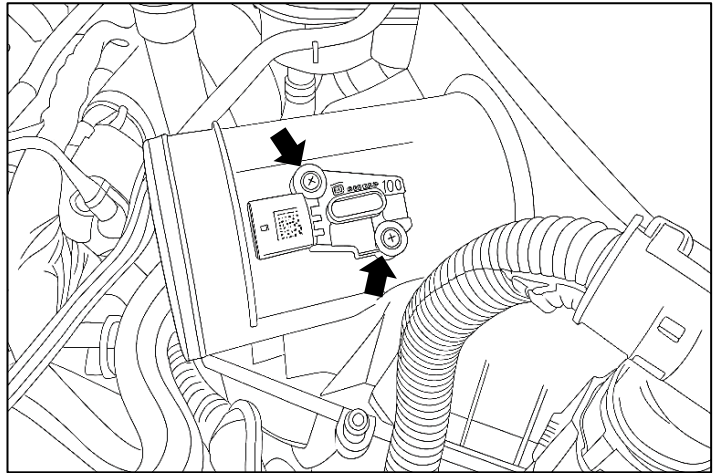
STEP 8 (System Install Prep)



Remove the upper radiator cover by pinching the 4 tabs while pulling up, starting at one end and working towards the other, this cover will not be re installed.

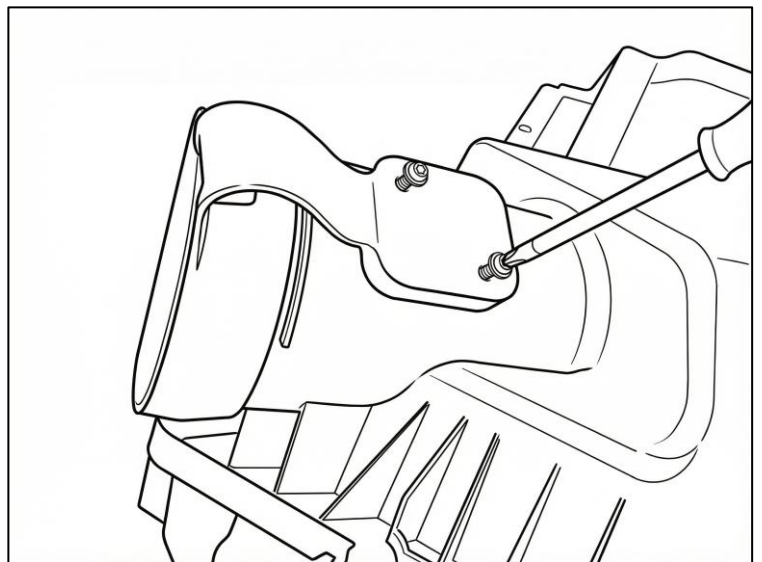
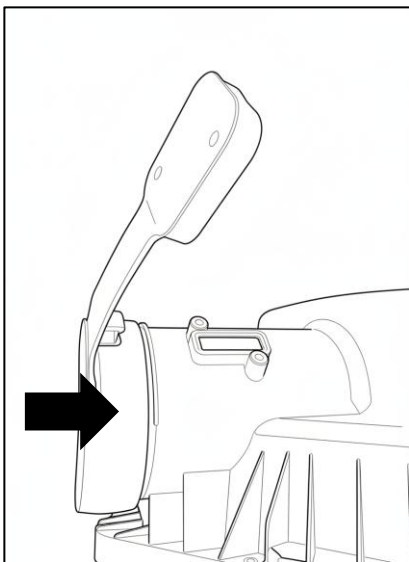
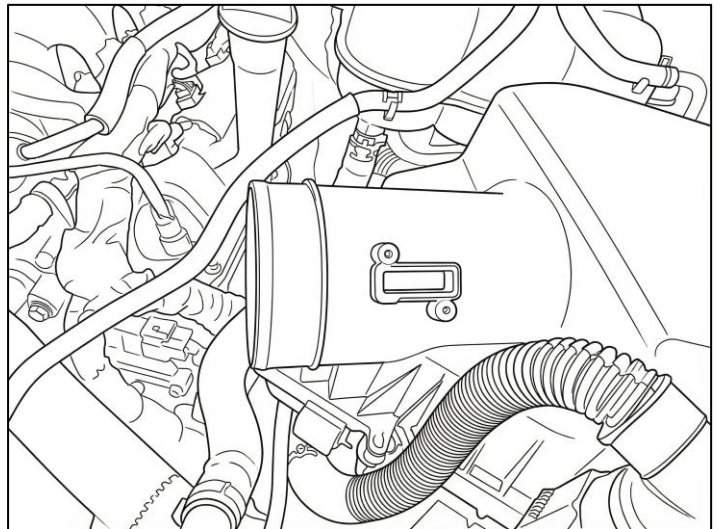
STEP 9 (MAF Removal)

Using T-20 Torx bit, remove the 2 MAF sensor screws and sensor from the stock upper airbox assembly. Set aside the OEM screws for next step and sensor for later use in step 11.



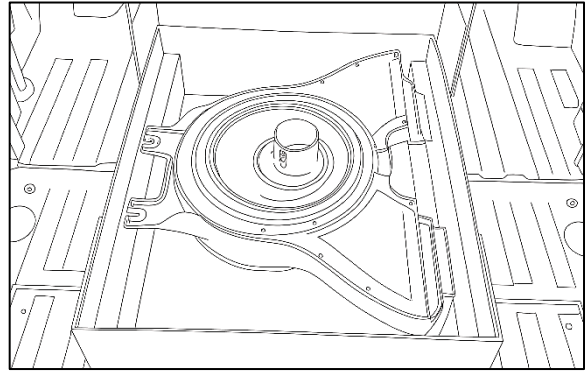
STEP 10 (Stock System Closeout)

Install the stock air box block off cap then using the OEM self-tapping screws removed from the MAF sensor in the previous step attach the flap covering the stock MAF location.

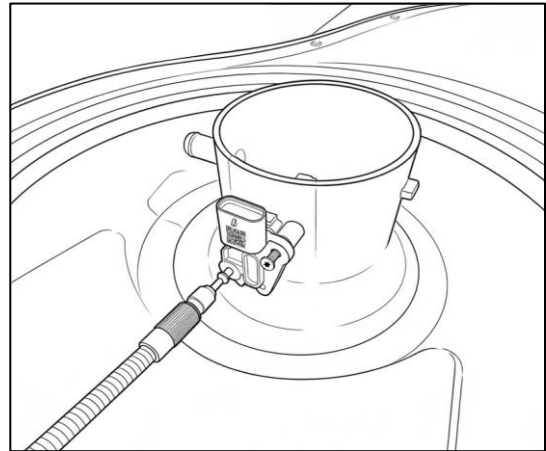


STEP 11 (MUA / MAF Installation)

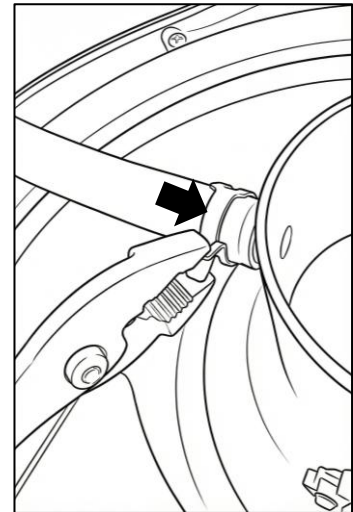
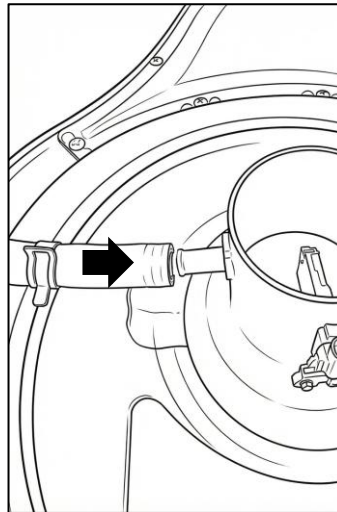
Remove the air filter and cover from the NA Performance system and set aside. Flip main body upside down in the shipping box to avoid scratching the top surface while working on unit.



Install the MAF sensor to the North American Performance intake system with the self-tapping T15 screws provided in the kit.

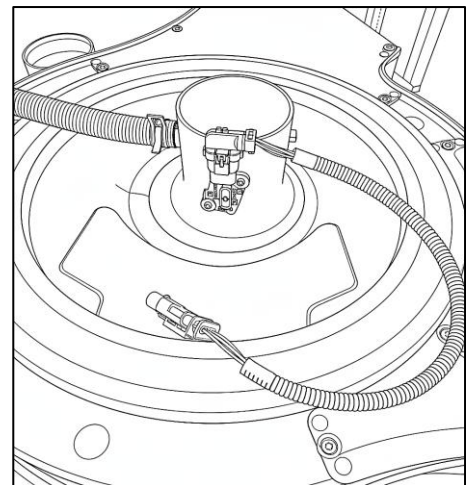


Install the MUA hose to the NA Performance system.



Install the MAF Sensor Extension Harness onto the MAF Sensor.

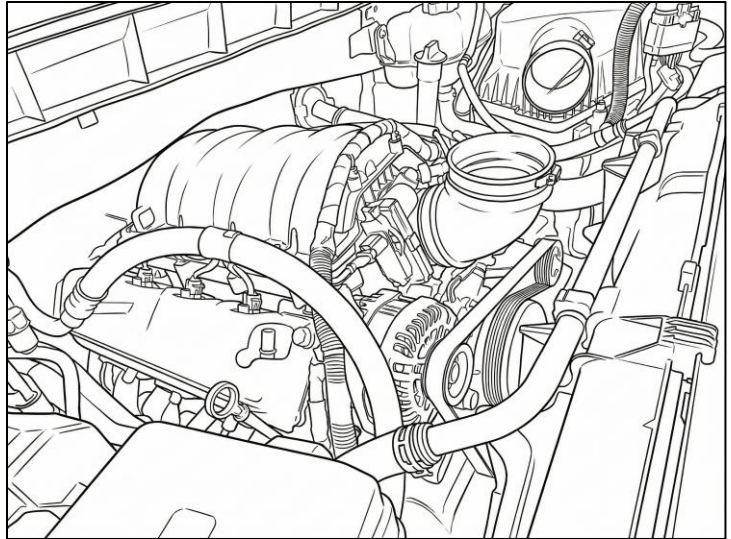
Note: You will need to make sure the harness is off to the side of the unit during install onto vehicle.



STEP 12 (Duct Install)

Install duct onto throttle body.

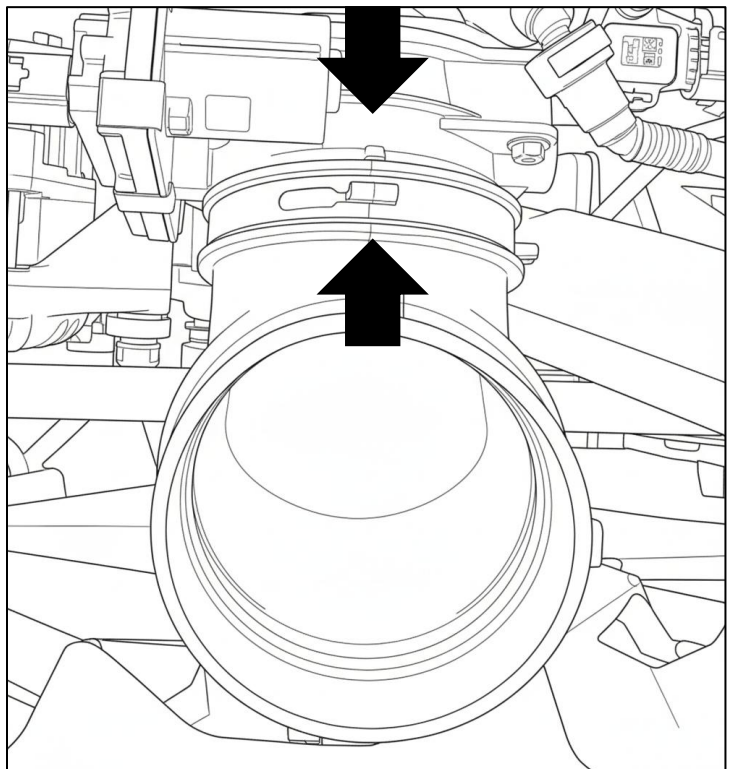
The duct should be facing straight upwards for proper alignment.



Ensure that the duct tab and the metal tab on the throttle body are inline and centered with each other.

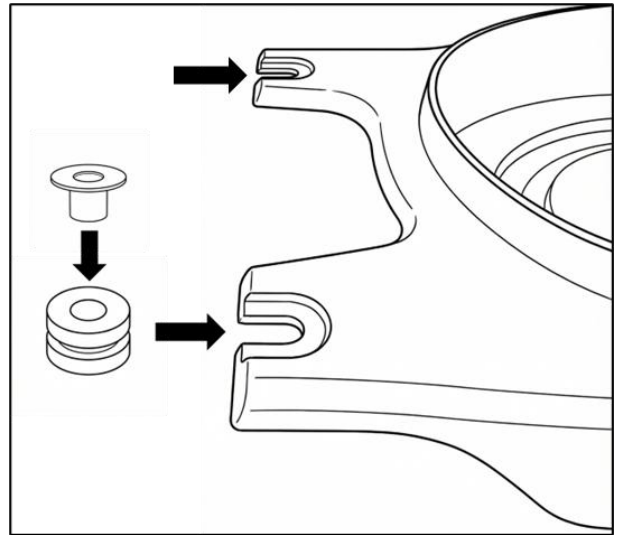
Tighten the throttle body band clamp to 4Nm using 8mm socket.

Note: We recommend installing the duct to the throttle body first. This will warrant a better seating between all components rather than installing the duct to the bottom of the NA Performance system baseplate first.



STEP 13 (Vibration Isolator Install)

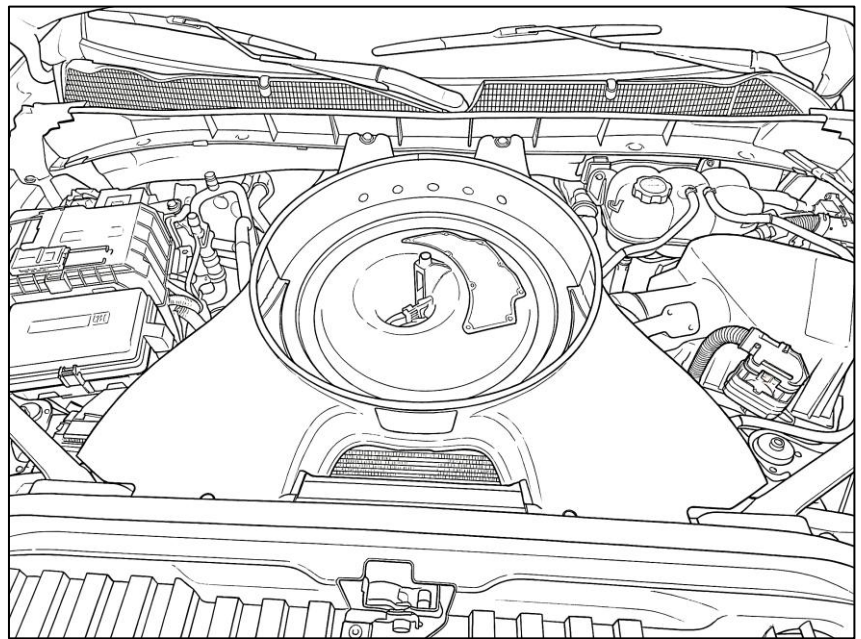
Install rear isolators into the systems rear mounting slots and push compression limiters into isolator holes from the top side.



STEP 14 (System Installation)

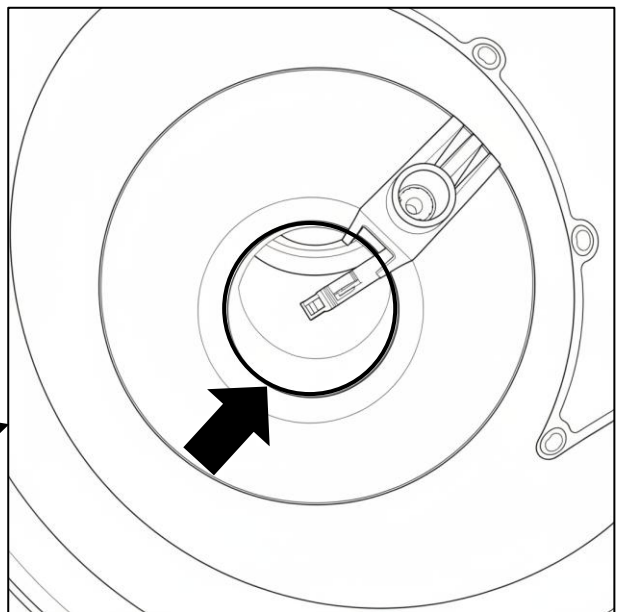
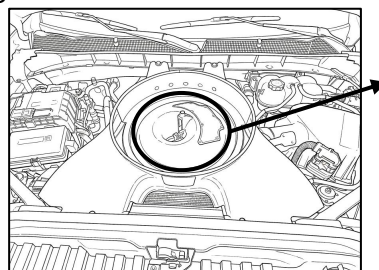
Install your North American Cold Air Induction onto vehicle by resting rear mounting tabs onto the cowl and front tabs onto radiator cross member.

Center and align the rear mounting tabs with the holes on cowl.



Looking down through the unit towards the throttle body, ensure that the unit is fully seated into the duct. There should be minimal / no gap between the unit and the duct.

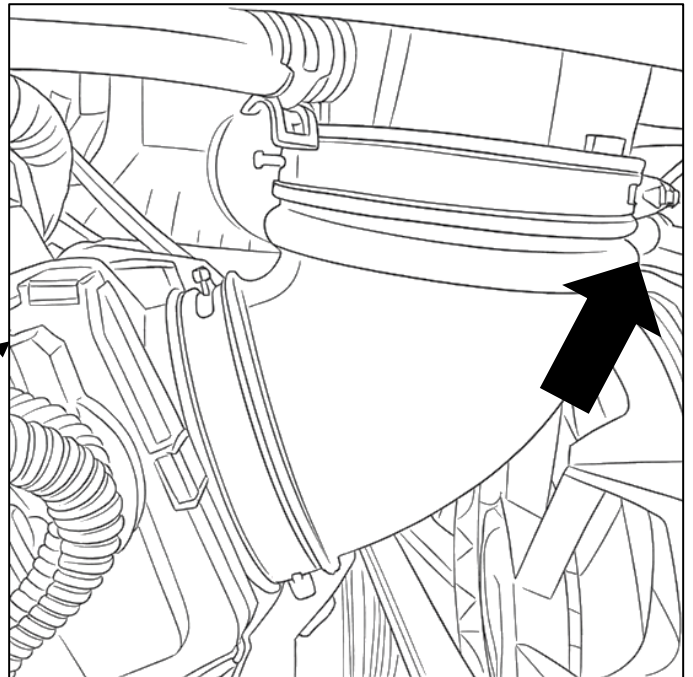
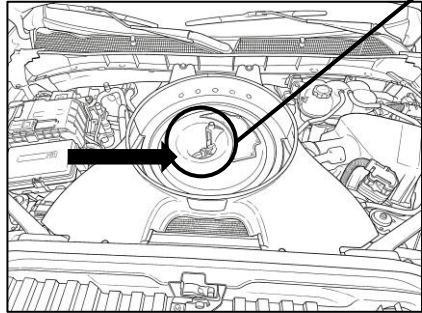
If it is not lining up properly, you may need to remove the system and adjust the positioning of the duct slightly to the left or right.



STEP 15 (Elbow Install)

Once unit is fully seated into duct, tighten band clamp to 4Nm using 8mm socket.

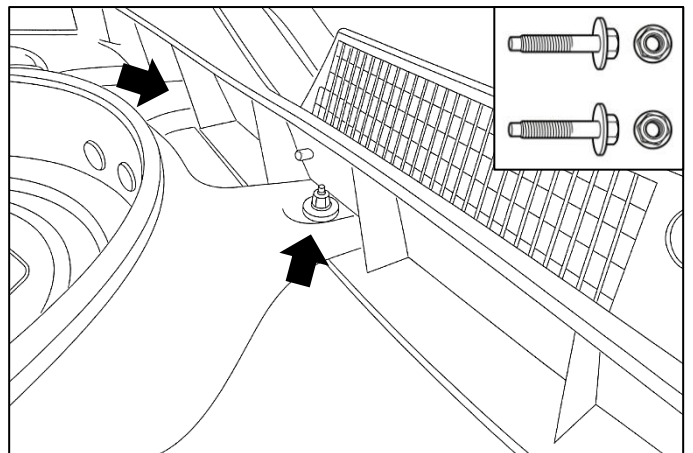
Note: Recommend using a ¼ in ratchet with extension to tighten the band clamp by feeding the ratchet in from the passenger side of the vehicle. A step stool may be helpful. See below.



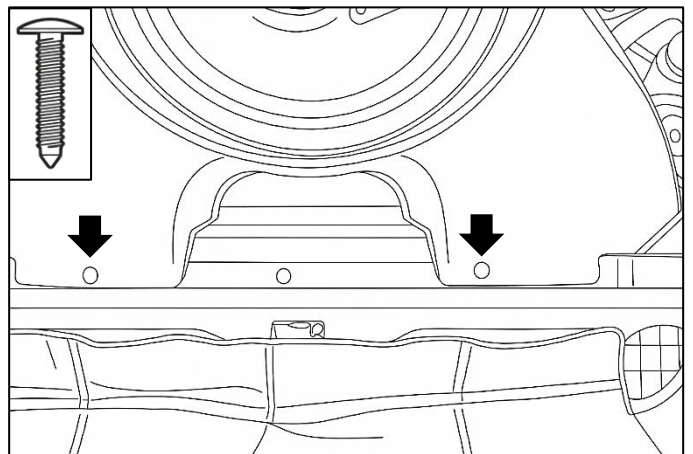
STEP 16 (System Alignment)

Install the M6 bolts and nuts through the rear mounting bushings and finger tighten the nuts.

Depending on which model of truck you have, the bolts may need to be installed from above or below to allow for adequate clearance.



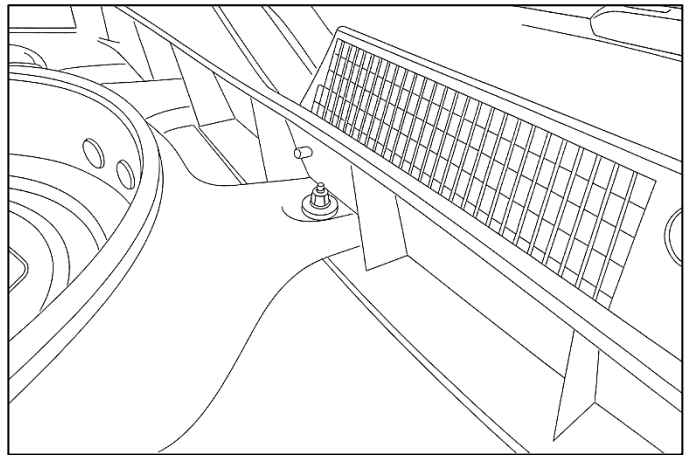
Now align the front mounting points of the NA Performance system with holes in the front air diverter and install the provided push pins.



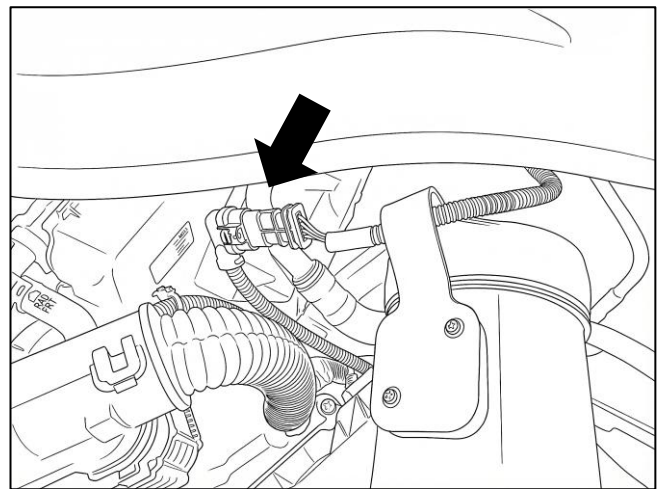
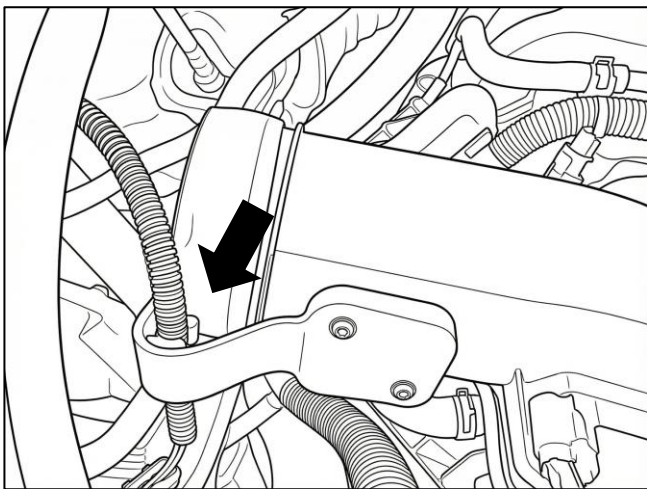
STEP 17 (System Mounting)

Torque the rear mounting bolts with a 10mm socket and wrench to 4 Nm.

A ratcheting 10mm wrench can also be useful for this operation.



STEP 18 (MAF Harness)

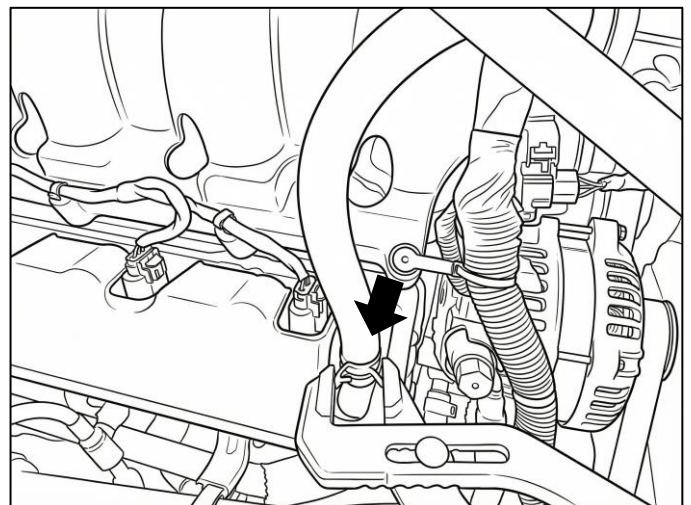


Route the MAF Harness Extension through the stock air box block off cap and connect to the vehicle MAF Sensor Wiring.

There is a clip molded into the closeout to hold the wiring in place.

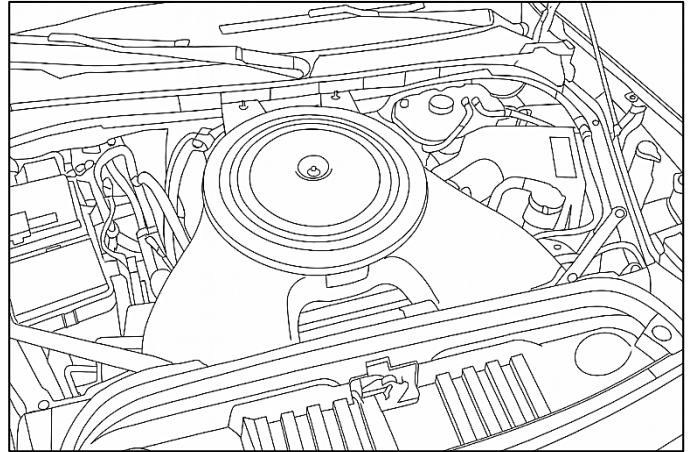
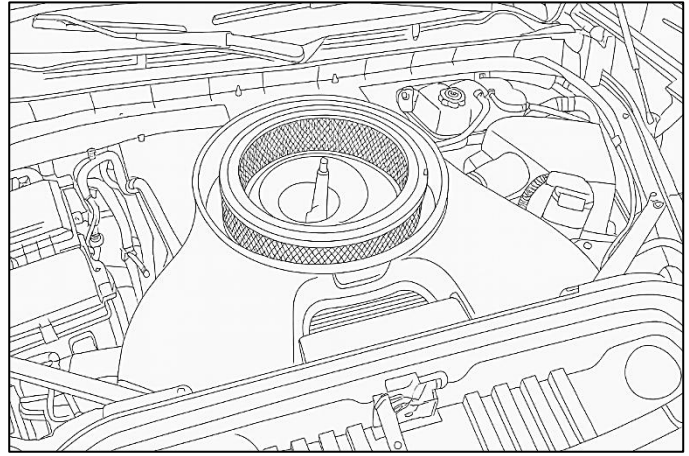
STEP 19 (MUA Connection)

Attach the end of the MUA hose on to the open port on the valve cover, the hose should be fully seated down to the bead on the port, and then using pliers, slide the hose clamp down to secure.



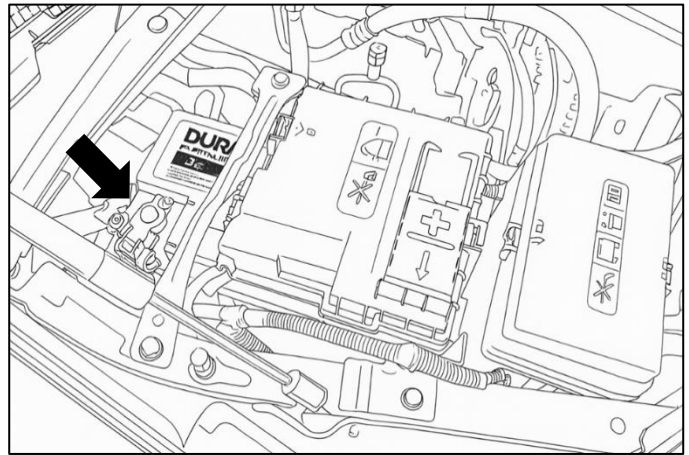
STEP 20 (Filter and Cover Install)

Reinstall the filter and cover onto the NA Performance system and hand tighten the knob until snugged down firmly.



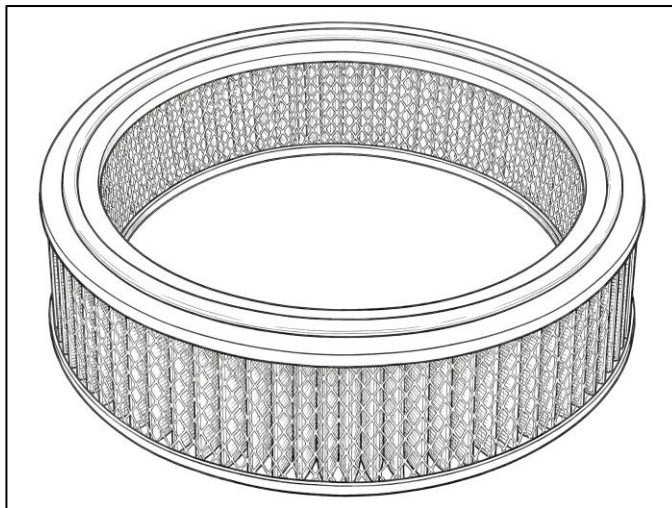
STEP 21 (Battery Reconnection)

Reconnect the negative battery terminal.



Filter Cleaning Procedure:

- Remove filter from engine. Gently tap filter or use a soft bristled brush to remove any loose debris.
- Inspect filter for damage or wear.
- Spray a liberal amount of cleaner solution on the filter and let it sit for 8 to 10 minutes to allow the cleaner to work on the grime.
- Rinse filter gently with water. DO NOT use high pressure nozzles or a pressure washer. Normal water pressure from a sink or hose is all that is needed. Rinse filter until you no longer see soap residue rinsing from the filter.
- Place the filter in the sun or someplace dry. You need to allow enough time for the filter to dry completely. NEVER use compressed air to dry filters.



Acoustic Tuning:

The back of the main unit has five acoustic holes that come plugged. To alter the sound of your system, some or all of these can be removed.

