



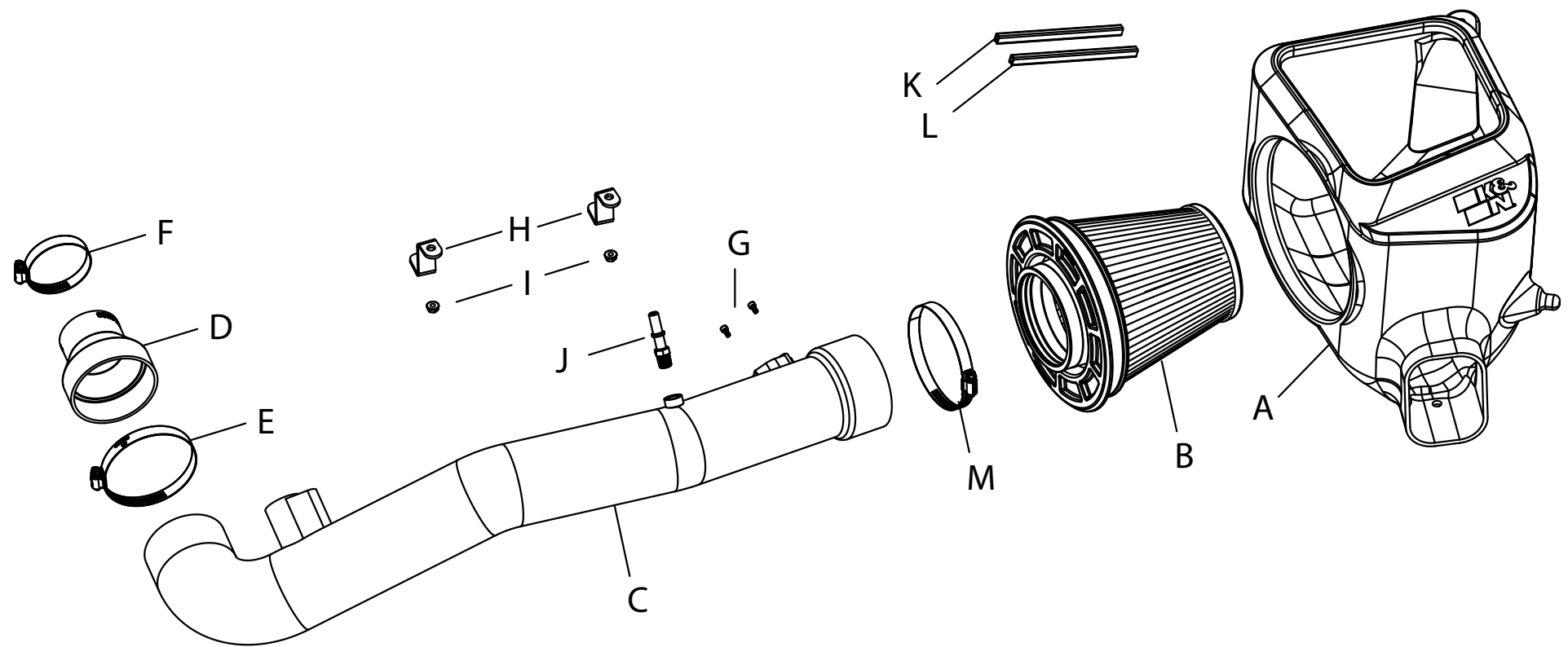
# INSTALLATION INSTRUCTIONS

Not legal for sale or use in California on any pollution controlled motor vehicle.

## 70-3122 CHEVROLET / GMC 2023-26 COLORADO / CANYON L4-2.7L TURBO

### TOOLS NEEDED:

- Ratchet
- Extension
- 7mm socket
- 8mm socket
- 10mm socket
- Pliers
- Flathead screwdriver
- Side cutters
- T30 torx
- T20 torx
- 3mm allen key
- Adjustable wrench



### PARTS LIST:

| Description                | Qty. | Part #    | Description           | Qty. | Part #     | Description            | Qty. | Part #  |
|----------------------------|------|-----------|-----------------------|------|------------|------------------------|------|---------|
| A AIRBOX                   | 1    | 087693    | F HOSE CLAMP; #40 BLK | 1    | 08554KA    | K CLIP; SNAP ON ORANGE | 1    | 088223  |
| B AIR FILTER               | 1    | RU-5343   | G BOLT; M4-.7 X 8MM   | 2    | 07733      | L CLIP; SNAP ON RED    | 1    | 088224  |
| C TUBE                     | 1    | 27698C    | H BRACKET; "Z"        | 2    | 07958      | M HOSE CLAMP; #72 BLK  | 1    | 08671KA |
| D REDUCER; 2.3"ID X 3.5"ID | 1    | KITRDCR33 | I NUT; M6, HEX        | 2    | 444.460.04 |                        |      |         |
| E HOSE CLAMP; #52 BLK      | 1    | 08610KA   | J FITTING; 1/4" NPT   | 1    | 088025     |                        |      |         |

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

**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.**

**NOTE: This is a Pre-assembled kit from the factory.**



2. Locate the the red tab on the MAF sensor and slide back, Disconnect the MAF sensor harness. Pull back the MAF harness line away from air box.



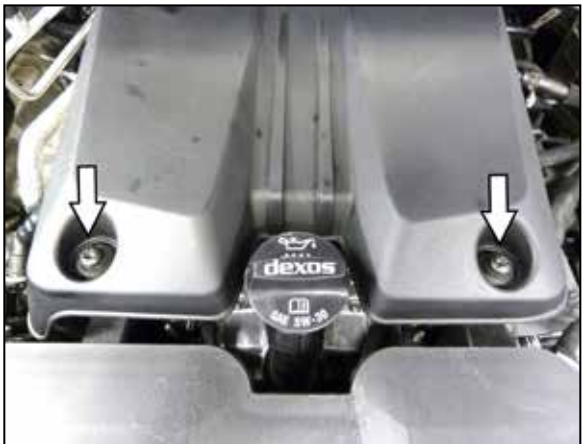
3. Depress the locking tab and disconnect the CCV.



4. Locate the CCV solenoid on the back of the intake tube and depress the CCV locking tab and disconnect the harness.



5. Loosen the clamp on the turbo using 7mm socket or nut driver. Also, loosen the clamp on the air box.



6. Loosen the 2 bolts holding in the engine cover using T30 torx bit. Lift up and remove.



7. Locate the 2 nuts holding in the intake tube. Loosen using 10mm socket and remove.



8. Remove the bolt holding in the air box. Pull any harness lines attached to the air box, and pull back ECU relay harness away from air box using pliers or flathead screw driver. Carefully remove the air box out of the vehicle. **NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



9. **NOTE: Pre-assembled from the factory. Remove K&N Filter from airbox, Remove filter cap.** Attach the filter clips to the pleats on the air filter align and push down. Driver side filters, place orange clip on top and red on bottom.



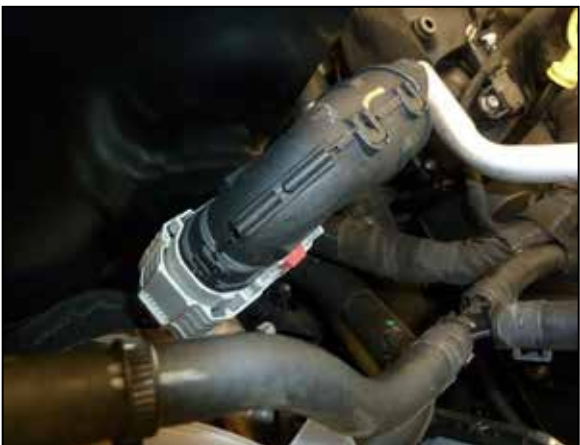
10. **NOTE: Pre-assembled from the factory. Remove K&N Filter from airbox, Remove filter cap.** Install the K&N air filter into the air filter housing.



11. Remove the factory rubber isolator from the OEM air box and attach to the mount on K&N airbox like image shown.



12. **NOTE: Pre-assembled from the factory. Remove K&N Filter from airbox, Remove filter cap.** Install the K&N air filter housing assembly into the vehicle and position to OEM air box locations. Secure using OEM bolt.



13. Attach the ECU relay harness to the slot cut out on the back of the airbox.



14. **NOTE: Pre-assembled from the factory.** Install the step hose with clamps to the turbo tighten clamp on the turbo only.



15. **NOTE: Pre-assembled from the factory.** Remove the MAF sensor using T20 torx from the air box. Install to the K&N intake tube. Secure using provided hardware. Install the quick connect to the threaded insert on the K&N intake tube. Secure and tighten.



16. Loosen the 10mm bolt holding in the CCV solenoid and remove from OEM intake tube. Install to the new K&N intake tube. **NOTE: When installed the solenoid will not sit flush and have a small gap. The solenoid has 2 O-ring seals that seal. Make sure the factory rubber grommet and crush washer remain on the solenoid. Do not remove.**



17. Install the K&N intake tube into vehicle and position. Tighten clamps.



18. Reconnect the CCV line and harness to the solenoid.



19. Reconnect the MAF sensor harness. Reconnect the vacuum line to the fitting on the K&N intake tube.



20. Install the K&N badge to the intake tube.



21. Install the Z brackets to the engine cover like image shown. Use OEM bolts and secure using provided serrated nuts.



22. Install the engine cover and secure the Z brackets to the OEM intake tube locations using OEM nuts. Secure and tighten.



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.