

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-269-7
Relating to Exemptions Under Section 27156
of the Vehicle Code

K & N ENGINEERING
FILTERCHARGER INJECTION PERFORMANCE KIT

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the Filtercharger Injection Performance Kit manufactured by K & N Engineering, 561 Iowa Avenue, Riverside, CA 92507 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the vehicles listed in Exhibit 1, which is attached hereto and incorporated herein.

This Executive Order is valid provided that the installation instructions for the Filtercharger Injection Performance Kit will not recommend tuning the vehicle to specifications different from those submitted by K & N Engineering.

Changes made to the design or operating conditions of the Filtercharger Injection Performance Kit, as exempt by the Air Resources Board, which adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Filtercharger Injection Performance Kit using any identification other than that shown in this Executive Order or marketing of the Filtercharger Injection Performance Kit for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the Filtercharger Injection Performance Kit shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect that the use of the Filtercharger Injection Performance Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on an evaluation of emissions impact if emissions tests were conducted in accordance with Cold-Start CVS-75 Federal Test Procedure. However, the Air Resources Board finds that reasonable grounds exist to believe that use of the Filtercharger Injection Performance Kit may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. Accordingly, the Air Resources Board reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the Filtercharger Injection Performance Kit adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the Air Resources Board with reason to suspect that the Filtercharger Injection Performance Kit will affect the durability of the emission control, K & N Engineering shall be required to submit durability data to show that the durability of the vehicle emissions control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

In addition to the foregoing, the Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF K & N ENGINEERING'S FILTERCHARGER INJECTION PERFORMANCE KIT.

No claim of any kind, such as "Approved by the Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after ten day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination after hearing that grounds for revocation exist.

Executed at El Monte, California, this 17th day of October, 1994.


R. B. Summerfield
Assistant Division Chief
Mobile Source Division

Exhibit 1

Year	Vehicle	Engine	AFM	P/N
1) 1992-93	Chevrolet S-10 Pickups: 2 & 4 WD	V6-4.3L Vortec CPI	Speed-Density	57-3006
2) 1992-95	Chevrolet Mini Blazer: 2 & 4 WD Except OBD II Equipped vehicles	V6-4.3L Vortec CPI	Speed-Density	57-3006
3) 1994-95	Chevrolet S-10 Pickups: 2 & 4 WD Except OBD II Equipped vehicles	V6-4.3L Vortec CPI	Speed-Density	57-3009
4) 1990-95	Dodge Dakota: 2 & 4 WD	V6-3.9L, V8-5.2L	Speed-Density	57-1501
5) 1990-93	Dodge Ram 1500, 2500, 3500; 2 & 4 WD	V6-3.9L, V8-5.2L, V8-5.9L	Speed-Density	57-1502
6) 1994-95	Dodge Ram T-300: 2 & 4 WD	V6-3.9L, V8-5.2L, V8-5.9L	Speed-Density	57-1503
7) 1987 ½-95	Ford Pickup F-Series 150, 250, 350 & Bronco: 2 & 4 WD	L6-4.9L, V8-5.8L, V8-7.5L	Speed-Density	57-2503
8) 1987 ½-93	Ford Pickup F-Series 150, 250, 350 & Bronco: 2 & 4 WD	V8-5.0L	Speed-Density	57-2503
9) 1994-95	Ford Pickup F-Series 150, 250, 350 Bronco: 2 & 4 WD	V8-5.0L	Hot Wire	57-2510
10) 1992-93	G.M.C., S-15 Pickup/Sonoma:, 2 & 4 WD	V6-4.3L Vortec CPI	Speed-Density	57-3006
11) 1992-95	G.M.C., Mini Jimmy: 2 & 4 WD Except OBD II Equipped Vehicles	V6-4.3L Vortec CPI	Speed-Density	57-3006
12) 1994-95	G.M.C., S-15 Pickup/Sonoma:, 2 & 4 WD Except OBD II Equipped	V6-4.3L Vortec CPI	Speed-Density	57-3009



FILTERCHARGER® INJECTION PERFORMANCE KIT

— INSTALLATION MANUAL —

Chevrolet S-10 Pickups

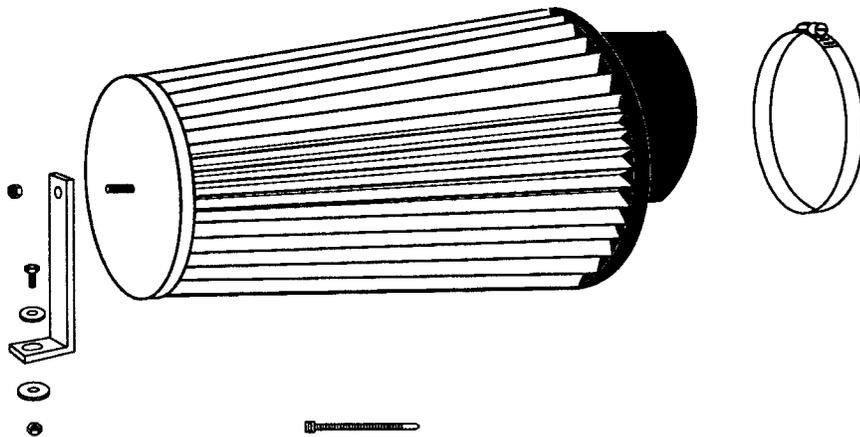
V8-4.3 Vortec

1992-1993

2 & 4 Wheel Drive

P/N 57-3006

CARB E.O. #?



K&N Engineering, Inc.

**561 Iowa Avenue
P.O. Box 1329
Riverside, CA 92502**

K&N Filtercharger® Injection Performance Kit #: **57-3006**

Application: **1992-1993 Chevrolet S-10 Pickups V8-4.3 Vortec**

Air-flow sensing device: **Speed Density**

BASIC DESIGN CONCEPT

This K&N Filtercharger® Injection Performance Kit (hereafter referred to as: **FIPK**) is designed to be less restrictive than the OEM air filter system. Low restriction air filters allow the engine to have better throttle response as well as more power throughout the RPM band. K&N has designed this **FIPK** to exactly replace the OEM factory air cleaner case, with a precision engineered aluminum adapter and all the necessary mounting brackets, bolts, screws and nuts. Additionally, it is important to note, if the O.E.M. air cleaner case has emission control devices and/or hoses, that all these parts will be installed as necessary to the new assembly.

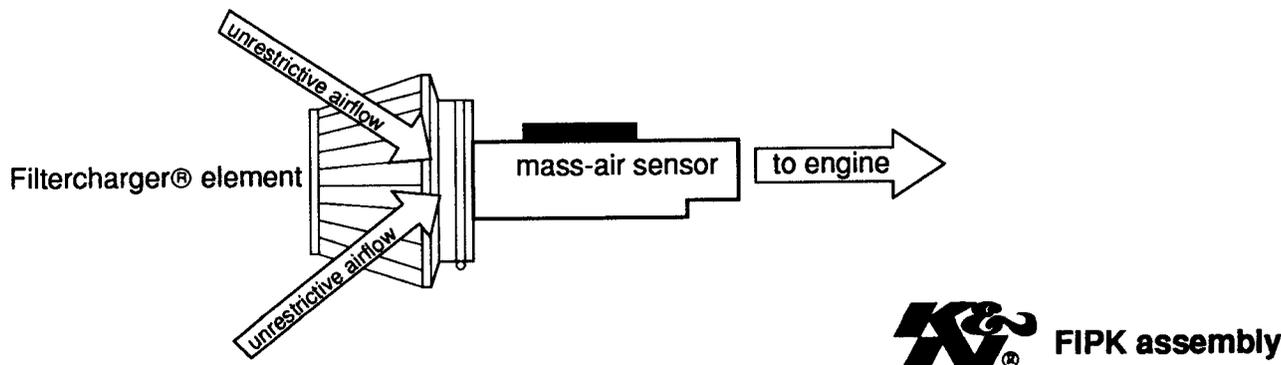
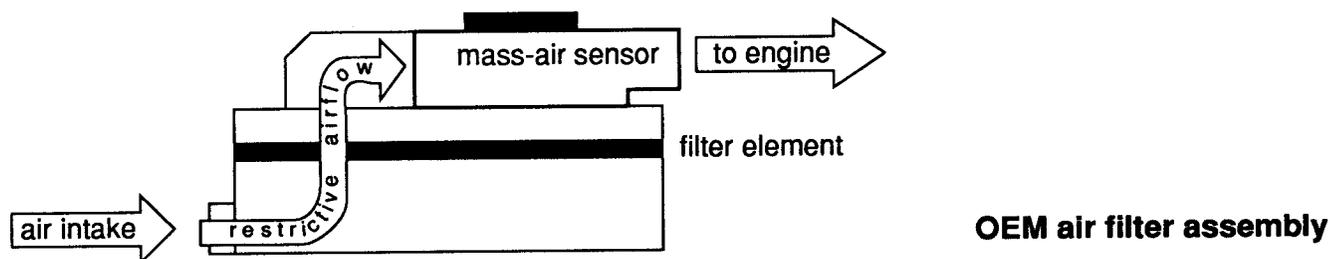
Each **FIPK** has a specially designed filter with woven cotton fabric sandwiched between 2 layers of wire mesh screen. The screen and fabric combination creates a grid-like effect which actually straightens out the incoming air as it passes through the filter. In addition to the filter, this kit has a uniquely designed adapter with a built-in velocity stack. This velocity stack is beneficial in further smoothing out the incoming air flow and allowing for a less restrictive entry into the engine. (Air moving in a straight direction moves faster than tumbling air thus creating an increase in air flow). See the figure below.

AIR CLEANER DESIGN EFFECTIVENESS

To design an effective performance air filter assembly, two factors must be considered: the air filtering element and the air filter adapter. On fuel injected, computer controlled vehicles, there can be a substantial gain in performance by using a less restrictive air filter assembly. Original equipment air filter assemblies tend to be more restrictive than the performance enthusiast would like, therefore, by changing to the less restrictive K&N **FIPK**, the air flow potential of the engine can be fully maximized without jeopardizing important emission standards. (see figures below)

EMISSIONS LEGAL

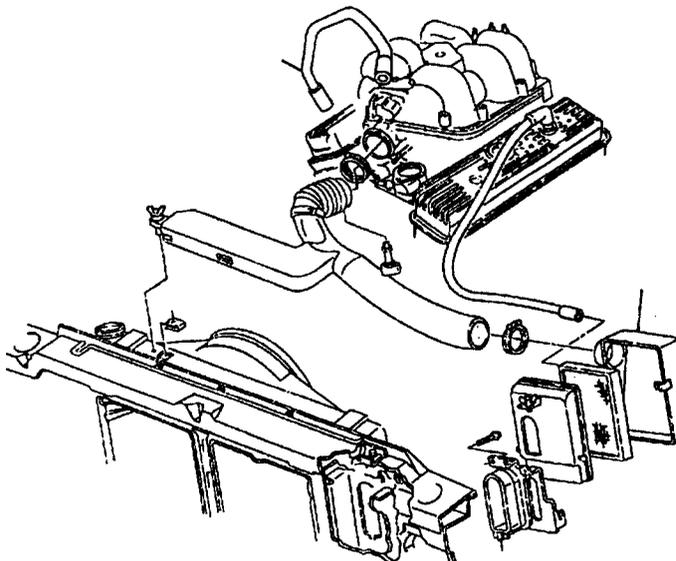
The **FIPK** is street legal for use on the emission controlled vehicles that it was originally designed to fit. These kits replace the original air filter case and do not eliminate the emission controls. The high temperature label contains the EO # assigned by C.A.R.B. that will allow a vehicle installed with the **FIPK** to pass the visual inspection at an authorized Smog Inspection station.



INSTALLATION INSTRUCTIONS

CAUTION!! PLEASE READ CAREFULLY AND COMPLETELY BEFORE BEGINNING WORK ON YOUR VEHICLE.
K&N suggests that you have a repair manual available for reference during installation of the K&N Filtercharger® Injection Performance Kit.

CHEVROLET MINI BLAZER ENGINE COMPARTMENT



Stock Look

INSTALLATION

see the figure above for stock parts locations

see the figure on the next page for finished kit locations

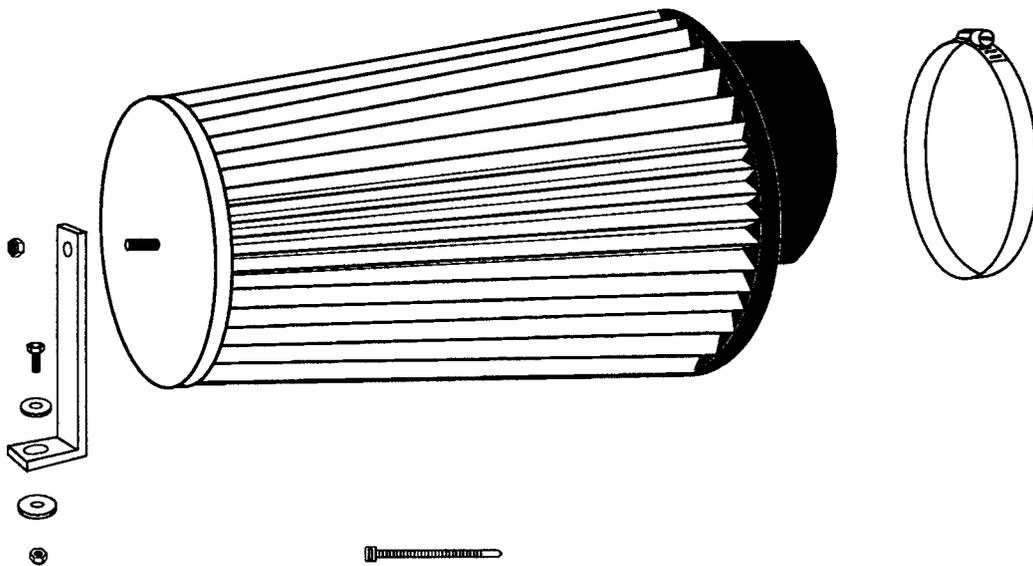
- 1) Disconnect the vehicle's negative battery cable.
- 2) Unclamp the Intake hose, and PCV hose from the airbox and slide out entire airbox.
- 3) Remove the plastic intake tube that is attached to the fan shroud. with one clip.
- 4) Install the new intake tube using the same clip that held the old one.
- 5) Install the bracket to the end of filter. Clamp the filter, and PCV hose onto the new intake tube, position filter so the bracket will line up to the fender well. You will need to drill a 5/16" hole to secure the bracket.
- 6) Position for best clearance and tighten all hardware.
- 7) Re-connect battery cable. Double check to make sure everything is tight and properly positioned before starting vehicle.
- 8) The C.A.R.B. exemption sticker 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.

ROAD TESTING

Start the engine with the transmission in neutral or park, and the emergency brake on. Listen for any air leaks or odd noises. If there are air leaks, make sure the hose connections are secure. If there are any odd noises, check for the cause and repair before proceeding. The K&N Filtercharger® Injection Performance Kit will function identically to the factory air filter with the exception of being slightly louder than stock and much more responsive. If all preliminary checks are okay, then a road test is necessary. Listen carefully for rattling or other odd noises and fix as necessary. If the road test is fine, you can enjoy driving as normal with the added response and power. We suggest that the Filtercharger® element be checked periodically for dirt. This is now very easy due to the open element configuration. If the filter material is overly dirty, service it according to the instructions that are in the Recharger service kit that was included with the FIPK. If you have any questions or problems, inquire at your nearest K&N dealer, or direct to K&N Engineering at (909) 684-9762.

PARTS LIST

description	quantity
1/4" X 3/4" hex bolt	1
1/4" nut	2
washer	2
hose clamp	1
"L" bracket	1
wire tie	1
intake tube	1
Filtercharger® element	1



Layout of final assembly



FILTERCHARGER INJECTION PERFORMANCE KIT

— INSTALLATION MANUAL —

Ford Pickups F-150, 250 &

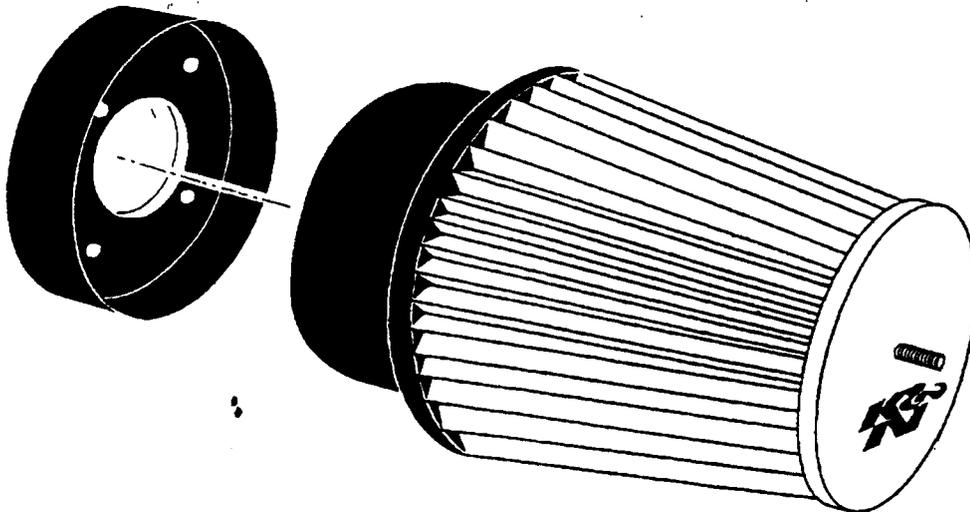
Bronco

1994-1995

V8 5.0L

P/N 57-2510

CARB E.O. # D-269-7 *



K&N Engineering, Inc.

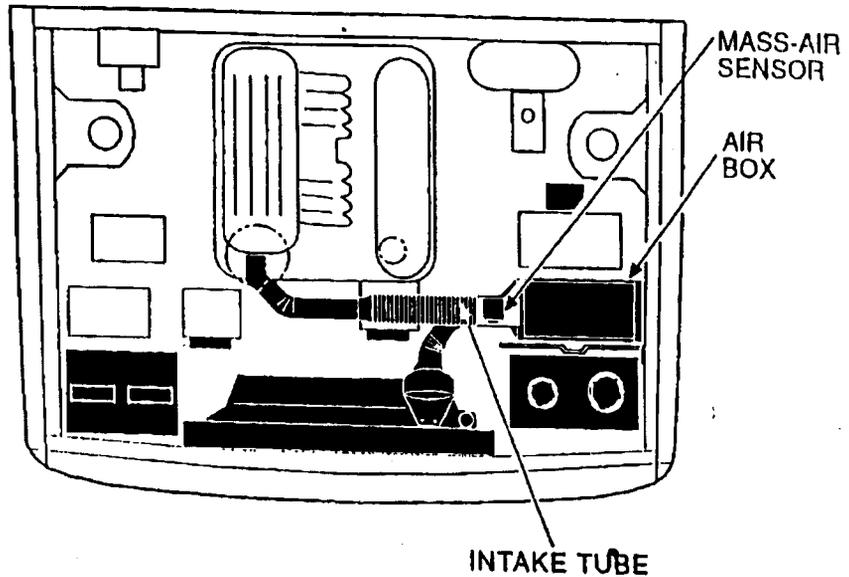
561 Iowa Avenue

P.O. Box 1329

Riverside, CA 92502

Ford Pickups F-150
ENGINE COMPARTMENT

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



INSTALLATION

- 1) Disconnect the vehicles negative battery cable.
- 2) Remove the original intake tube at the mass-air sensor.
- 3) Disconnect the mass-air connection, also disconnect the air temperature sensor by turning it a 1/4 turn to remove.
- 4) Remove the three bolts that secure the air cleaner assembly, then, remove the complete assembly.
- 5) Remove the mass-air sensor from the air cleaner lid.
- 6) Attach the provided gasket to the air temperature sensor bracket. (as shown in fig. 1)

PLACE GASKET
IN THIS AREA

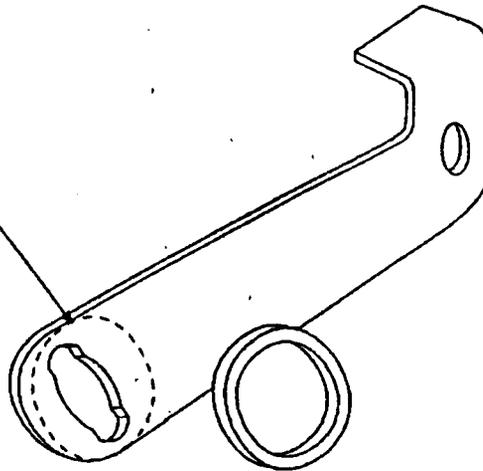


fig.1

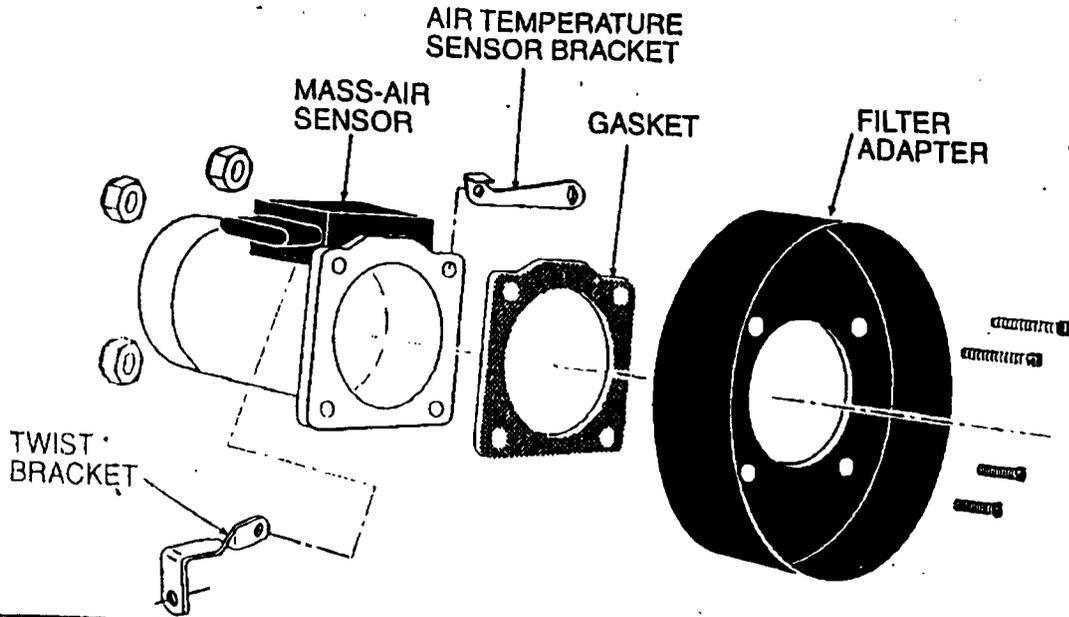
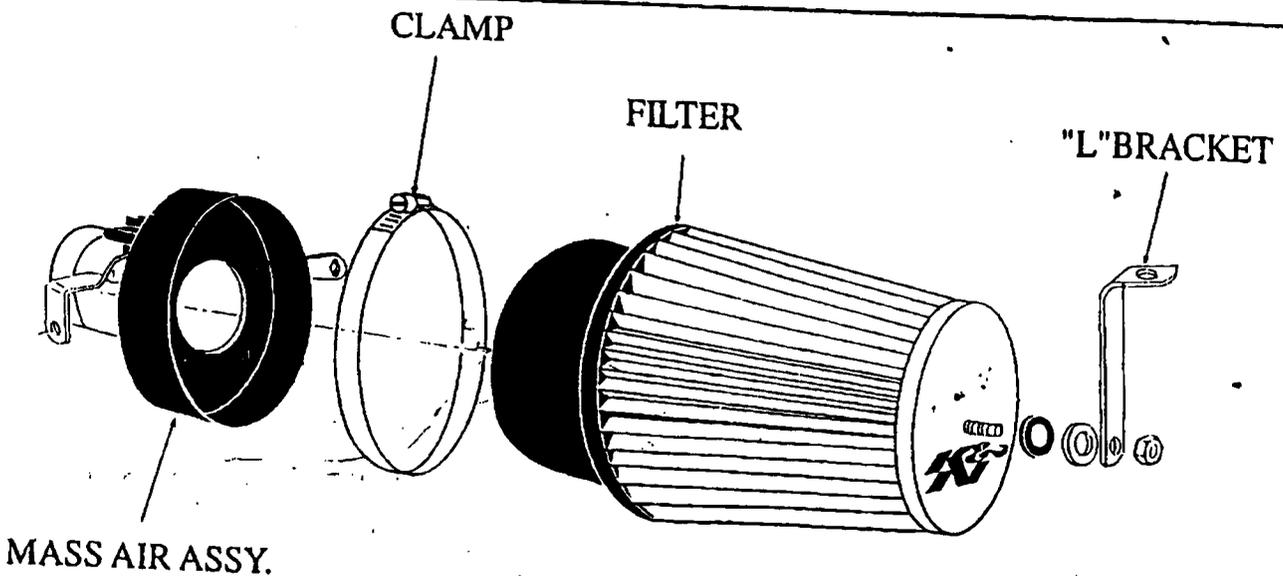


fig. 2

- 7) Assemble the mass-air sensor, gasket, adapter, mass-air bracket and air temperature sensor bracket as shown in (fig. 2) using the supplied hardware.
- 8) Attach the Filtercharger "L" bracket onto the filter as shown in (fig. 2), then, assemble the mass-air assembly and the Filtercharger assembly also shown in (fig. 2).
- 9) Place the complete assembly into the vehicle and attach the intake tube onto the mass-air sensor as shown in (fig. 3).
- 10) Line up the brackets with the fender and washer reservoir support, then, mark the holes and drill as shown in (fig. 4).
- 11) Now secure the complete assembly with the provided hardware.
- 12) Reconnect the mass-air and air temperature sensor connections.
- 13) Re-connect the battery connection, double check to make sure everything is tightened and properly positioned before starting the vehicle.
- 14) The C.A.R.B. exemption sticker 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.



MASS AIR ASSY.

fig. 3