



NISSAN GT-R INTAKE KIT Ver.1

Installation Instructions

NISSAN GT-R Intake Kit Includes:

- (1) Set of Intake Pipes**
- (2) Lower Intake Pipes (Equipped with MAF Sensor Flange)**
- (2) Upper Intake Pipes**
- (2) Step Silicon Couplers**
- (2) Standard Silicon Couplers**
- (4) 76mm Reinforced Stainless Steel Clamps**
- (4) 82mm Reinforced Stainless Steel Clamps**
- (2) High Flow K&N Filters w/Stainless Steel Clamps**

Thank you for purchasing our AAM Competition Ver.1 Nissan GT-R Intake Kit!

In addition to basic tools we highly recommend that you have a quarter drive ratchet with metric sockets, swivel attachment and long extension. We also recommend getting a can of silicone spray lubricant. You should not use petroleum based lubricants such as WD-40 as this may damage the connectors.

We also recommend installing one side at a time starting with the passenger side although many of the pictures are from the driver's side.

After allowing the engine to cool down completely for about 45 minutes to one hour, follow the instructions below:

1. Remove the eight plastic retainers from the front cover panel that is directly behind the front bumper cover (figure 1). The retainers are removed by lifting up the center plug with a small flat end screw driver and then prying up easily on the outer portion of the fitting. These should come out easily and should be saved for later use. Remove cover panel and set aside, you do not need to remove the hood prop rod.



Figure 1

2. Remove air intake horn which is attached with a single plastic retainer (figure 2).



Figure 2

3. Using a flat screw driver pry loose the MAF sensor harness retainer and remove the MAF plug by pressing on the locking tab and gently prying up with a flat screw driver (figure 3).



Figure 3

4. Remove two bolts from the BOV and remove the BOV taking care not to damage the metal gasket noting location of gasket with tabs facing back. Lay BOV over Intercooler pipe (figure 4).



Figure 4

5. Loosen both clamps for the upper inter cooler pipe and pull out of front coupler (figure 4).

6. Loosen hose clamp at the back of the air box and loosen rubber ribbed connector. Push the rubber connector off of the air box and down out of the way.

7. Remove air box retaining bolt and pull up on the air box to free it from the lower rubber mounts (you may try rocking it while pulling up). Once free push the air box back and down until the inlet tube is clear and remove air box.

8. Loosen lower clamp on the rubber connector attached to the turbo intake pipe and remove connector. **CAUTION: The intake side of the turbo is now open DO NOT allow anything to fall into the opening or severe turbo damage will occur.**

9. Select one of the AAM MAF pipes and lay it next to the OEM air box (figure 5) on a clean sturdy surface. The straight end of the AAM MAF pipe should be aligned with the rear tube of the OEM air box. Unscrew the two bolts holding the MAF sensor to the OEM box (we recommend using a socket instead of a screw driver). Carefully remove the MAF sensor from the OEM box and insert it into the AAM MAF pipe in the same position, do not turn the sensor or the car will not run

properly. Use the two OEM bolts to attach the sensor to the AAM pipe. Do not over tighten.



Figure 5

10. Spray a light coating of silicone spray on the inside of the tapered connector supplied with the kit and slide over the turbo inlet and tighten supplied clamp.

11. Slide supplied clamp over the end of the connector and insert the straight end of the AAM MAF pipe into the connector but do not tighten clamp (Figure 6).



Figure 6

12. Remove small metal shield located in the area just behind the bumper. It is secured at the top with a plastic retainer and at the bottom with a 12mm bolt (figures 7 and 8) and retain for later use.



Figure 7



Figure 8

13. Spray a light coating of silicone spray on the inside edge of one of the supplied filters. Place one of the supplied clamps on the end of the filter and carefully work it into the opening just behind the bumper cover (Figure 9).

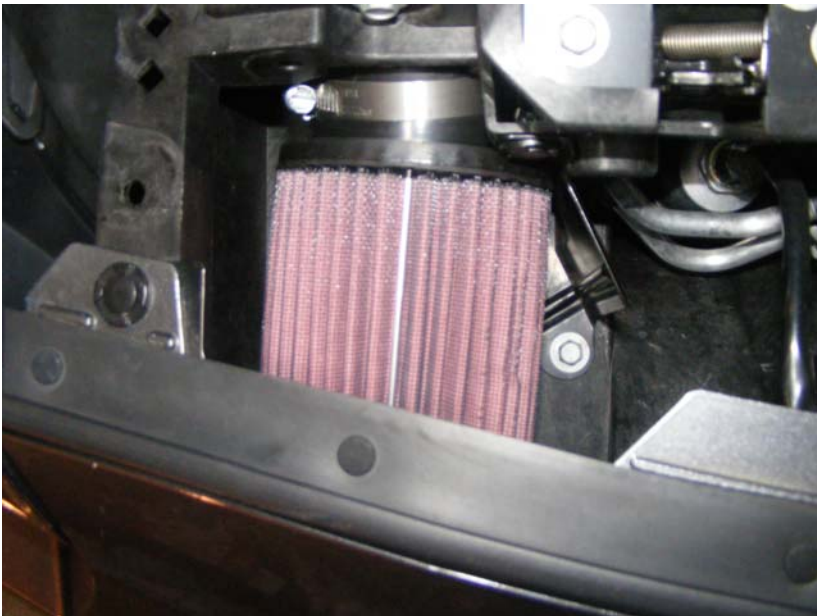


Figure 9

14. Spray a light coating of silicone spray on the inside of one of straight supplied couplers and slide over the end of the already installed AAM MAF pipe along with

the two of the supplied clamps. The coupler should be slide almost all the way over the end of the pipe.

15. Take the other AAM Intake pipe and slide the straight end through the intake hole and into the filter at least an inch.

16. Now align the two AAM pipes together with approximately 1 inch between them and slide the coupler over the front pipe.

17. Adjust as necessary so that the pipes make a smooth curve and the air filter is straight as shown in figures 10 and 11.



Figure 10



Figure 11

18. Now tighten all clamps making sure the couplers and clamps are over the ends of the pipes.

19. Re-install the upper intercooler pipe and tighten the clamps.

20. Attach the hose to the BOV and attach the BOV to the pipe using the OEM gasket with tabs facing towards the back of the car.

21. Attach MAF sensor plug to the MAF sensor.

22. Repeat the previous steps on the driver's side of the car; however, you will need to remove the ground wire from the engine and from the retaining bracket (Figure 12). You will also need to remove the hose running from the BOV to the turbo inlet pipe to allow sufficient room on the driver's side to remove the OEM air box (Figure 13 shows inlet pipe with hose removed).



Figure 12



Figure 13

23. Re-install metal shields removed in step 12.

24. After checking air filter clamps re-install the cover panel using the OEM plastic fasteners.

25. Test drive the car and then check to make sure all connectors are tight, re-check after another 50 to 100 miles. Enjoy!

26. Check filters and clamps every 3,000 miles and clean and oil the filters every 6,000 to 9,000 miles depending on driving conditions using K&N cleaner and oil.