



PROVEN WORLDWIDE

SNORKEL FOR CHEVY COLORADO

NEW PRODUCT

Please visit www.aev-conversions.com to view the most current installation guide for this product.

This is a new product and we want to make sure that you receive the latest and most accurate information based on customer feedback, product revisions, and/or model year updates. We value customer feedback, so we encourage you to contact our Technical Support department if you have any suggestions on how to make the installation of this product easier or if you have any questions regarding the installation of this product. AEV's Technical Support can be reached by email at tech@aev-conversions.com or by giving us a call at (248)-926-0256.

AEV30272AF

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INSTALLATION GUIDE



PLEASE READ BEFORE YOU START

To guarantee a quality installation, we recommend reading these instructions thoroughly before beginning any work. These instructions assume a certain amount of mechanical ability and are not written nor intended for someone not familiar with auto repair.

INCLUDED PARTS	QTY	REQUIRED TOOLS
Snorkel Body	1	1/16" Drill Bit
Intake Tube	1	3/8" Step Bit
Hardware Kit	1	7/8" Hole Saw
		Electric Cut-off Wheel or Air Saw
		Die Grinder w/ Carbide Bit
		Flexible Straight Edge
		Center Punch
		De-burring Tool
		Touch-up Paint or Rust Inhibitor
		Rivet Tool
		Masking Tape
		Common Hand Tools

A. VEHICLE PREPARATION

1. Clean the vehicle including the fender liner area.
2. Remove the right front fender liner and fabric noise insulation at the inside rear of the fender.
3. Trim the supplied template page on the dotted lines. **NOTE:** a full-size template is provided with this kit. If you need to download another template from the AEV website be sure it is printed at 100%.
4. Align the template on the truck and tape into place so that the template sits flat on the vehicle surface with no wrinkles (fig. 1).

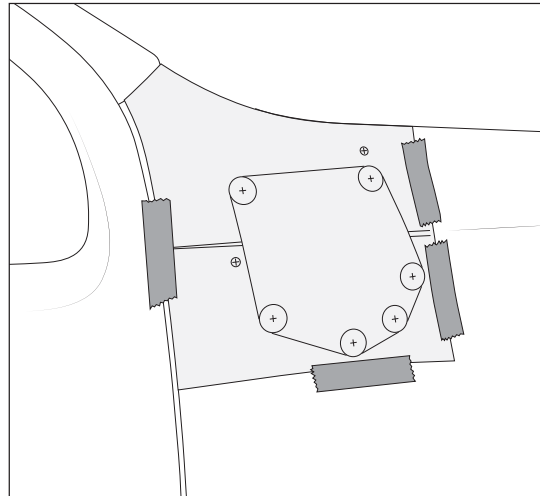


Figure 1

5. Use a center punch to mark all 8 points.
6. Drill all 8 points with a 1/16" drill bit.
7. You can now remove the template. **NOTE:** it is a good idea to mask off surrounding areas to protect paint.
8. Drill Holes.
 - a. After all 8 holes are drilled with a 1/16" bit, continue to drill the two 3/8" holes using a step bit (fig. 2-A).
 - b. Carefully drill **REMAINING SIX HOLES ONLY** to 7/8" using a hole saw (fig. 2-B).
 - c. De-burr all hole edges using a de-burring tool.

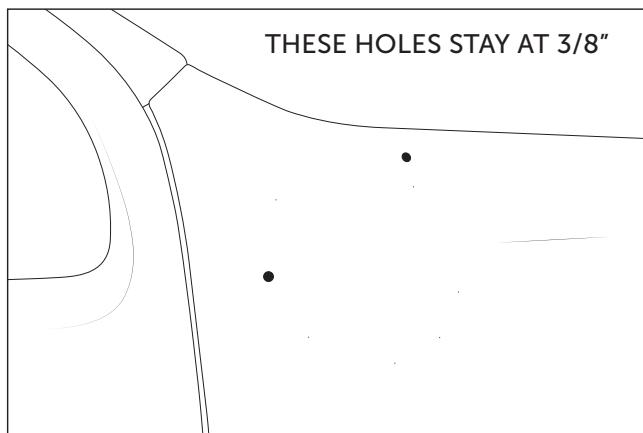


Figure 2-A

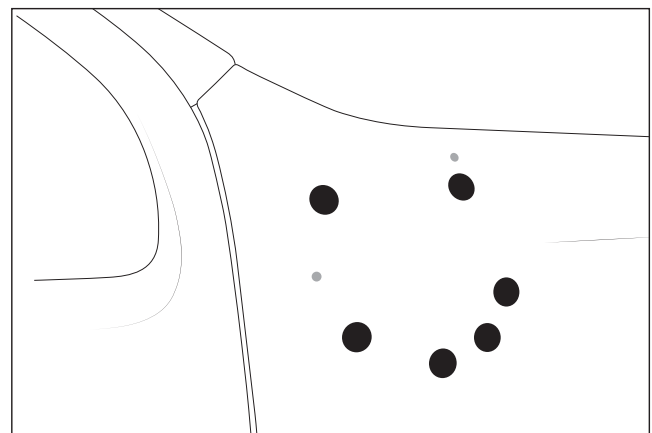


Figure 2-B

9. Cut the intake hole.
 - a. Use a flexible straight edge and felt marker or painter's tape to mark the main hole from tangent to tangent (fig. 3).

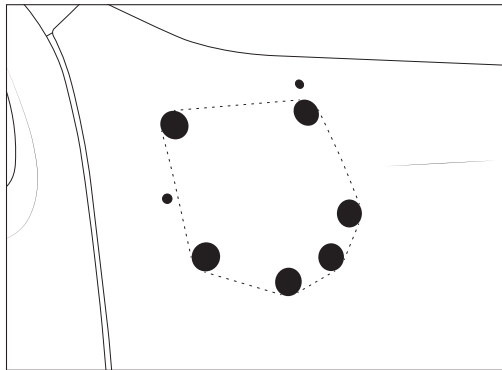


Figure 3

- b. Using an air saw or electric or air powered abrasive cut-off wheel, carefully cut on lines to make one large cut-out. **NOTE:** Be sure to wear proper safety equipment including gloves and eye protection. Always cover any exposed window glass or painted surface to protect from sparks.
 - c. Use touch-up pain or rust inhibitor on all bare metal edges.
10. Remove Air box (fig. 4–5).
 - a. Slide the intake hose from the air box by loosening the hose clamp with a flathead screwdriver or 8mm socket.
 - b. Loosen the four screws attaching the top of the air box.
 - c. Unclip wiring harness.
 - d. Remove air box top.
 - e. Unclip the factory Intake tube.
 - f. Remove bottom of air box by removing the two nuts up front and pulling up to release the stud at the rear.
 - g. Discard factory intake tube.

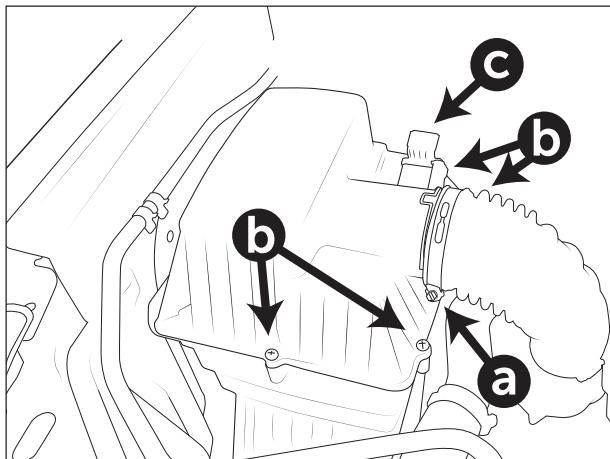


Figure 4

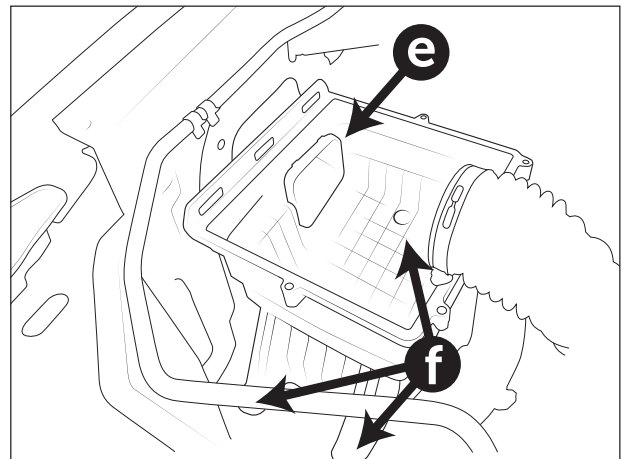


Figure 5

11. Cut approximately 1/2-inch out of the top of the intake opening as shown (fig. 6). Use touch-up paint or rust inhibitor on all bare metal edges.

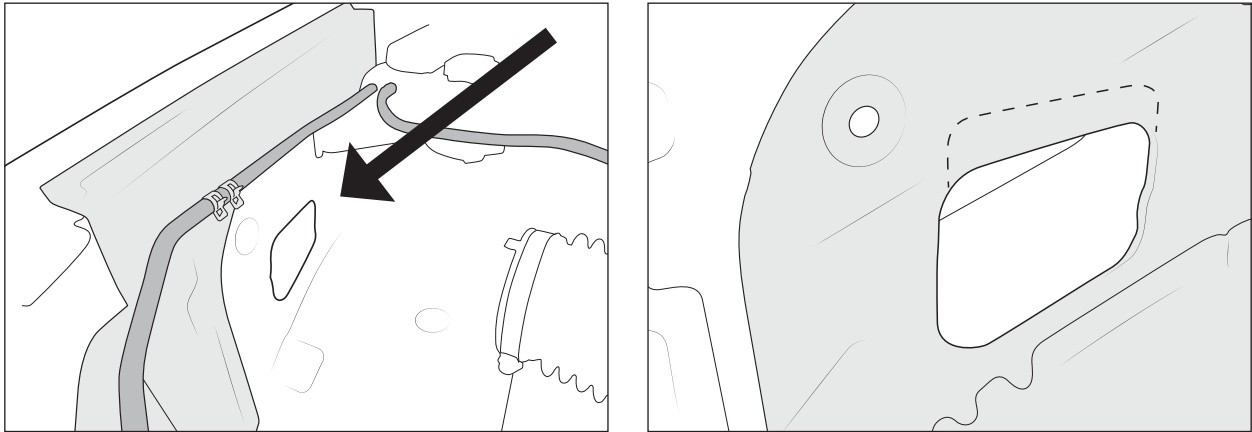


Figure 6

12. Loosen Fender. **NOTE:** Use caution to protect Rock Rails on ZR2 models.

- a. Loosen the factory M6 nut attaching the fender (fig. 7).

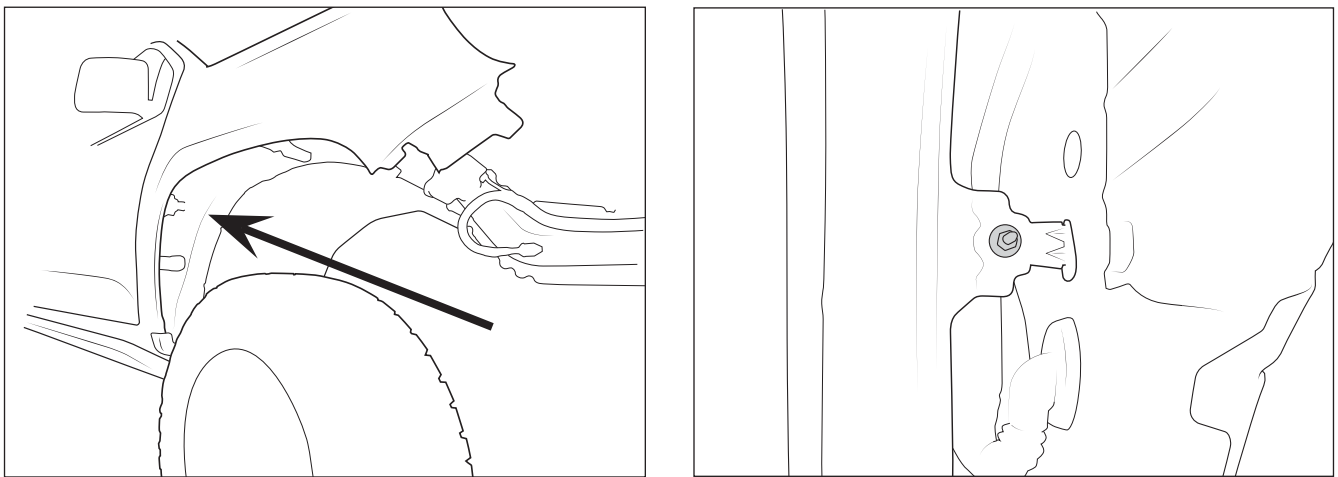


Figure 7

- b. Remove factory fender spat by pulling straight from the truck and releasing the two push clips (fig. 8). **NOTE:** On ZR2 models you will first need to pull the bottom rear of the fender flare away from the fender by carefully pulling outwards to release the flare push clips.

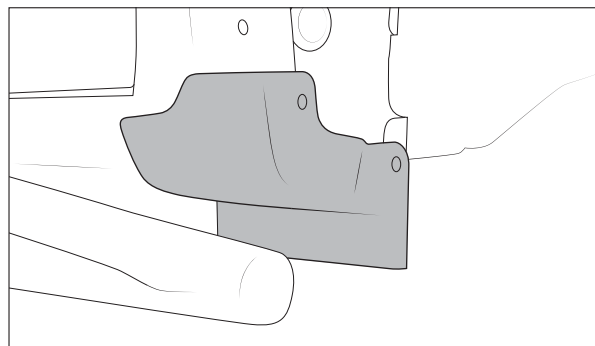


Figure 8

c. Remove two lower attachment points (fig. 9).

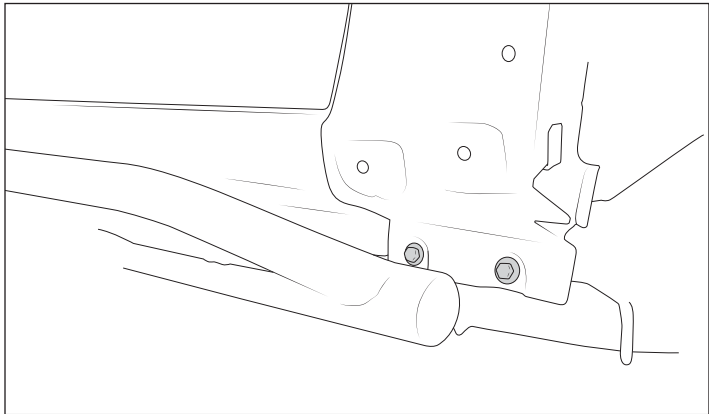


Figure 9

d. Gently pull fender out and remove the factory fender brace by pulling firmly downwards. **USE CAUTION** to not buckle the fender (fig. 10).

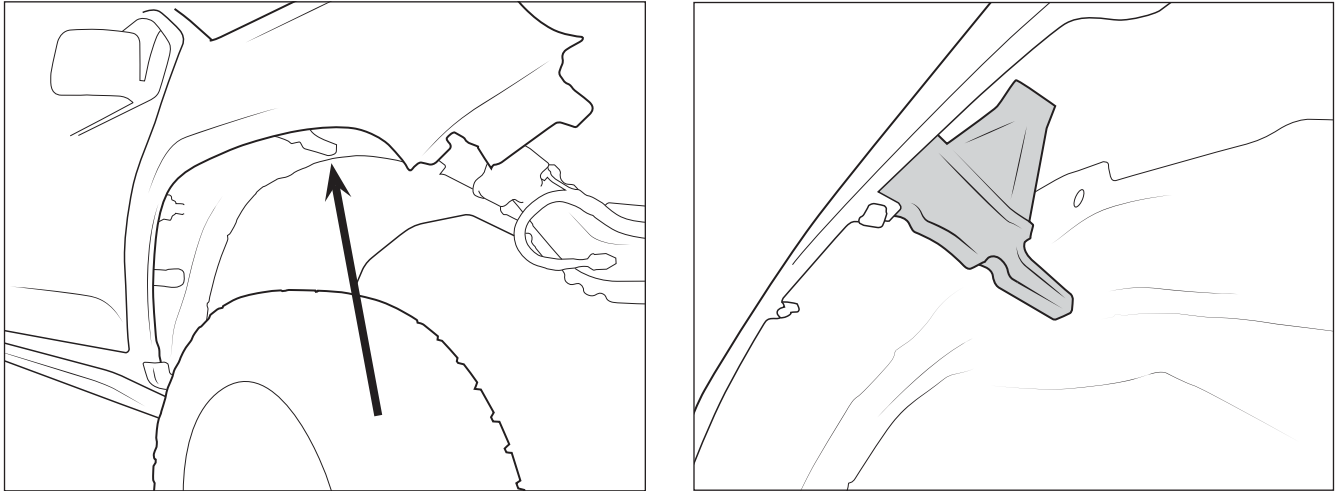


Figure 10

B. INSTALL SNORKEL

1. Measure up 8 7/8 inches from the top of the fender up the A Pillar to the bend in the bracket (fig. 11).

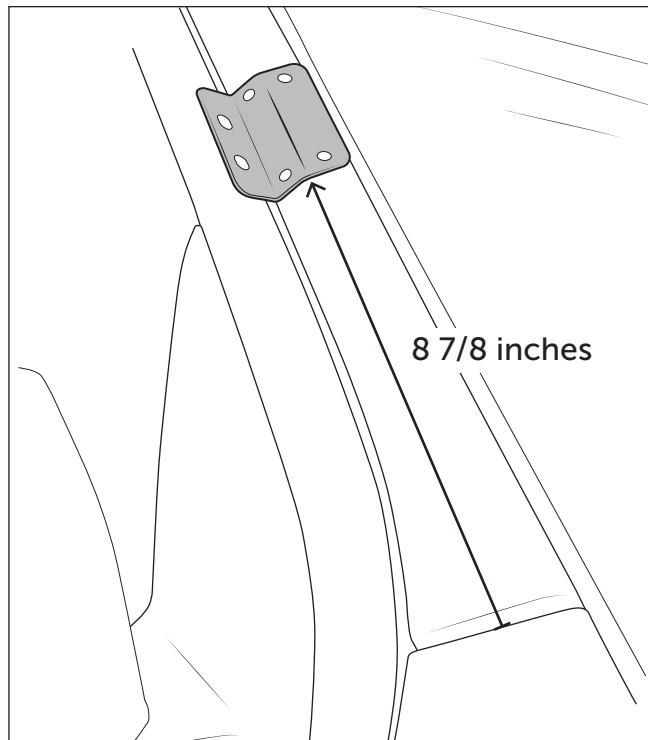


Figure 11

2. Position AEV upper bracket as shown and mark hole locations. (4 places)
3. Drill holes to 3/16".
4. Fasten the upper bracket to the A pillar using supplied rivets.
5. Install supplied M6 Riv-Nut in the factory hole on the inner fender (fig. 12).
 - a. Assemble riv-nut installation tool with the tapered end of the sleeve pointing toward the end of the bolt.
 - b. Screw riv-nut onto the tool.
 - c. Insert the tool with nut into the hole, making sure it seats fully.
 - d. Hold the sleeve portion of the tool with an open ended wrench, and slowly turn the bolt portion of the tool with a ratchet, applying inward pressure
 - e. Torque the bolt until the riv-nut seats fully. NOTE: A small drop of oil between the bolt head and sleeve or a couple of washers will help the tool spin smoothly.

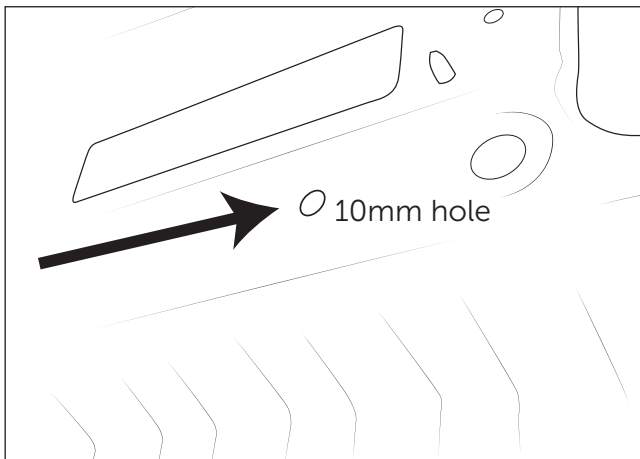
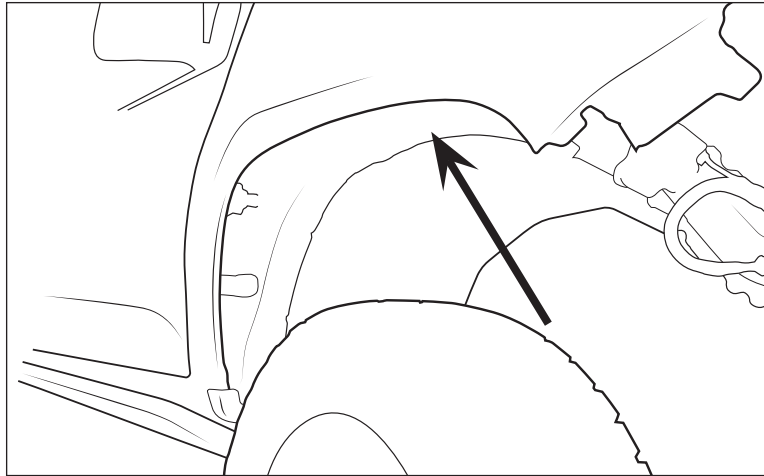


Figure 12-A

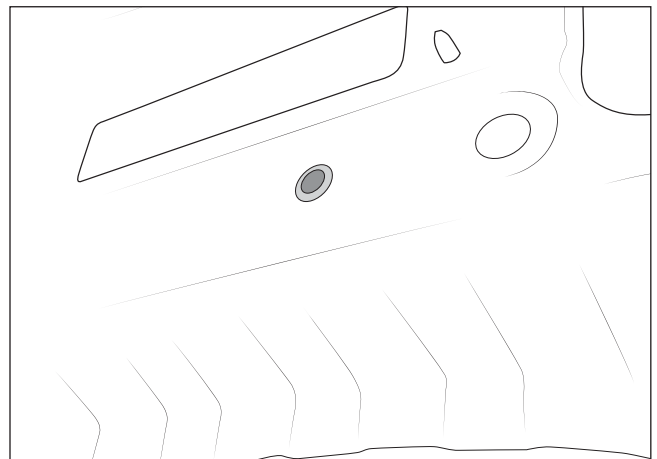


Figure 12-B

6. Install AEV bracket into Riv-Nut using supplied M6 x 20 hex head bolt (fig. 13).

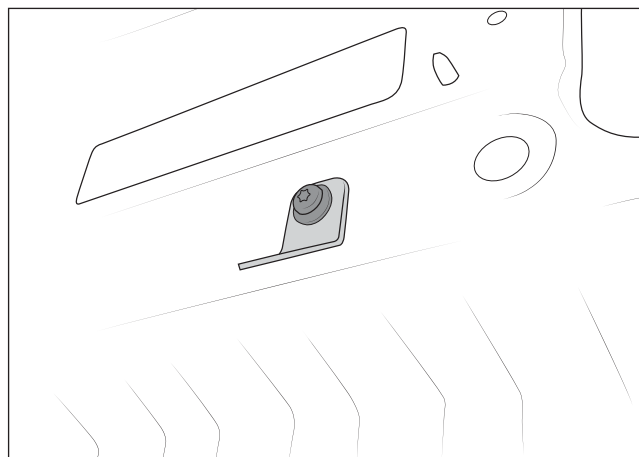


Figure 13

7. Reinstall factory air box bottom.
8. Attach the supplied adhesive foam to the intake tube as shown (fig. 14).

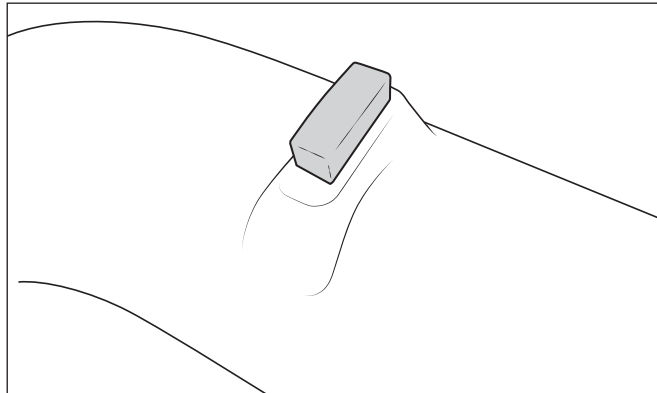


Figure 14

9. Install the AEV intake tube through the inner fender and snapping into the factory air box bottom.
10. Place the supplied hose clamp on the end of the intake tube.
11. Slide the Snorkel body through the intake hole in the fender by pulling the fender out at the same time and making connection with intake tube.
12. Install two M6 Hex head bolts into the back side of the snorkel (fig. 15). NOTE: Bottom bolt you access from inside the fender and the top bolt through the engine compartment.

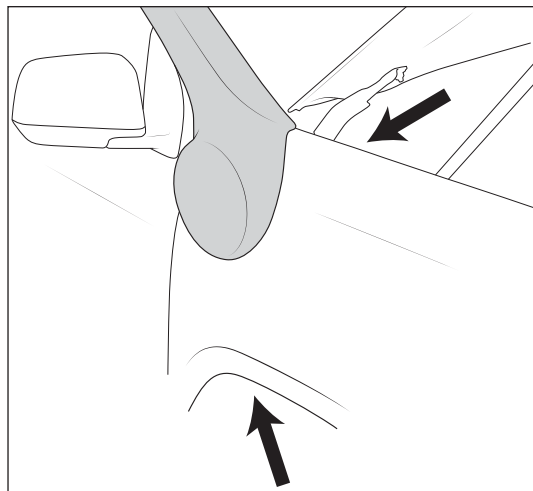


Figure 15

13. Install two M6 Torx bolts into the top side of the snorkel (fig. 16).

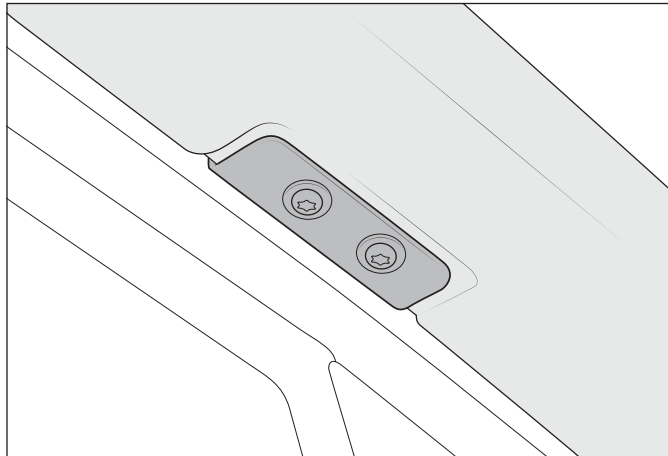


Figure 16

14. Install M6 Hex head bolt through the lower bracket into the AEV intake (fig. 17).

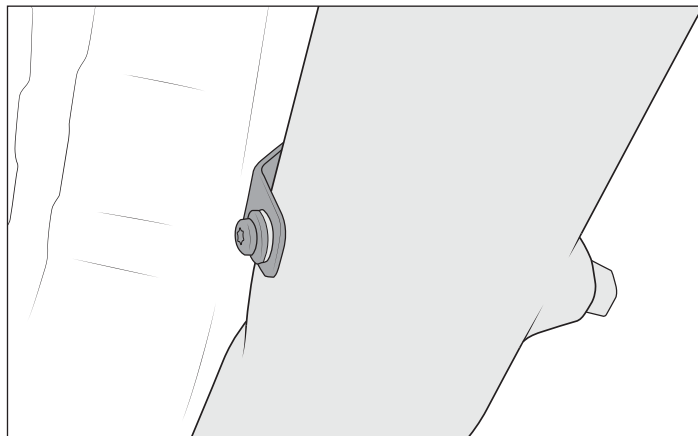


Figure 17

15. Tighten the hose clamp around intake tube and snorkel body connection (fig. 18).

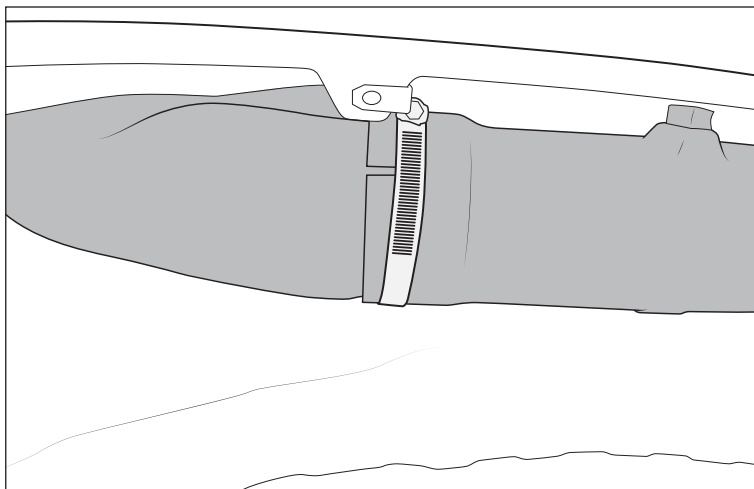


Figure 18

16. Reinstall the fender, fabric noise insulation, air box, and wheel liner.

C. INSTALL AIR RAM

1. If a hose clamp is provided, slide the supplied hose clamp over the Snorkel body. If a plastic clamp is provided this will be installed later.
2. Attach the Air Ram and adjust so it is forward facing.
3. Mark the hole location on the Snorkel Body and drill a 5/16" hole (fig. 19).

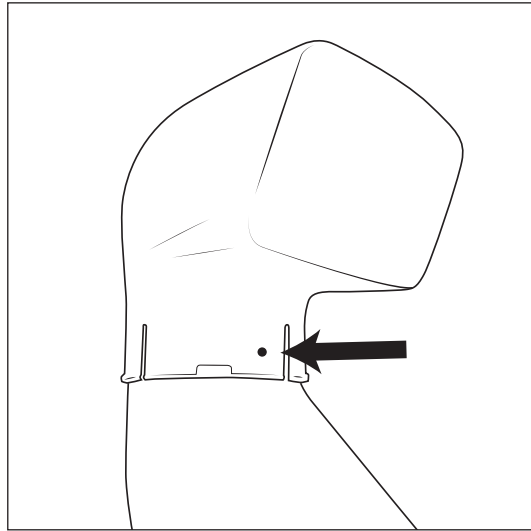


Figure 19

4. Install push pin.
5. If using a hose clamp, refer to steps 6 and 7. If using a plastic clamp refer to steps 8, 9 and 10..
6. Slide the hose clamp up around the Air Ram and tighten until snug enough to prevent lifting or twisting of the air ram.
7. Place rubber cap onto the end of the hose clamp bolt.
8. Install the plastic snorkel clamp on the backside.
9. Using a 5/16th wrench, tighten until snug enough to prevent lifting or twisting of the air ram, assuring the pin on the bottom side of the "bolt" is all the way through so it holds.
10. Once the clamp is tightened, snip the extra off.

D. INSTALL OPTIONAL PRE-FILTER

NOTE: You may wish to trim 5/8" off the top of the Snorkel Body for optimum fit with the pre-filter. However, if you plan on swapping between the air ram and pre-filter DO NOT trim.

1. Slide the supplied hose clamp over the Intake Body. If supplied a plastic clamp, wait until the end to install.
2. Install the pre-filter. This must be installed with the vent to the rear of the vehicle (Fig. 21).
3. Slide the hose clamp up around the pre-filter and tighten until snug enough to prevent lifting or twisting of the air ram.
 - a. If supplied with a plastic clamp, install it on the backside of the Pre-Filter. Using a 5/16th wrench, tighten until snug enough to prevent lifting or twisting of the air ram, assuring the pin on the bottom side of the "bolt" is all the way through so it holds. Once the clamp is tightened, snip the extra off (fig. 20).

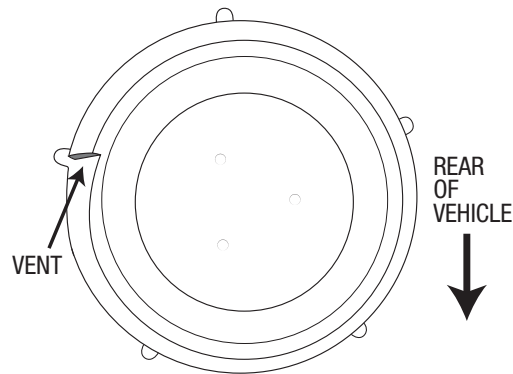


Figure 20