

## **BOOST CONTROL MODULE**

**PART NUMBER 21-2589**

**SEE KNFILTERS.COM FOR CURRENT APPLICATIONS  
AND CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE**



**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 ENGINE.**

**WARNING: The battery cable MUST be disconnected before any components/electrical connections are disconnected. Failure to follow this step may result in DTC's being set and/or poor operation of this kit.**

1. Turn off the ignition and disconnect the negative battery cable.

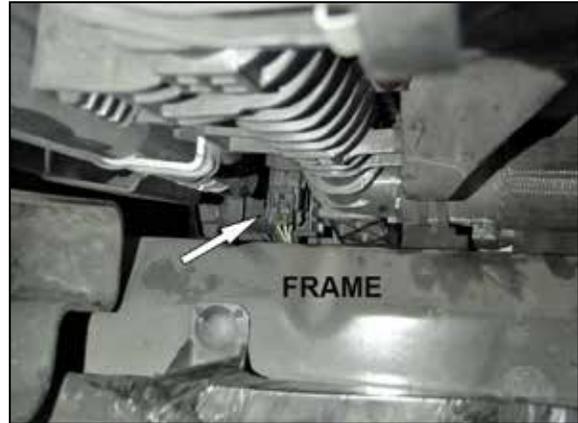
**NOTE: The battery cable MUST be disconnected before any components/electrical connections are disconnected. Failure to follow this step may result in DTC's being set and/or poor operation of this kit.**



2. Disconnect the inlet air temperature sensor electrical connection. Loosen the hose clamp that secures the intake tube to the air filter housing.

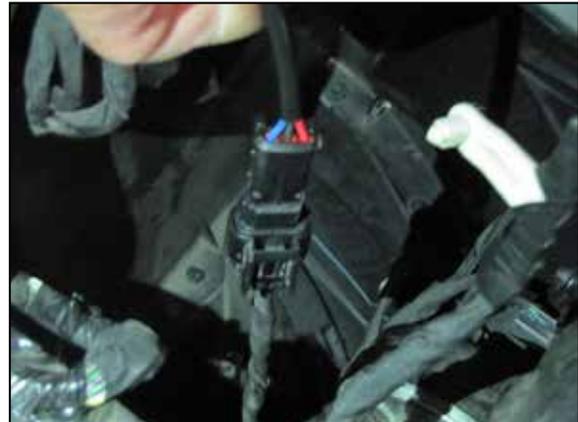


3. Remove the bolt that secures the air filter housing assembly to the inner fender and then remove the air filter housing from the vehicle.



4. Disconnect the TIP sensor electrical connection.

**NOTE: The TIP sensor is located in the lower driver side corner of the intercooler. It can be accessed with the air filter housing removed and reaching around the frame rail. If preferred the plastic splash shields can be removed for easier access but this will require jacking up the vehicle and setting on suitable jack stands**



5. Connect the K&N® boost wiring harness module to the factory wiring harness TIP sensor connector.

## INSTALLATION CONTINUED



6. Connect the K&N® boost sensor wiring harness to the TIP sensor. Reinstall the factory air filter housing and secure with the factory hardware. Route the boost wiring harness behind the air filter housing towards the brake master cylinder at the rear of the engine compartment.

**NOTE: Be sure the boost harness is not pinched between the air filter housing and body.**



7. Locate the MAP sensor on the driver side of the engine near the engine cover. Disconnect the factory wiring harness from the MAP sensor.



8. Connect the K&N® wiring harness to the MAP sensor and to the factory wiring harness.



9. Route the K&N® wiring harness towards the driver's side inner fender and connect it to the boost module.

**NOTE: be sure the harness is routed in such a way that in it is not near any moving components or heat sources.**



10. Mount the boost module in a suitable location such as on the back side of the shock tower as shown and secure with the provided tie wraps.



11. Poke a small hole in the existing firewall grommet and feed the boost control knob wiring harness through the grommet from the inside of the vehicle. Connect the control knob wiring harness to the pigtail connected to the module. And secure with the provided tie wraps.

**NOTE: be sure the wiring harness is routed in such a way that in it is not near any moving components or heat sources.**

## INSTALLATION CONTINUED



12. Find a suitable location to mount the sensitivity knob, drill a  $\frac{1}{4}$ "id hole, remove the knob and install the rheostat then reinstall the knob.

13. Reconnect the vehicle's negative battery cable. Double check to make sure everything is secure and properly positioned before starting the vehicle.

**NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.**

See [knfilters.com](http://knfilters.com) for CARB status on each part for a specific vehicle