

INSTRUCTIONS FOR CPC COLD AIR INTAKE

Thank you for purchasing a CPC cold air intake. For the last three years we have been designing and testing this kit. Every part of this kit was designed to fit the 2005 and newer "M" series snowmobile. This kit was designed to allow modified engines to breathe as well as to drop weight. In recent dyno tests, we have gained a full 4 horsepower on a stock M 1000 by simply replacing the factory air box and adding fuel to offset the increased air flow. Because of an increase in air, all engines must have some type of EFI fuel controller added to prevent a lean air/fuel condition and to prevent engine seizure or detonation.

Instructions:

- #1.** Using a 5/16 socket, remove the hood cables that are attached to the bulkhead. Then remove the pins holding the hood on to the bumper, then remove the hood.
- #2.** Next, place a blanket or padding on a bench or on the floor and place the hood upside down. Using a # 25 torex and a 7/16 socket, remove the factory air plenum assembly.
- #3.** Using a # 20 torex, remove the screw in the nose cone and aluminum tab that retains the stock air box in. Then remove the two screws that retain the plastic nose piece on, then remove the factory air box.
- #4.** This next step of installing the vents is the most time consuming part of the installation. Using patience and by taking a little extra time, a great looking vent installation will take place. Using the provided vents as a pattern and a piece of soap stone or a sharpened piece of chalk, trace the outer edge of the vent onto the outside of the nose cone. Next, lay out a pattern of the area to be cut out or drilled. You have two choices, 1st to cut out the entire interior of the vent or 2nd you can lay out a pattern and use a drill to cut out a series of holes to allow air into the nose cone area if you are prone to ride in areas where tree branches may poke the vents. Use a small 5/16 drill to start with, then you can increase the size of the drill bit to 3/8 or even 1/2 inch to provide more air flow. These holes will be covered up with several waterproof vents that are provided in the kit. Two types of vents can be provided with this kit, either the stick on style or the mechanical style which are pop riveted on with a backing washer. If vents are ever damaged, new vents can be purchased through CPC. Note: when using the stick on style, use isopropyl alcohol to clean the outer surface before applied. **All** vents are to be placed on the outside of the nose cone. There are a total of 7 vents provided in this kit. Four of the vents are to be installed in the front of the nose cone. The other 3 vents are to be placed on the clutch side of the nose cone in the shock tower cavity; ie two on the leading edge and the last on the top of the shock tower (cutting out the area where the factory decal is placed showing the clutching/gearing specification). All adhesive on sticker style vents have been specially designed to hold up to cold weather (109 Below 0 Feh).
- #5.** Using a # 27 torex remove the two plastite screws in the upper left and right hand corners of the front of the bulkhead. Install the CNC aluminum air filter adapter and install with the two longer plastite screws. Install the pre-filter to the red foam filter and attach to the aluminum adapter.
- #6.** Using a # 27 torex and 7/16 socket, remove the CCU (Chassis Control Unit) off the mag shock tower of the belly pan. Place the black plastic shield over air filter/ nose cone area. Inspect for a perfect fit. If you are not satisfied with the fit of the snow shield, you can use a file and remove any area on the outer perimeter. Drill two 1/4 inch holes that line up with the original holes that held the CCU on. Before bolting the shield in place,

the factor ECU must be position and ¼ holed drilled into the snow shield to retain it.
NOTE: make sure that the position of the ECU does not interfere or come close to the exhaust pipe. If after-market pipes are used, make sure that the ECU is positioned far away to prevent melting of wires. Aluminum foil (not included) may be used as a heat shield if any wires or if the pipes come in close contact of the black snow shield. After locating the ECU, use a 9/32 (.281) drill bit and drill a hole for the barometric hose to fit into. In extreme snow conditions, it may be wise to heat tape the bottom of the headlight or the corner of the oil bottle. Then bolt the CCU onto the shock tower with the snow shield sandwiched between them.

#7. Reinstall the hood in reverses order.

