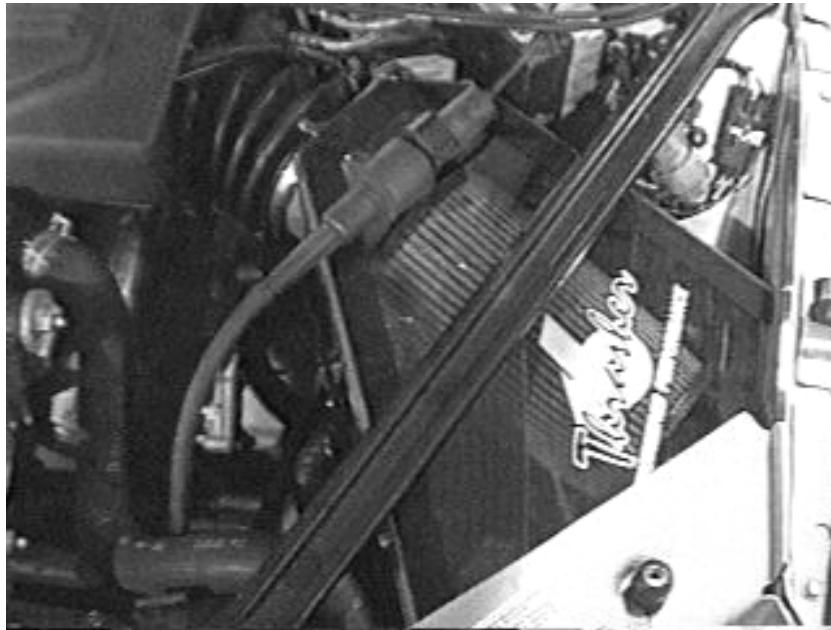




ENGINEERED PERFORMANCE
EFI Street Performance Specialist

765-457-8729
www.thrasher-ep.com

Cold Air Induction System Installation Manual



Wear safety goggles at all times when installing this product!

Thrasher Engineered Performance products are for off-road use only and not legal for use on public highways and roads. Thrasher Engineered Performance assumes no responsibility or liability for damage or injuries that may result from the use or installation of its products, whether or not properly installed or used. Thrasher Engineered Performance products are sold without any express warranty or any implied warranty of merchantability and/or fitness for intended purpose.

Thrasher Engineered Performance - Cold Air Induction Kit for 97 and newer Pontiac Grand Prix, Buick Regal and Chevrolet Monte Carlo.

This Cold Air Induction Kit is designed for 97 and newer Pontiac Grand Prix, Buick Regal, and Chevrolet Monte Carlo equipped with the 3800 (L36) and 3800SC (L67) engines. The kit relocates the PCM (engine computer) and replaces the restrictive factory air intake with a large free-flowing enclosure which hides the PCM from view while displaying the 9" K&N™ cone style filter through a clear polycarbonate cover.

We conservatively estimate that this kit alone will increase power by approximately 7 to 10 HP; however, its true potential will only be realized when boost is increased from stock boost levels (on L67 3800SC engines) with a **Thrasher Supercharger Pulley kit**.

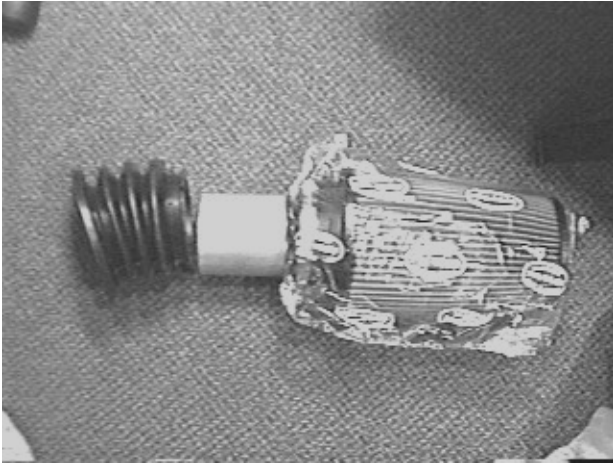
This enclosure is constructed entirely of polycarbonate - opaque black is used for the bottom and sides, while the cover is clear, allowing the enclosure to act as a display case for the 9" cone while insulating it from power-robbing underhood heat. Fresh intake air is drawn through 96 square inches of total frontal area which is open to cold air behind the headlight and from inside the inner fender cavity.

Emission testing is in the process of being completed although no impact on tailpipe emissions is expected. Although it has not been confirmed, we do not expect that OEM warranties are negatively impacted by the use of this product. However, until further notice, TEP is currently releasing this product for off-road use only and makes **no** claims concerning the OEM warranty.

TEP has performed extensive thermocouple datalogging to optimize this system. As shown in the enclosed data, the fresh air being drawn by this system is a conservative 21°C (70°F) cooler on average than the underhood temperature that a typical open element filter installation would ingest. This cooler intake air translates to increased power output.

TEP developed this kit through harsh winter conditions and extensively tested the design through the entire 1997-98 Michigan / Indiana winter season to ensure that it would survive the worst snow, ice and corrosive road salt environments without fail, providing maximum filter life while allowing the engine to breathe fresh cold air.

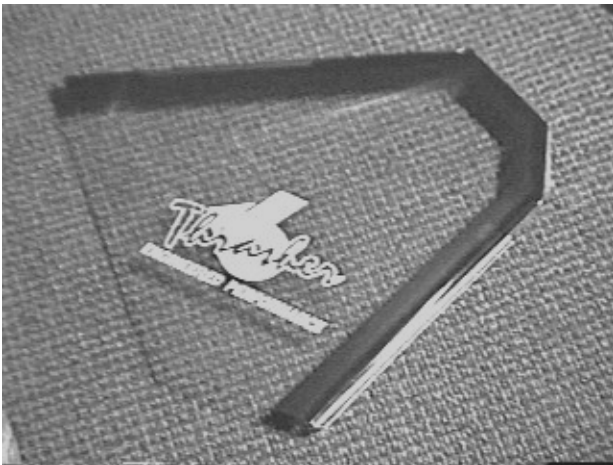
Your Cold Air Induction System consists of the following pieces:



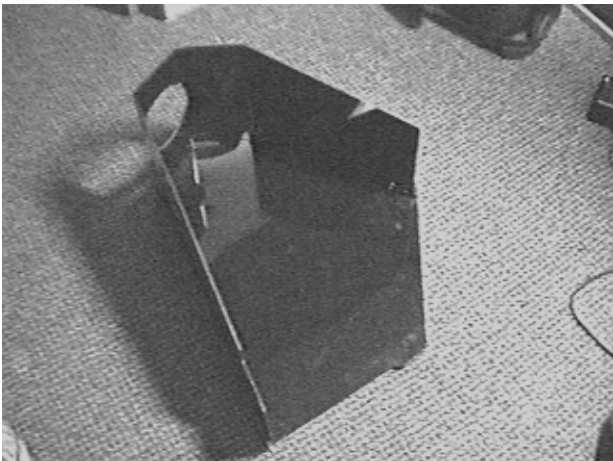
Throttle body rubber duct

3 1/2" Polished aluminum air tube

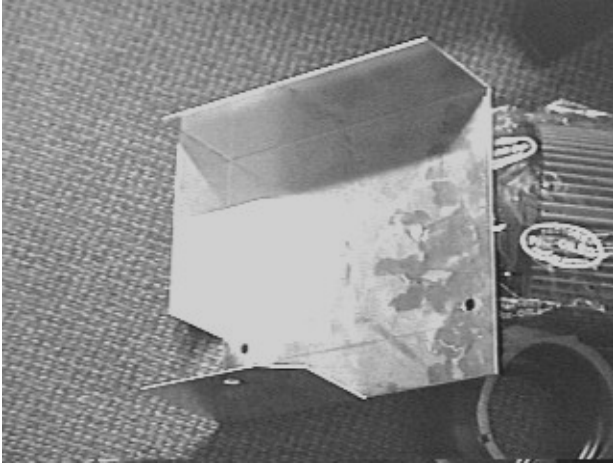
9" K&N cone filter. 3 1/2" opening. (Note: remove the plastic bag before installation! ;-) <grin>)



Clear high temp polycarbonate Airbox cover

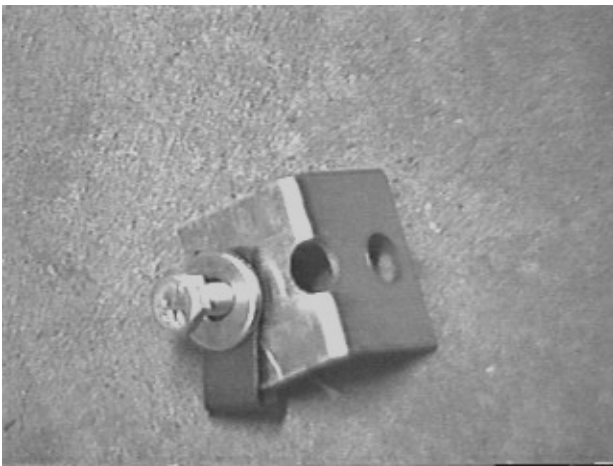


Opaque black high temp polycarbonate lower airbox assembly

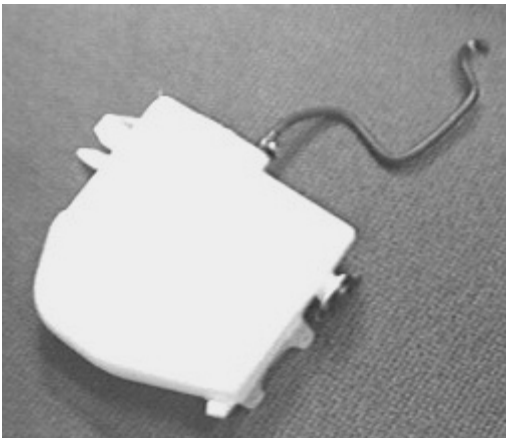


Aluminum PCM cover enclosure

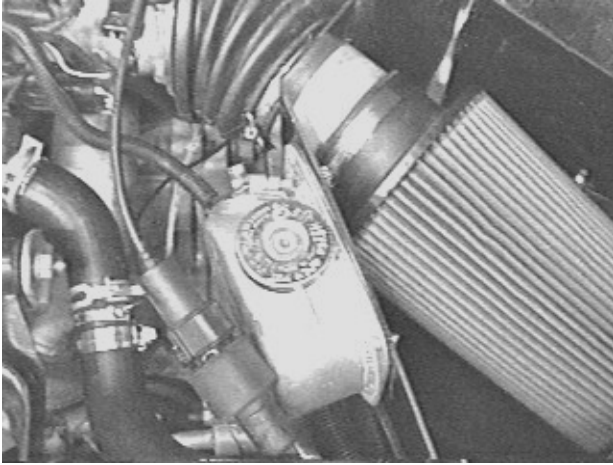
(Note: 2 holes shown in this sample have been made obsolete by a later design change and will not be used.)



Bracket for attaching above PCM cover to vehicle.

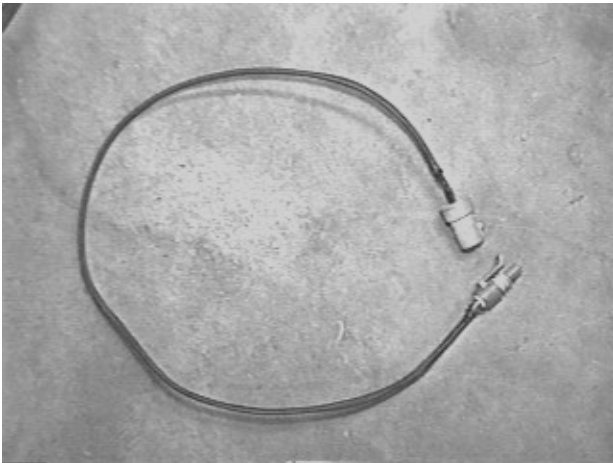


Coolant overflow bottle assembly for all 97-98 Grand Prix and 98 Regal



Special order aluminum coolant recovery bottle for 97.5 Regal only.

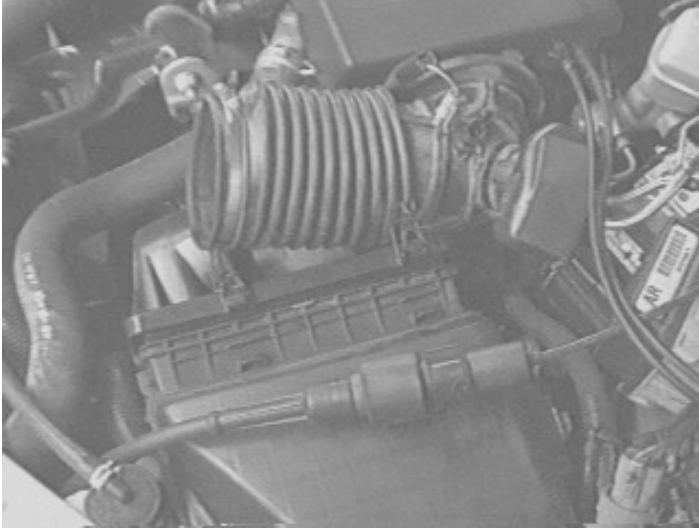
(Shown attached to left side of airbox.)



Optional IAT extension harness to relocate IAT (Intake Air Temp) sensor to cooler air.

Model years 97-98 and 99-up differ in the first 16 steps of the installation due to differences in the factory air induction system.

Follow steps 1-16 below for **97-98** model year vehicles. The procedure for 99-newer model year vehicles is currently under development.

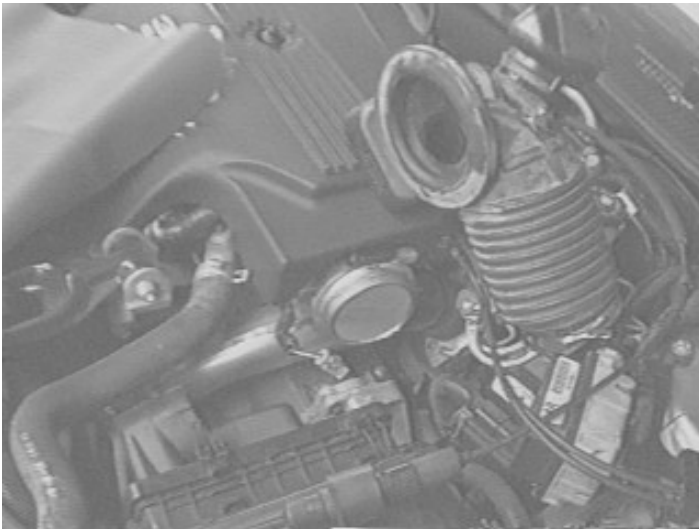


Step 1 (97-98)

Remove the (3) 13mm bolts holding the fender - radiator support brace. This step is not pictured.

Step 2 (97-98)

Loosen the wing nut on the large clamp securing the ribbed duct, and remove the duct from the plastic air box outlet as shown.



Step 3 (97-98)

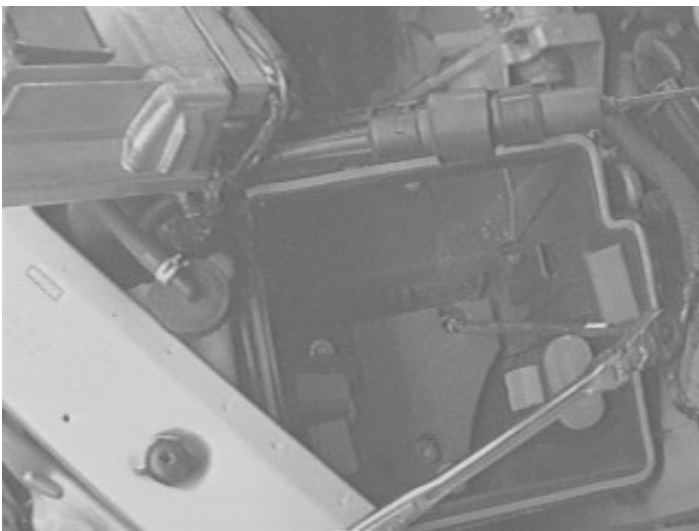
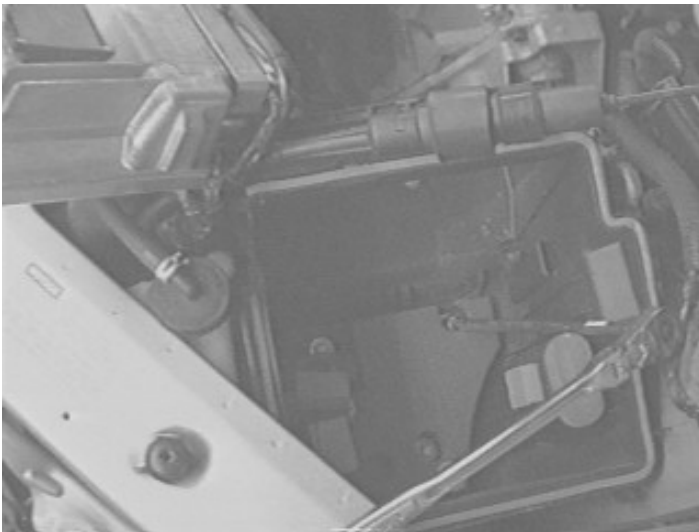
Remove the IAT (Intake Air Temp) sensor from the rubber duct. Save for reinstallation on your replacement duct.

Step 4 (97-98)

Pull the duct from the throttle body. This requires a lot of force, pull hard. When removed, the duct will be as pictured.

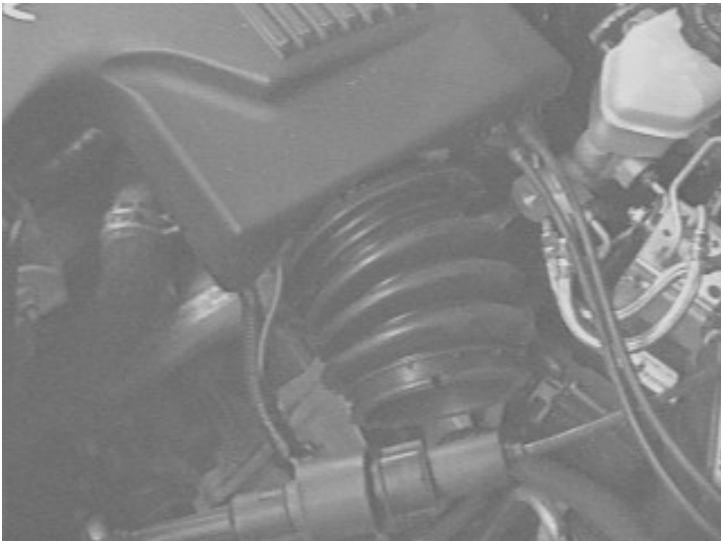
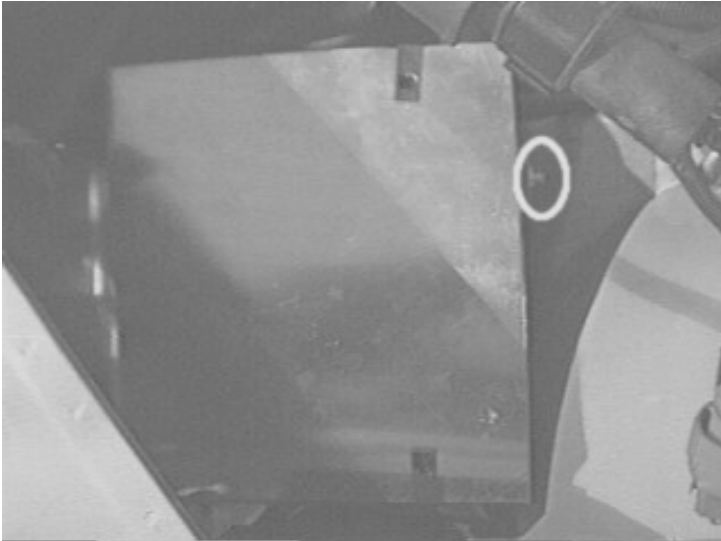
Step 8 (97-98)

Remove the PCM and lay it to the side as shown. Note the rubber insert from the coolant recovery bottle using pliers to open the clamp. (Bottle is visible to left. Sorry we didn't have a better photo.) It enters the box, must first be removed by sliding out. The rubber insert plastic has been cut. The coolant recovery bottle in place. These are Step 7 (97-98) remove intact; it is suggested that these be cut for removal of the bottle since it will get an access cover located on top connecting the radiator support and one is below.



Step 16 (97-98)

The PCM controller is by installed
The PCM cover is held in place
by 4 bolts that are attached to
the PCM opening for the PCM
signals. Be sure
the photo. Also
tighten the AM
this early on to
be in the top
for attaching the
These bolts are
replaced in produ
Velcro.

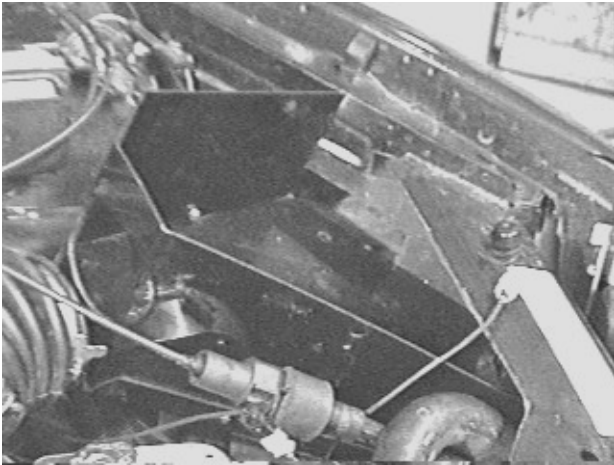


Step 15

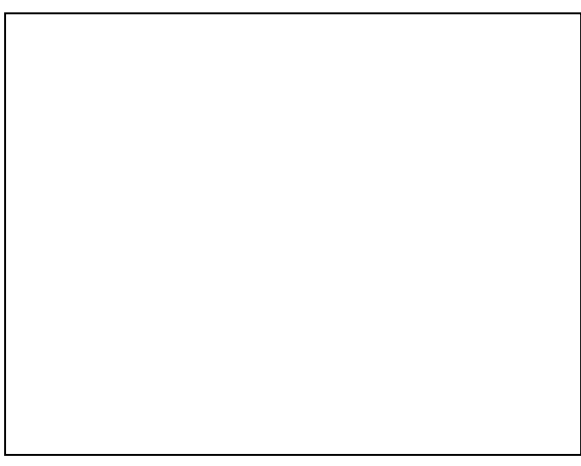
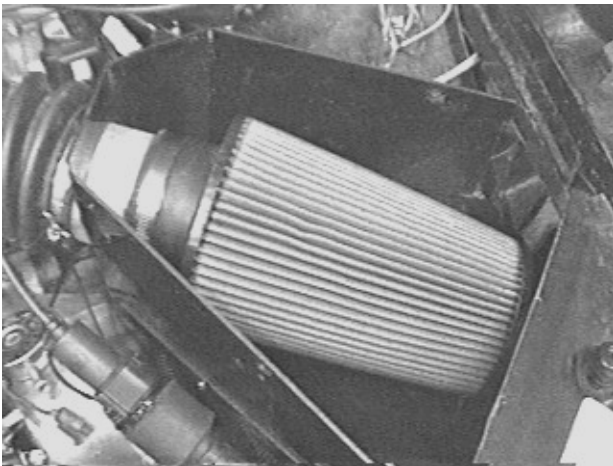
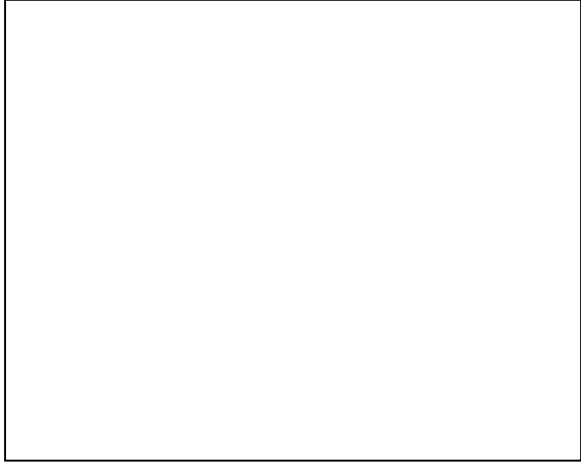
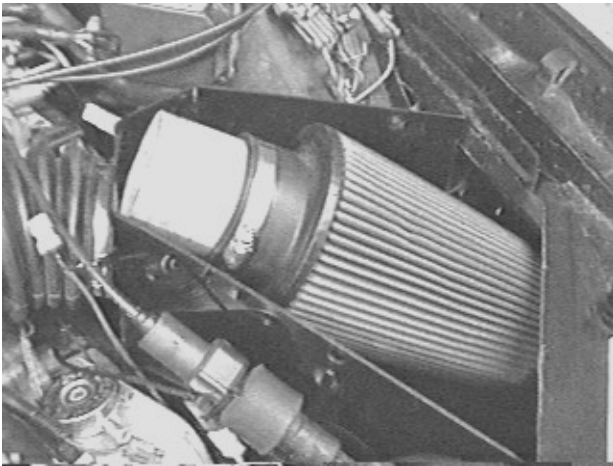
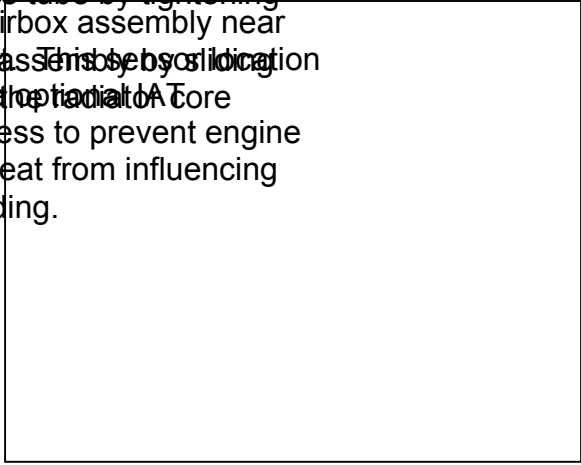
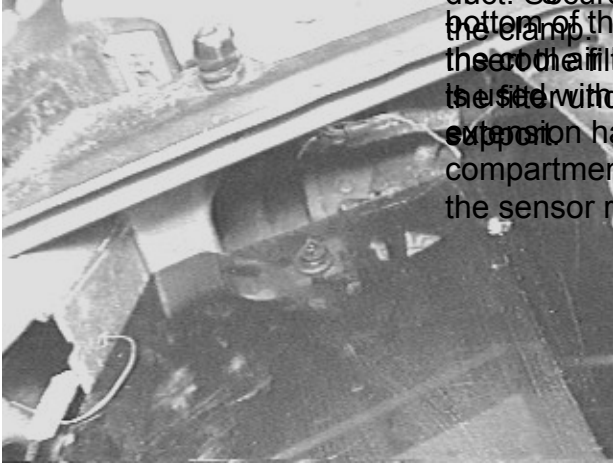
The large metal duct clamp from the factory throttle body duct air box assembly. Tilt the front end in first, aligning it with the radiator core support. This sheet is shown in the rear of the air box once the Note has been properly aligned and allow the vehicle to attach.



The adjustment wing nut will be located on top, in easy reach if the alignment to the left inner fender and radiator core support in the front. This lower airbox assembly is engineered to fit perfectly flush with the contours of the Regal and Grand Prix body in this area.



Step 21 - Another close up shot showing
Step 20 - Box alignment from a different
 side. Slide the air tube through the airbox
 hole and into the filter. Install the 3/4" air tube into the filter
 block in the highlighted IAT sensor in the
 duct. Be sure the tube is by tightening
 the clamp. The sensor is located
 in the bottom of the airbox assembly near
 the filter assembly. This is by sliding
 the side with the optional A Core
 sensor harness to prevent engine
 compartment heat from influencing
 the sensor reading.



Step 23

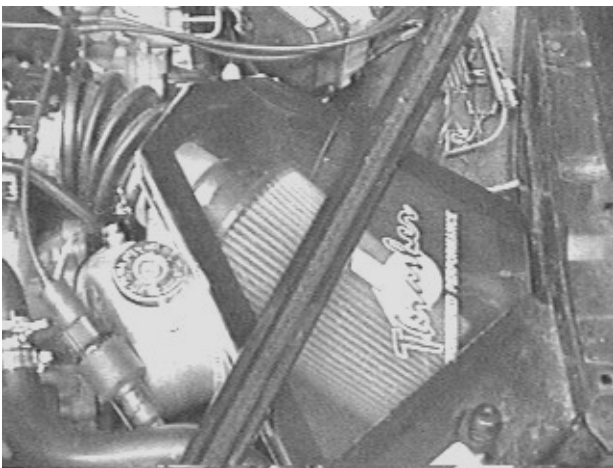
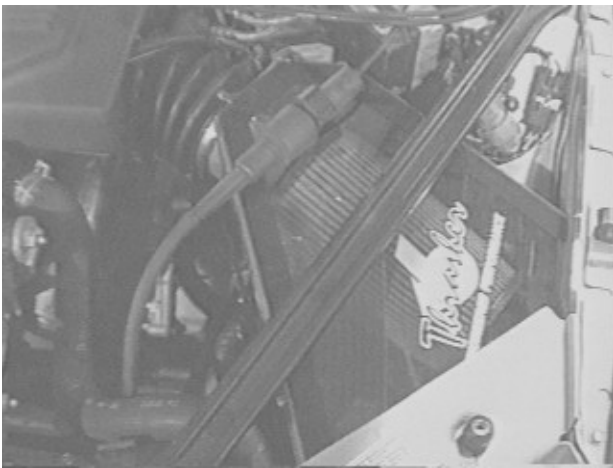
This photo shows the completed plug installation for the 97/5 Top to Bottom Street into the life cycle.



of the rubber duct. recovery bottle
is now attached to the left side of the
airbox.

This photo depicts the completed
installation for the detent cable
routing.

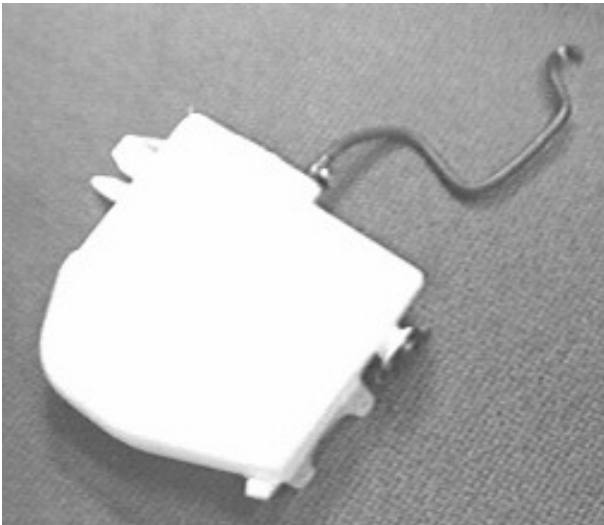
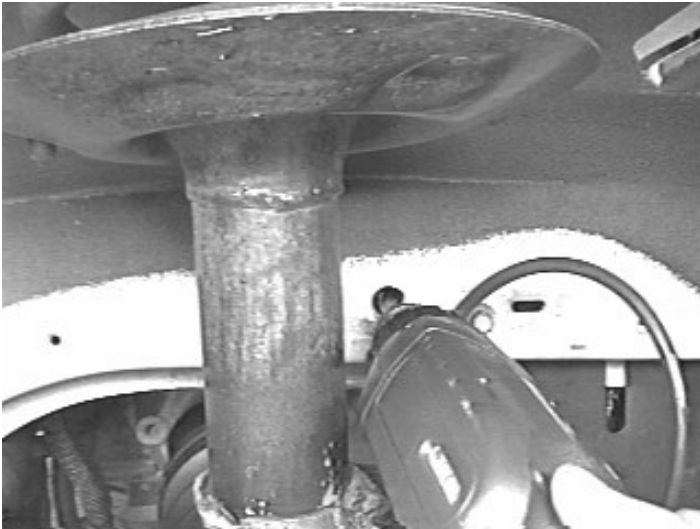
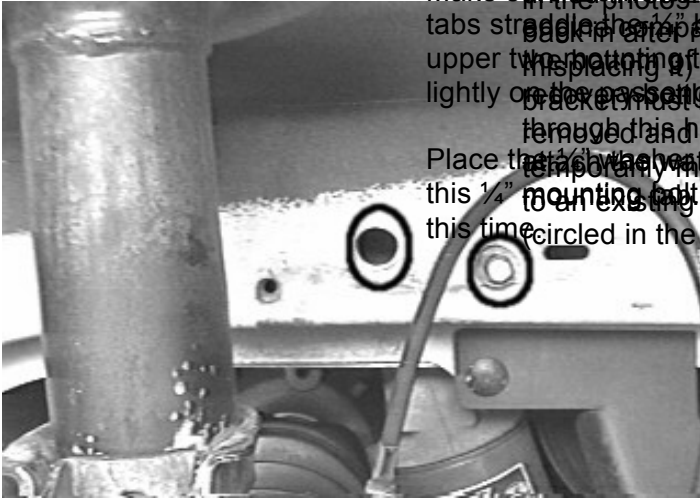
Notice the transmission detent cable
routing over the box.



Step 3 Step 4

Installing the Coolant Recovery Bottle (197-98 Vehicles only)

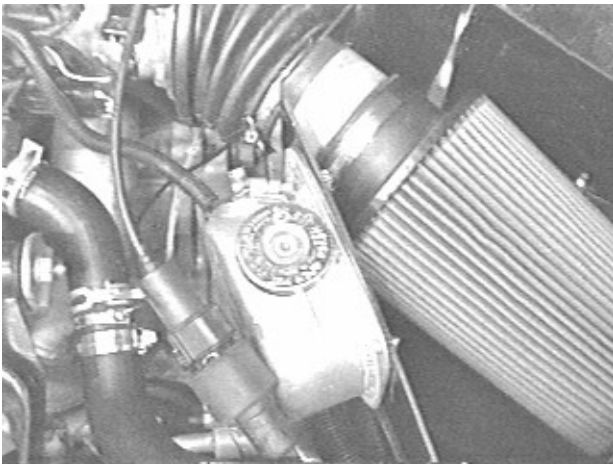
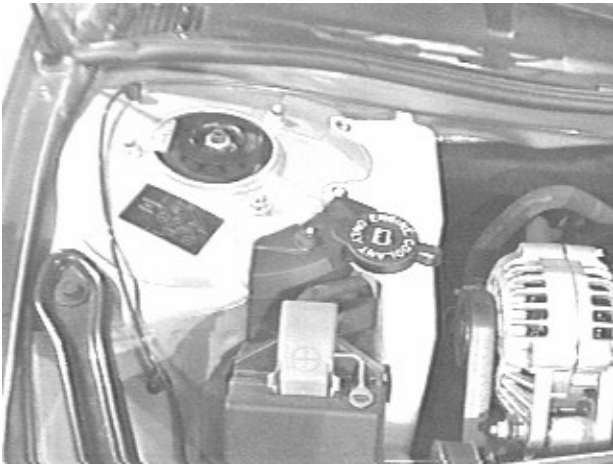
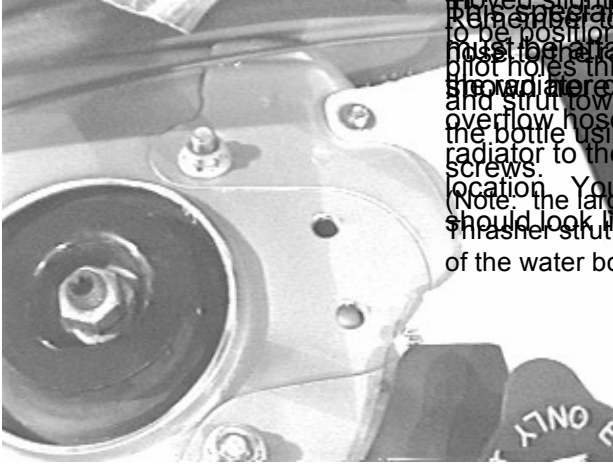
Lower the recovery bottle into position. The recovery bottle (passenger side) is attached to a light bracket and does not touch the floor. The bottle extends toward the front of the seat into the engine compartment. The 10mm bolt (circled of course) in the photo is used to hold the bottle in place. We stuck the bottle back in after removing it to avoid displacing it. The photo shows the upper two mounting tabs. The bolt is used to hold the bottle in place. The bolt is used to hold the bottle in place. Place the recovery bottle loosely onto this 1/4" mounting hole in the fender well (circled in the photo).



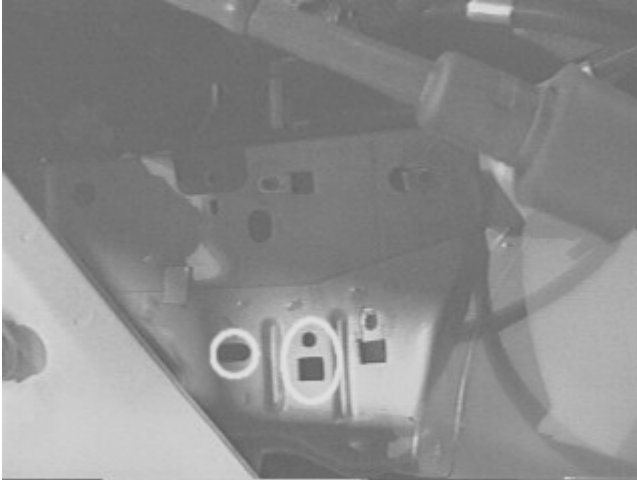
Step 3

The above coolant recovery bottle can be used on 97-15 Fords. After the upper mounting tabs are in place and secured with the ABS modulator bolt may have to be temporarily loosened or secured with a nut and bolt. The bottle tab should be positioned as shown. Drill two small pilot holes through both the mounting tabs and strut tower. Firmly attach the top of the bottle using the included sheet metal screws. Your new coolant recovery bottle should look like the photo.

(Note: the large drilled holes are for a Thrasher strut tower brace and are not a part of the water bottle installation.)



Appendix A



Some vehicles have a bolt in one of the circled locations which secures a vacuum canister underneath the car. The vehicle from which these photos were taken did not have this feature. We are not aware of the reason behind this variation between vehicles, and see no pattern between models or years.

This mounting bolt is installed from the factory underneath, and protrudes into the new PCM mounting location. It taps into a Tinnerman nut clipped to this circled hole. Reversing the orientation of this bolt alleviates this interference with the PCM.

Unscrew the bolt from underneath the vehicle. Remove the Tinnerman nut by unclipping it from the hole. Using this Tinnerman nut as a standard nut, reinstall the bolt from above, making sure it reattaches the vacuum canister securely. Stated another way, the bolt will be inserted from above inside the engine compartment, through the vehicle's sheetmetal, through the vacuum canister's mounting tab (underneath the car), and into the Tinnerman nut. Note, a standard nut may be used in place of reusing the Tinnerman.

This installation may take a second pair of hands for assistance.

Additional Information:

Water bottle installation notes:

Some have found that their vehicles already contain a hole drilled in the appropriate place for the lower mount of the water bottle on the engine compartment side. Although we see no trend in what cars have them and what cars do not, it appears that quite a few '98 model vehicles have the hole already there. If this is the case, an appropriate sized plastic fastener can be used to more simply mount the water bottle. This would not require drilling through the wheel well.

'99 vehicle notes:

The cold air induction kit works on the 99 Grand Prix very easily. The only additional parts we needed were an extra bolt and tinnerman nut. A notch was cut out of the PCM bracket to accommodate the new location for the PCM wiring harness. The notch is identical to the one used to route the harness on the 97 & 98s but is on the opposite end of that side (now there is 2 square cutouts on the side facing the engine) Since the 99 airbox is not attached by bolts as the previous years were, remove the rubber grommets from the shelf where the airbox was mounted and insert the included tinnerman into the rear grommet hole. The threads of the tinnerman were located in the hole that exists from the 97/98 bolt. Use the extra bolt and tinnerman nut to attach the PCM cover to the L bracket. The plastic side wall piece is not stock on the '99 vehicles either, so that's one less step :) Other than that the installation is exactly according to instructions.