



BULLY DOG

MAKING EVERY RIDE A BULLY!

INSTALLATION MANUAL

RAPID FLOW

Cold Air Intake

STAGE 2



Applications

Engines 4.8L, 5.3L, 6.0L, 6.2L '09-'11

RFI Part Number

53253

Vehicle Platforms

Chevrolet: Silverado, Avalanche, Tahoe, Suburban

GMC: Sierra, Yukon, Yukon XL

Cadillac: Escalade

Excludes 2011 6.0Ls in HD models, 2500 SUVs, and hybrids



POWER



FUEL ECONOMY

ECONOMY

INTRODUCTION

This instruction set outlines the installation and maintenance of the Stage 2 Rapid Flow Cold Air Intake for all GM 4.8L, 5.3L, 6.0L, and 6.2L gasoline powered pickups or SUVs '09-'11. Installation of this intake takes about 20 minutes and requires only basic tools. This installation requires little mechanical experience and can easily be performed in a driveway by those who have never installed an intake on a vehicle before.

For additional questions or product information visit our website www.bullydog.com or call Bully Dog technical support.

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STOP!

TROUBLESHOOTING:

Technical support is available by calling 940-783-9914.

Tech support by phone is available:
Monday-Friday 8am-5pm Mountain Standard Time.

Parts Included and Tools Needed:

This section displays the parts included in the package and the tools needed to properly install the system.

Parts Included

RFI Base
RFI Lid
(4) Pre-Attached Lid Latches
Filter Tube w/MAF sensor mount
Stage 2 Intake Tube
Hump Silicone Coupler
Straight Silicone Coupler
Silicone CCV Hose
(4) 4.25" Band Clamps
(2) #8 Hose Clamps
(2) Stainless black oxide MAF screws
Air Filter
Air filter Band clamp
Product Information Packet

TOOLS NEEDED

Flat head screw driver
Phillips screw driver
Bit driver
T15 Torx Bit (included)



Parts Description:

This section describes each part and any special features of each part that need to be noted to assist with installation. All parts will be referred to during installation by the names used in this section.

The RFI base: The base of the RFI enclosure that holds the filter has a couple of features to note. The first is the circular hole on the back of the base, this hole is where the RFI tube will snap into the base and hold secure the air filter. The second important part of the base is the foam secured to the inlet of the box, which is to seal tightly to the side of the truck.



The RFI Lid: The lid is very easy to remove for filter maintenance, notice the tongue and groove formed between the housing base and the lid needs to be properly lined up for a good seal. The latch mounts on the lid should always match up with the latch mounts on the base.



Lid Latches: The lid latches come pre-assembled onto the RFI base and are used to secure the lid to the base. This latch system is typical of many OEM style systems and allows for quick and easy access to the air filter for maintenance and to clean out any debris which may have collected inside of the filter housing.



Air Intake Tube with MAF mount: The injection molded tube comes with a precisely manufactured Mass Air Flow sensor mount with inset screw mounts. The tube also has a unique interference snap fit feature that will tightly secure the intake tube to the RFI base. Notice in the diagram below which end of this tube goes into the RFI base.



Stainless black oxide screws: The two Phillips style stainless black oxide screws included with the kit are used to secure the MAF sensor to the air intake tube.



Air filter and clamp: The air filter included is an ISO 5011 certified eight layer oil filter. The air filter is secured onto the end of the air intake tube using the filter clamp and a flat head screw driver.



Stage 2 Tube: This tube will replace the stock tube. Notice the smooth free flowing design that will enhance air flow.



Silicone couplers and clamp set: Included in the kit, used to connect the stage 2 tube to the other parts are two silicone couplers. One strait coupler and one humped coupler. Also included are four band clamps used to secure all connections.



Silicone CCV hose and number 8 hose clamps: This hose connects the CCV breather tube on the passenger side of the engine to the CCV Recirculation Connection on the Stage 2 tube. The two small #8 clamps are used to secure both ends when installed.



Installation Overview:

Installation is very simple, it is separated into three parts: Removing the Stock Intake, Preparing the RFI intake for installation, and Installing the RFI intake system. The complete installation of the RFI intake system should total about 20 minutes.

Removing the Stock Air Intake:

Follow the steps in this section for guidance on how to remove the stock air intake.

Stock intake overview diagram: The stock intake can be seen in the picture below. Notice the important parts of the stock air intake that are noted in the diagram below. These items are referred to throughout these instructions.

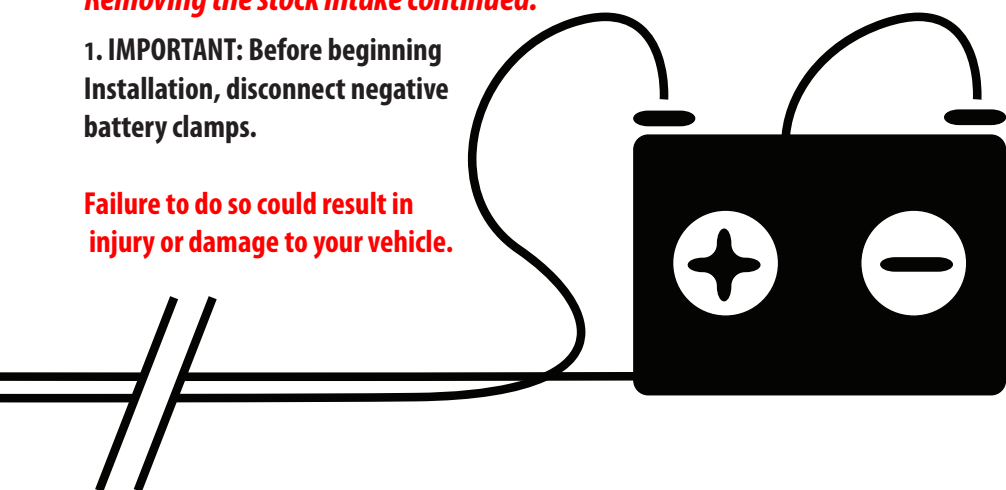


Stock Removal

Removing the stock intake continued:

1. IMPORTANT: Before beginning installation, disconnect negative battery clamps.

Failure to do so could result in injury or damage to your vehicle.



2. First remove the engine cover. Pull up on the front most part of the engine cover to release it from the two pegs that hold its grommets. Once you feel it release simply pull it straight out towards the front of the engine.



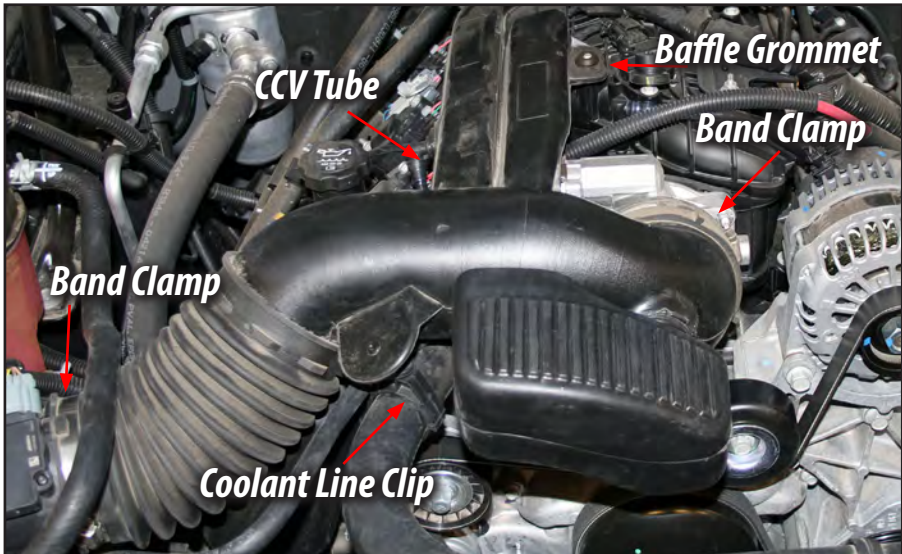
Install Tip: Notice that the rubber grommets that hold the engine cover to the pegs underneath will sometimes stay on the pegs like what is seen in the picture to the left. If this happens, remove the grommets and place them back into the proper spots on the bottom side of the engine cover.



2. Disconnect the Mass Air Flow sensor plug from the mass air flow sensor.



3. There are five points where the stock tube is connected to something else on the vehicle as seen in the image below. All must be properly disconnected to remove the intake tube.



3A. Using a flat head screw driver loosen both band clamps enough that they will easily slide off of their current position whether on the throttle body or the MAF sensors tube.



3B. Locate the CCV tube, the CCV tube is the small tube that connects to the side of the long baffles that go over the engine and are connected to the air intake tube. Disconnect the CCV from the stock intake tube by simply pulling it out, it is held in place by a small rubber O-ring and will come out easily.



3C. The coolant line clip can be a little tricky to disconnect, find a small screw driver to unclip the locking mechanism. When the locking mechanism is unlocked the clip can be opened up and removed from around the coolant line, the other line simply pulls off of the clip.



3D. Finally remove the entire stock intake tube as one single piece.



4. Completely remove the stock CCV tube. Pay special attention to the clip mechanism on the end of the stock CCV tube that keeps it connected to the CCV breather, this part could be easily broken if it is not properly removed.



Install Tip: Rotate the stock CCV Tube around until you can see the clip as depicted in the photo above. Use a screw driver to gently lift the clip over the barb on the CCV breather tube and the stock CCV tube will slide right off of the breather tube.

Stock Removal

5. The stock filter housing is connected to a plate that sits beneath it by some rubber grommets. It can be easily removed by simple pulling up on the end of the tube. Carefully remove the entire filter housing in one piece.



6. The last step in removing the stock intake is to remove the intake plate that sat below the stock filter housing and held the filter housing in place. A 10mm socket with a ratchet are the best tools to use. A 12" extension is recommended to make the job easier.



Three of the four bolts removed from the intake plate will be used during the installation of the Stage 2 Rapid Flow intake.



Preparing the RFI intake for installation:

1. Snap the RFI Intake tube into the intake enclosure, this may take a bit of pressure. Make sure to insert the tube from outside to in with the snaps in front.



2. Carefully remove the MAF sensor from the stock intake enclosure, use the T-15 torx bit (included with the kit) with a bit driver to remove the torx head screws holding the MAF in place. Take very good care of the MAF sensor while transferring it over to the Bully Dog RFI.



3. Insert the MAF sensor into the MAF sensor mount on the RFI tube. Use the black oxide screws included with the kit to secure the MAF sensor to the RFI tube.



4. Now gather the 4 large band clamps, the 2 silicone couplers, and the stage 2 RFI tube. Preassembling these parts will make installing these parts on the vehicle much easier.



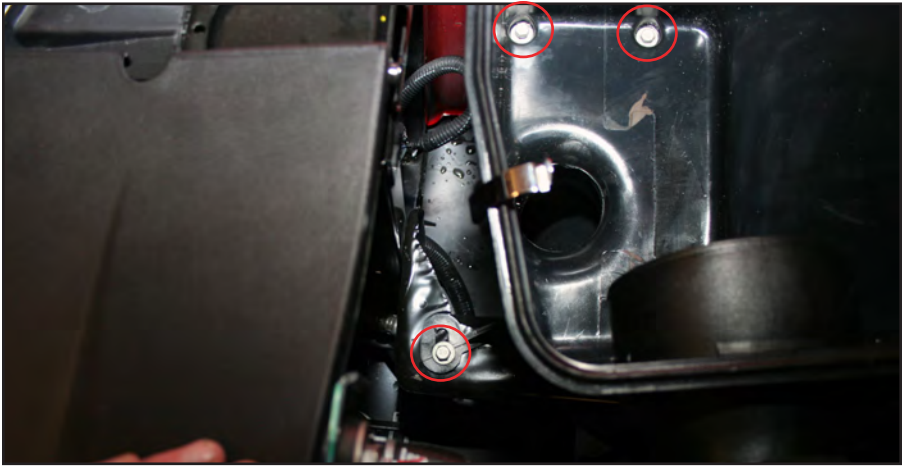
When installing the couplers, place the coupler with the hump on the MAF sensor side of the stage 2 tube and the strait coupler on the throttle body side of the stage 2 intake tube. Putt both couplers onto the stage 2 intake tube and loosely tighten the band clamps over the coupler, to the point that neither the coupler nor the clamp will fall off while installing this assembly on the vehicle.



Installing the RFI intake:

1. Place the Bully Dog RFI bottom into the engine bay over the spot where the stock filter housing plate sat, with the RFI MAF tube still installed. Using three of the 10mm bolts that were removed from the stock plate, secure the RFI bottom to the inside of the engine bay.

IMPORTANT: Do not over-tighten the screws, as this could damage the Bully Dog intake.



2. Plug in the MAF sensor plug/harness. This step can be done later if necessary.



3. Install the stage 2 air intake assembly. Spend some time making sure that the tube is situated well and that there is no great amount of stress on one coupler or the other before tightening the band clamps.



4. With stage 2 tube installed prepare to install Bully Dog CCV tube. Preassemble the Bully Dog CCV tube and #8 clamps. The Bully Dog CCV tube will run from the stock CCV breather to the Stage 2 tube recirculation connection point.



5. Install the Bully Dog CCV tube over the stock CCV breather tube and secure the connection by tightening the #8 clamp. Connect the other end of the Bully Dog CCV tube to the Stage 2 Tube's recirculation connection point and tighten the clamp to secure the connection.



6. Place the air filter over the MAF sensor tube on the inside of the RFI intake bottom. Position the air filter onto the end of the tube so that the filter points slightly downward and then tighten the air filter clamp with a flat head screw driver. The clamp should be tight enough that it is very difficult to pull the air filter off of the tube with your bare hands.



7. Install the RFI Lid onto the RFI bottom and secure the lid using the lid latches. The lid latches work similar to an OEM style system, they just snap on.



5. The final step of this installation is to replace the engine cover and reconnect the battery terminals.



Filter Maintenance:

The intake system should be cleaned at least once every three months; in dusty climates the filter should be cleaned more often. Use a Prefilter to extend time between cleaning. Cleaning the intake is a two part process, the first part of the process involves the physical cleaning of the filter with soap and water and the second part involves oiling the filter. To properly clean the filter, a Bully Dog cleaning kit should be used. Cleaning kits are available at any Bully Dog dealer.

PART 1, CLEANING THE FILTER:

1. Remove filter from filter housing. Clean the filter housing if necessary.
2. Begin the cleaning process by ridding the filter of any dirt by lightly tapping it. Then brush away any loose particles with a soft-bristle brush. This step can usually be avoided with the use of a prefilter.
3. Spray cleaner generously over entire filter and let soak for 10 minutes.
4. Thoroughly rinse the filter with regular tap water (avoid high-pressure hoses). Flush from the inside out or clean side to the dirty side to prevent dirt from entering the filter.
5. Let the filter air dry before oiling, do not use any method to speed up the drying process. Using a blow dryer or compressed air can cause the filter to disfigure which would then allow particles to pass through the filter.



PART 2, OILING THE FILTER:

1. Apply a small amount of oil to the soft bristle brush and spread the oil over the filter. Be sure to apply a small amount of force so not to damage the filter element.
2. Continue applying oil to the filter using a soft bristle brush until the entire filter is covered in an even amount of oil, just enough to give the filter a solid blue color. Apply enough oil to make the filter a solid and uniform blue, but do not go beyond that.
3. Allow oil to sit for 20 minutes. Re-oil any dry spots that appear. Do not oil filter excessively. Excessive oiling can cause damage to intake sensors.

Bully Dog PreFilter (Part # 225201 for your intake)

The time between scheduled filter maintenance can be extended. Using a Prefilter will prevent all large debris from getting into the ribs of the filter. When using the prefilter only fine dust particles make it through the prefilter and onto the exterior of the filter. Thus when using a prefilter, scheduled cleaning easy much easier and filter life is even positively effected.



AIR FILTER PREFILTER

- Extend Time Between Cleaning
- Hydrophobic Material Repels Water
- Protects Cone Filter from Large Debris
- Maintains Filter Airflow Between Cleaning



Bully Dog Replacement Filter

In case your filter gets damaged, lost or stolen you can simply purchase a replacement filter from your local Bully Dog Dealer or from our website at www.bulldog.com. See the part number information below.

Filter Part number: 224800



Doc.# 53253-99 V1.0

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Triple Dog GT



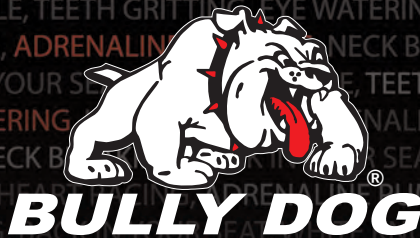
Pre Filter



Cleaning Kits



Clothing



Free Technical Support at:

940-783-9914

See More at: bullydog.com