

## 2003 to 2010 GM-Truck/SUV (GMT-800 and GMT-900) Cabin Air Filter Retrofit Kit

**PLEASE read all the instructions BEFORE beginning this install.** There may be small design differences between the -800 and -900 HVAC units, but the install procedures should all still be the same.

### Parts Required:

- 1) 2 Cabin Filters
- 2) Filter opening cover
- 3) M4.2-1.41 x 20 cover screw
- 4) Retrofit sticker for glovebox
- 5) Information page for Owner's Manual
- 6) Instructions

### Tools Required:

- 1) 9/32" (or 7mm) socket/ratchet combination (deep well socket or short extension recommended)
- 2) Scribe, china marker, or 1" wide masking tape
- 3) Electric or Air powered Rotary Cutting Tool (Dremel)
- 4) Small file or razor knife

### Disclaimer:

This retrofit involves cutting into your HVAC unit. It is very important that you follow these instructions, as cutting incorrectly can do damage to your system, and adversely affect your HVAC performance. It is highly recommended that you have some skill with a rotary cutting tool, or get help from someone that does. I cannot be held responsible for any mistakes you may make while cutting into your HVAC unit. You are solely responsible for your skills.

You are also responsible to check that this is the proper kit for your vehicle before beginning, that all parts are present (please contact me if something is not in the kit, and I will get it to you), and that you are able to properly use the tools required for this procedure.

### 2003-2007 Classic GMT-800



### 2007-current GMT-900



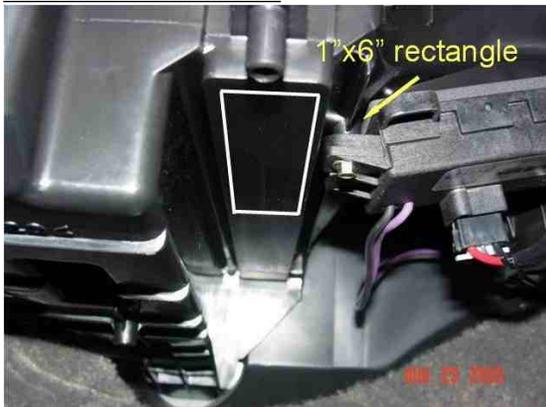
**STEP 1** Locate the HVAC kick panel on the passenger side of the dashboard, under the glovebox area. Remove the two visible 9/32" screws on the passenger side of the transmission tunnel that holds the kick panel in place.

On 2003-2007 Classics, I recommend that you only LOOSEN the 3<sup>rd</sup> "hidden" screw located above the transmission tunnel. If this screw is removed, it is almost impossible to replace, esp. in vehicles with center consoles. Some 03-07 vehicles may also have a 4<sup>th</sup> screw located on the driver's side of the transmission tunnel that needs to be removed.

After removing the screws, the kick panel should be able to pivot down and away from the HVAC unit. The kick panel is flexible and should bend enough to be folded slightly out of the way. You should still have room enough to work on the HVAC unit.

While I am not sure how the 2007-up trucks are setup, it is logical that the screw locations are the same. Be aware that there may be a lip on the side of the console that could hinder folding the kick panel down. You may have to remove the kick panel on the newer trucks.

### 2003-2007 Classic GMT-800



### 2007-current GMT-900



**STEP 2** Mark a rectangle 1" x 6" on the underside (bottom) of the filter boss using a scribe or china marker. Using a piece of 1" wide masking tape to make a pattern is recommended, though. Start at the front of the boss, up at the end closest to the screw nub. Keep this rectangle 1/8" inside the sides of the filter boss. You do not want to cut into the sides of the boss, just the bottom. If you cut into the sides of the boss, the cover will not seal correctly. 2007-current trucks can follow the existing groove in the boss to the middle of the housing (6" maximum length), then across to the other side (see pic). Please do not cut a hole in the entire boss, as the cover is not designed to seal the entire boss, just the 1"x6" hole.

### Cutting the hole



### What it should look like when you finish



**STEP 3** Using a Dremel-type rotary tool with a small cutting wheel attachment, open up the rectangle you marked off. Go slow, stay on the outside edge of the tape or the scribed lines and be especially careful in the corners of the slot. **DO NOT cut into the outside wall!** Be very careful on the driver's side of the opening, too. You will be cutting close to the evaporator. A razor knife can also be used to cut the opening. Slightly heating the blade allows for easier cutting of the plastic. On 2007-current trucks, stay to the outside of the groove, but **DO NOT cut into the outside wall.** Clean up the edges and corners of the cutout with a razor knife or file. Run the blower fan on high for a minute to help blow any loose debris out of the system. You can use a vacuum with a crevasse attachment to clean out any loose debris inside the filter area. In humid areas, a small amount of water may be present. This is normal. TIP: You may have to unplug the wiring harness from the fan module on the right of the opening in order to gain additional working room. It looks as though 2007-up trucks may have to remove the fan module itself. (See Step 2 pic)

Fig 1



Fig 2



Fig 3



**STEP 4** Insert filters. **Make sure the arrows on the filters' sides point to the driver's side of the vehicle.** (Fig 1) Push filter 1 up into slot, and slide it back into the filter area as far as you can. There should be about 1" overhanging the slot when the filter is properly seated. (Fig 2) Insert filter 2 up next to filter 1. **The filters are a very tight fit due to a non-removable, molded rib that GM added to the filter channel.** Use care when inserting the second filter so as not to tear the filter media. Due to the angle of the floor, you may have to compress the corners of filter 2 slightly in order to get it into the slot. Filter 2 should spring back into shape after being compressed temporarily. Using pressure on both sides of filter 2, gently rock it as you push it up into place. As you are doing this, it may start to pull filter 1 up into the cavity. If this happens, gently pull filter 2 back out of slot until filter 1 springs back. Then hold the corner of filter 1 while slowly pushing filter 2 into place. Some people have removed the foam on the side of Filter 2 to make it easier to slide the filters together. Others have used a thin piece of cardboard between the filters as a "slide". Another option is to place a piece of clear tape over the inner foam seal so it will slide easier past the Filter 1. (Fig 3)

**STEP 5** Remove paper backing from cover seal. Slide the cover seal-side-up into the slot at the firewall end of the filter boss. Fold it up so it starts to cover the filter opening, and attach it to the screw boss with the M4.2-1.41 x 20 body screw. Start vehicle, set fan to "High" and test the filter area for air leaks. If on the odd chance there is a leak, loosen and adjust cover position slightly to seal the leak. (Fig 4-7)

Fig 4



Fig 5



Fig 6



Fig 7



**STEP 6** Replace HVAC kick plate and the 2 or 3 removed screws. Mark date and mileage of filter install on retrofit sticker and affix sticker to inside of glovebox door. Insert new page in owner's manual.



**REMEMBER TO REPLACE YOUR FILTERS ONCE A YEAR OR EVERY 15,000 MILES**