Vehicle:	2008 Silverado 5.3L Flex Fuel "0" engine
Mileage:	130000
Fuel:	87/89 Octane blend

Testing was performed with a closed hood on a Mainline Dynolog

Test vehicle was octane limited, knocking slightly with all intakes at various points. Testing with better fuel may yield different results

Results below are the average of three dyno pulls for each intake

Intake Model	Install Time	Peak/Avg HP	Peak/Avg Torque	Hp Output	Torque Output	RPM	Cylinder Air Mass (g/cyl) *	Ambient Air Temp (*F)	Dyno Intake Reading (*F)	MAF Intake Reading (*F)	Atmospheric Pressure (kPa)	Manifold Pressure (kPa) **	Build Quality	Dyno Graph	Notes
				115	214	2765rpm	0.55	84	99	100	97	97			
				129	225	3041rpm	0.548	84	99	100	97	96			
				159	244	3502rpm	0.564	84	99	100	97	96			
				193	256	4055rpm	0.602	84	99	100	97	95			
				219	265	4516rpm	0.615	84	100	100	97	94			
				245	264	5069rpm	0.62	84	100	100	97	93		https://dl.dropbox.	
Stock	--	255 / 198.6	267 / 248	255	255	5530rpm	0.6	84	100	100	97	93		com/u/55742651/Int	
				117	218	2765rpm	0.536	84	105	108	97	96			
				132	230	3041rpm	0.541	84	105	108	97	97			
				159	244	3502rpm	0.554	84	105	109	97	96			Picture on instructions different than filter box, Heat shield separators not cut to box size
				193	258	4055rpm	0.583	84	105	109	97	95			
				221	266	4516rpm	0.606	84	105	109	97	95			
				247	266	5069rpm	0.605	84	105	110	97	95			
AEM	17min, 31sec	259 / 200.4	267 / 250.5	259	259	5530rpm	0.583	84	105	110	97	94			
				117	220	2765rpm	0.55	82	97	99	97	96			
				135	235	3041rpm	0.555	82	97	99	97	96			
				162	247	3502rpm	0.57	82	97	99	97	95			
				197	262	4055rpm	0.607	82	97	99	97	95			
				226	272	4516rpm	0.629	82	97	99	97	94			
				252	271	5069rpm	0.628	82	97	98	97	93		https://dl.dropbox.	
Airaid Jr	10min, 06sec	264 / 204.4	275 / 254.5	264	262	5530rpm	0.602	82	97	98	97	93		com/u/55742651/Int	
				118	222	2765rpm	0.548	84	96	99	97	97			
				133	230	3041rpm	0.552	84	96	99	97	96			
				161	248	3502rpm	0.569	84	96	99	97	97			
				197	263	4055rpm	0.602	84	96	99	97	95			
				225	270	4516rpm	0.629	84	96	99	97	95			
				252	271	5069rpm	0.632	84	96	99	97	94		https://dl.dropbox.	
Volant	11min, 17sec	264 / 203.8	274 / 253.7	263	262	5530rpm	0.61	84	96	99	97	94		com/u/55742651/Int	
				116	218	2765rpm	0.559	84	99	103	97	97			
				132	231	3041rpm	0.562	84	99	105	97	97			
				161	246	3502rpm	0.576	84	99	104	97	96			
				196	262	4055rpm	0.616	84	99	104	97	96			
				224	268	4516rpm	0.639	84	99	104	97	96			
				251	270	5069rpm	0.638	84	99	102	97	95		https://dl.dropbox.	Performed very well at high RPM on street
CAI	16min, 56sec	263 / 203	272 / 252.7	263	262	5530rpm	0.616	84	99	102	97	95		com/u/55742651/Int	
				116	223	2765rpm	0.547	83	108	109	97	97			
				133	233	3041rpm	0.555	83	108	109	97	97			
				160	246	3502rpm	0.571	83	109	110	97	96			
				194	259	4055rpm	0.605	83	109	111	97	95			
				223	268	4516rpm	0.627	83	109	112	97	96			
				249	268	5069rpm	0.631	83	110	112	97	95		https://dl.dropbox.	
K&N	24min, 36sec	264 / 202.4	271 / 252	261	260	5530rpm	0.611	83	110	112	97	94		com/u/55742651/Int	

* Cylinder air mass is representative of multiple things. First, when properly tuned, torque output will be directly proportional to air mass, thus, this can be an indication of torque potential. However, cylinder air mass is also an indication of how much "correction" an intake will need via tuning in order to run properly. If a reading is significantly different from stock, then chances are high that the intake will require tuning.

** Intake Manifold pressure is a representation of restriction (or lack thereof). In a perfect world, intake manifold pressure would be equal to atmospheric pressure at all points at full throttle, which would represent no restriction present. With that in mind, the difference between atmospheric pressure and manifold pressure represents the potential power that is left on the table.