

If you've been around the **Toyota 70 Series** for any length of time, you'll know the stock therural.com setup isn't without its quirks—especially when it comes to the factory air intake. Understanding where the factory intake is positioned behind the guard and why it causes headaches is critical if you're looking to tackle dust, water ingress, and towing safety properly. In this post, I'll take you through the nitty-gritty details of the 70 Series intake location, the problems it presents, and sensible aftermarket upgrades from the likes of Safari and ARMAX that fix these issues.

Factory Air Intake Location: Behind the Guard, Low to the Ground

So, where exactly is the factory intake on your 70 Series? This is the first question I always ask before diving into parts advice: *"What year and what engine?"* because fitment differences post-2023 are a real pain if ignored.



For most 70 Series Land Cruisers across the model years (particularly the 2007-2022 era with the 1HZ, 1VD, or 1GR engines), the factory air intake sits just behind the front left guard, tucked low near the inner guard lining. Toyota designed it there presumably for packaging reasons and to utilise existing air flow paths.

Model Year Range	Engine(s)	Factory Intake Position
2007 - 2022	1HZ, 1VD-FTV, 1GR-FE	Low behind left front guard near inner guard liner
2023 Onwards	1HD-FTE and others	- verify exact build

Modified intake height and routing, varies by engine

This low-slung location is often called the "factory intake behind guard" and, while it might seem logical from an engineering standpoint, it causes real problems under dust, water, and towing conditions.

Why the Factory Intake Location Is a Problem

1. Dust Management and Engine Breathing

Dust is the bane of any off-road or outback build, and here's the rub: the stock intake sits close to the trail and road dust kicked up by your tyres. When you're hammering through loose, dusty tracks, all that particulate matter gets sucked right into the factory intake airbox. The result? Accelerated air filter clogging and greater engine wear.

The problem intensifies in the notorious “red dust” environments of central and western NSW. Low intake dust levels mean more frequent filter servicing—which is not just a hassle but a high-cost ongoing maintenance factor. This is why serious 70 Series operators always upgrade their setup.

2. Water Ingress Prevention and Risk Reduction

Another major headache with the factory intake behind the guard is water ingress during creek crossings or floods. The low height of the intake means it’s vulnerable to sucking up water if you hit a deep puddle or cross a creek headfirst. Water in the intake can cause hydrolock, engine damage, or even stall your rig in the worst spots.

Factory intake location makes it hard to keep the motor safely breathing even in moderate water without additional modifications. It’s an avoidable risk if you understand the problem.

3. Towing Safety and Blind Spot Reduction

You might be thinking, “What does intake position have to do with towing safety?” Plenty. When towing trailers or caravans, the tight setup behind the guard limits where you can mount accessories, including mirrors or towing mirrors, without conflicting with intake components or creating blind spots.

Low and tucked intakes restrict useful space for towing-related gear, and cabling or hoses running from the intake can end up messy or vulnerable near mudflaps and reflector poles if not carefully installed. This is often a classic “shed-on-a-Saturday” wiring job issue I see in workshops, where people hack apart looms to shoehorn parts—never a good idea.

How Snorkel Kits Fix the Intake Height and Associated Issues

The easiest and most effective fix for these problems is fitting a quality snorkel. This lifts your intake from the dusty and wet depths behind the guard up to a cleaner air zone above the bonnet line, drastically reducing dust ingestion and water entry risks.

Snorkels also tidy up the turbo feed and airbox location, allowing more space for towing gear and reducing blind spot issues. By relocating the intake, they improve engine breathing and protect critical engine components when conditions get tough.

Safari Snorkel Kits: Tried and True

Safari is one of the most respected names in snorkel kits down here, and their products are built tough for the harsh Australian outback. They also come with ARMAX, a trusted high-quality range in the Safari lineup, particularly suited for 70 Series builds.

Safari snorkel prices start from around **\$526**, which might seem steep but is money well spent if you’re serious about protecting your investment. They also produce pre-2023 fitment options as well as updated kits for this year’s 70 Series models, recognising the subtle differences in the factory air intake routing and height.

Reasons to Choose Professional Fitment and Year-Specific Kits

- **Fitment Accuracy:** Post-2023 models have minor intake changes that can confuse buyers looking for generic snorkels.
- **Engine-Specific Designs:** The snorkel routing can vary by engine, with the turbodiesel 1VD requiring slightly different snorkel milling compared to the petrol 1GR.

- **Neat & Clean Wiring:** Quality installation avoids messy cut looms, patchy cable runs, and potential soakage points—something I always insist on.
- **Robust Construction:** Authentic Safari and ARMAX gear can handle the rigours of creek crossings, dust storms, and trail dust way better than aftermarket cheapies.

Summary Table: Factory Intake vs Snorkel Benefits

Feature	Factory Intake	Behind Guard Snorkel Intake (e.g., Safari/ARMAX)
Intake Height	Low, near front guard	High, above bonnet level
Dust Ingestion	High intake of dust and debris	Significantly reduced dust ingestion
Water Ingress Risk	High risk, especially in deep water	Low risk, improves flood and creek crossing safety
Towing Gear Compatibility	Limited space, potential blind spots	More space, safer towing configuration
Fitment	Complexity	Factory correct but compromised
Recommendation	Requires specific kit per year & engine, professional install recommended	

Final Thoughts

If you're running a **Toyota 70 Series** in dusty, wet, or towing-heavy conditions, ignoring the factory intake's shortcomings is a recipe for ongoing headaches and expensive engine repairs. The low intake dust levels behind the guard and water ingress risk seriously compromise your rig's reliability and safety.



Snakeproof fixes like the **Safari snorkel kits** in the premium **ARMAX** range not only increase intake height but also smartly address fitment nuances on a year-by-year, engine-by-engine basis. With snorkel prices starting from around **\$526**—plus sensible professional installation—you're making a proven investment into your Land Cruiser's longevity and unbeatably clean air supply.

Next time you outfit your 70 Series, ask yourself: are you choosing band-aid solutions or a genuine upgrade to the factory intake behind the guard? Because, trust me, sloppy wiring, cut looms, and fit-it-yourself shortcuts won't cut it in the bush.