

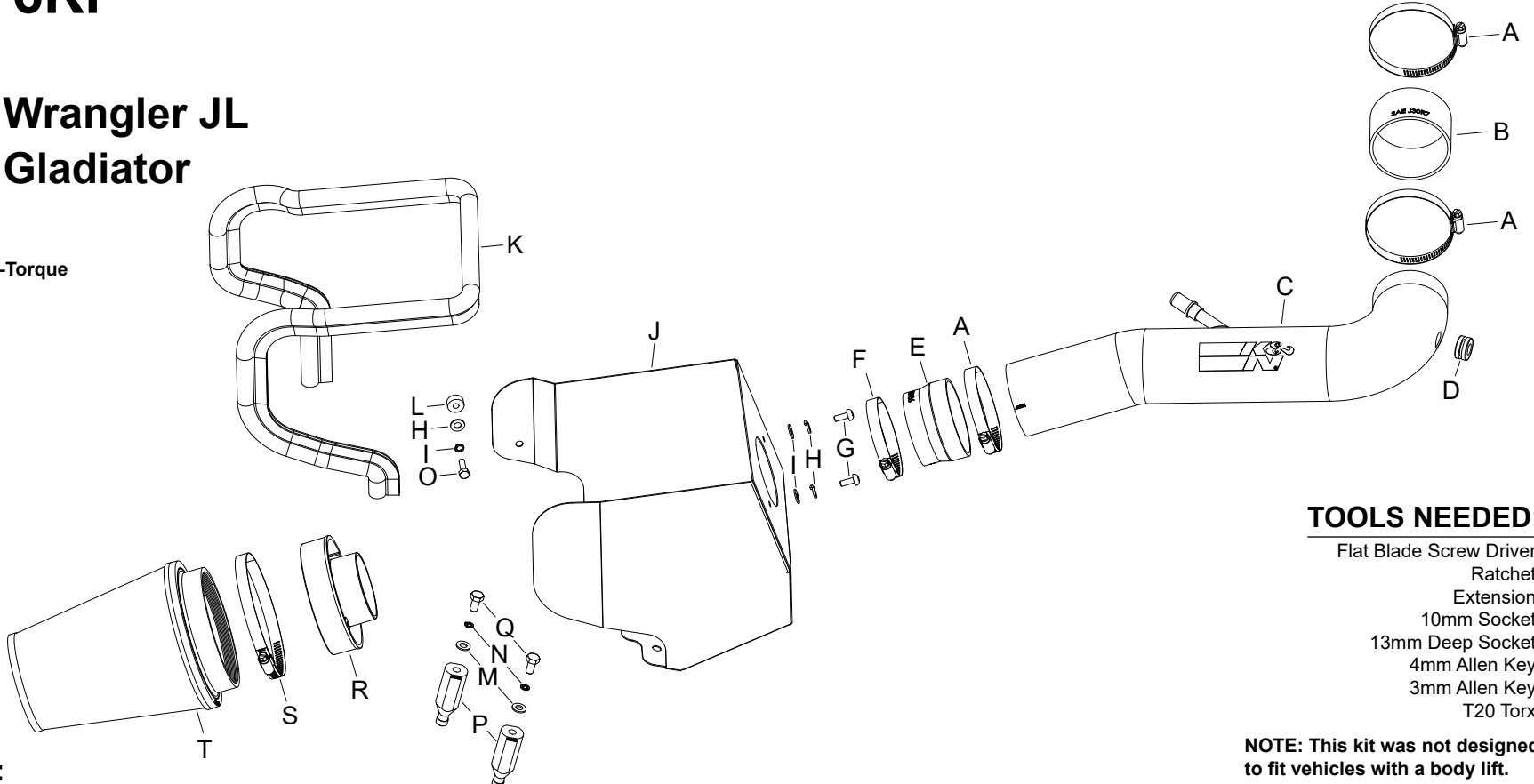


SOME INTAKE SYSTEMS ARE NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

77-1576KP
JEEP
2018-23 Wrangler JL
2020-23 Gladiator
V6-3.6L

NOTE: Including e-Torque



TOOLS NEEDED:

- Flat Blade Screw Driver
- Ratchet
- Extension
- 10mm Socket
- 13mm Deep Socket
- 4mm Allen Key
- 3mm Allen Key
- T20 Torx

NOTE: This kit was not designed to fit vehicles with a body lift.

PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP; #52	3	08610	H WASHER, M6 SPLIT LOCK ZINC	3	1-3025	O BOLT; M6 X 1 X 20MM, HEX	1	07795
B HOSE; 3.25"ID X 2"L	1	08690	I WASHER; 6MM FLAT	3	08269	P STANDOFF; AIRBOX	2	06532
C TUBE; 3.25"OD X 22"L, BRIGHT	1	25807KP	J HEAT SHIELD	1	073268	Q BOLT; 8MM-1.25 X 16MM, HEXHD	2	07844
D GROMMET; 1"OD, 1/2"ID, 1/2"THK	1	08064	K EDGE TRIM; 50"L	1	102481	R ADAPTER; FILTER, 3.0"OD	1	21569
E HOSE; 3.25"ID TO 3"ID X 2"L	1	08186	L SPACER; .313 ALUMINUM	1	KITSPACER05	S HOSE CLAMP; #88	1	KITHS88
F HOSE CLAMP; #48	1	08601	M WASHER; 8MM FLAT	2	08272	T AIR FILTER	1	RU -2815
G BOLT; M6 X 1 X 16MM, BTNHD	2	07730	N WASHER, M8 SPLIT LOCK ZINC	2	1-3036			

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicles anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



2. Disconnect the inlet air temperature sensor connection and unhook the wiring harness from the intake plenum. Unhook the coolant by-pass hose from the intake plenum and loosen the hose clamp that secures the tube to the throttle body.



3. Remove the two bolts shown that secure the intake tube to the core support. Push the white locking for the crank case vent line down and then disconnect the crank case vent line from the intake tube.



4. Remove the bolt shown that secures the fresh air intake duct to the fender, then lift and remove the complete intake system from the vehicle.
NOTE: The factory mounting grommets should remain in the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



5. Remove the inner bolt that attaches fender bracket to the fender.



6. Install the provided coupler (08690) onto the throttle body and secure with the provided hose clamp.



7. Remove the temp sensor from the factory intake tube by gently lifting the tab and rotating the sensor counter clockwise. Once the sensor is removed, remove the sealing O ring from the sensor.
NOTE: The temp sensor is very fragile, use care while handling.



8. Install the provided grommet and factory temp sensor onto the K&N® intake tube.
NOTE: The temp sensor is very fragile, use care while handling.



9. Install the air filter adapter onto the heat shield and secure with the provided hardware. Install the provided coupler (08186) onto the filter adapter and secure with the provided hose clamp.



10. Install the provided edge trim onto the heat shield as shown, some trimming of the edge trim will be necessary. Install the two provided mounting studs onto the heat shield and secure with the provided hardware.



11. Install the heat shield assembly into the vehicle so that the mounting studs insert into the factory mounting grommets.



12. Install the intake tube into the coupler at the filter adapter and then into the coupler at the throttle body, adjust the tube for best fit and then secure with the provided hose clamps.



13. Connect the crank case vent line to the K&N® intake tube.



14. Install the K&N® air filter and secure with the provided hose clamp.
NOTE: Drycharger® air filter wrap; part # RU-2815DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.



15. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

16. It will be necessary for all K&N® high flow intake systems to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

ROAD TESTING:

1. Start the engine with the transmission in neutral or park, and the parking brake engaged. Listen for air leaks or odd noises. For air leaks secure hoses and connections. For odd noises, find cause and repair before proceeding. This kit will function identically to the factory system except for being louder and much more responsive.

2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.

3. If road test is fine, you can now enjoy the added power and performance from your kit.

4. K&N Engineering, Inc., requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean and re-oil, purchase our filter Recharger® service kit, part number 99-5050 or 99-5000 and follow the easy instructions.

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