



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

### 77-1004KC

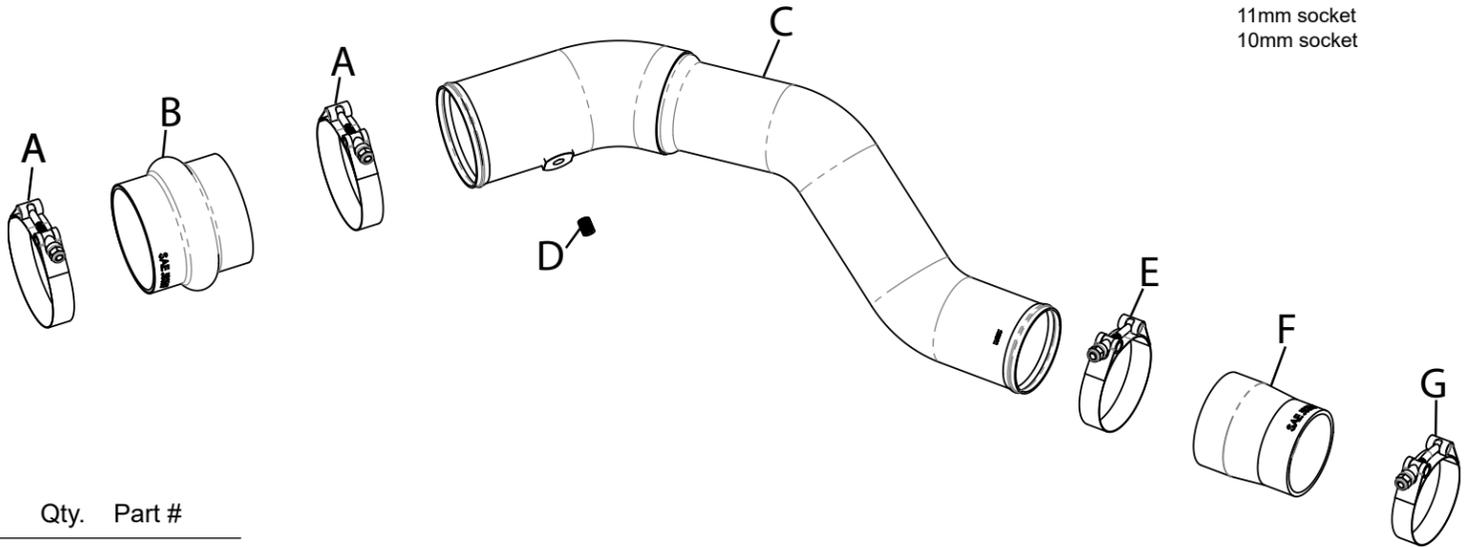
### RAM

2013-18 2500

L6-6.7L DSL

2013-18 3500

L6-6.7L DSL



#### TOOLS NEEDED:

Ratchet  
Long Extension  
13mm socket  
11mm socket  
10mm socket

#### PARTS LIST:

Description	Qty.	Part #
A HOSE CLAMP; T-BOLT, #382	2	21853
B HOSE; HUMP, 3.5"ID X 3.5"L	1	084126
C TUBE; 3"OD TO 3.5"OD X 24"L, (AL)	1	25872C
D PLUG; STAINLESS STEEL 1/8"NPT	1	1-1014
E HOSE CLAMP; T-BOLT, #362	1	21855
F HOSE; 3"ID TO 2.75"ID X 3.5"L	1	084125
G HOSE CLAMP; T-BOLT, #312	1	21852

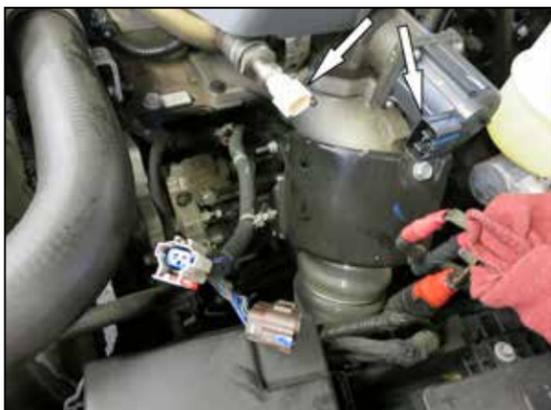
If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

**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.

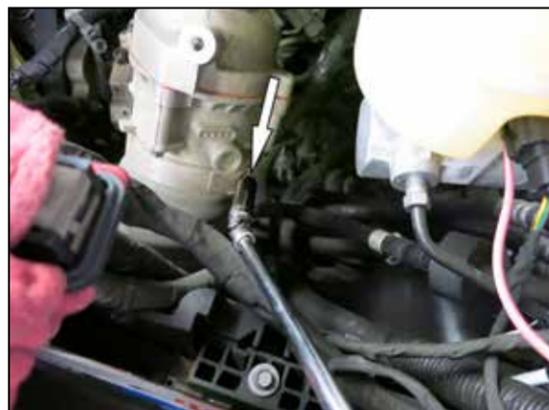
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied 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 two electrical connections shown and set them aside.



3. Remove the two bolts that secure the charge tube connection cover and then remove the cover.



4. Loosen the hose clamp that secures the factory charge tube to the throttle body. Separate the charge tube from the throttle body.



5. Loosen the hose clamp that secures the charge tube to the intercooler. Using a flat blade screwdriver or similar device to loosen the connection, carefully separate the charge tube from the intercooler.



6. Guide the factory intercooler pipe up from between the throttle body and dip stick tube to remove it from the vehicle.



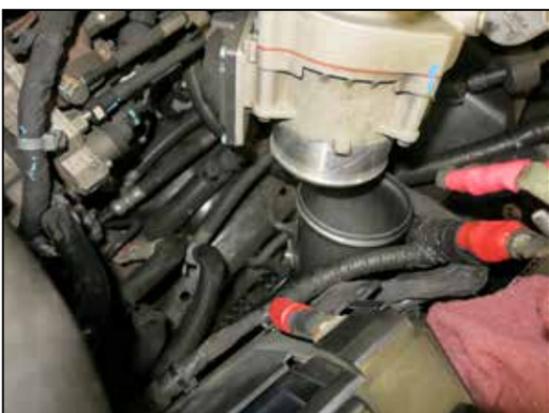
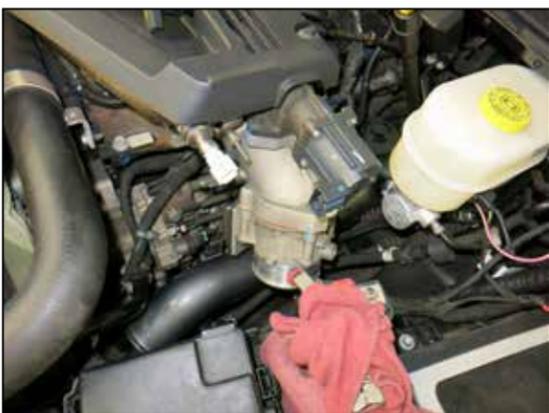
7. Install the provided 1/8" npt plug into the accessory part of the K&N charge tube. **NOTE: be sure to use pipe sealant on the threads of the plug.**



8. Install the provided step coupler and clamps onto the intercooler outlet. Be sure to position the clamps so that they are accessible from the top of the engine compartment for tightening once the tube is installed. **NOTE: The hose and clamp are a tight fit onto the intercooler outlet.**



9. Route the K&N charge tube into position by passing the large side first down between the radiator hose and throttle body then back towards the rear of the engine compartment.



10. Guide the small end of the tube to the intercooler coupler hose and then rotate the large end to the throttle body.



11. Install the provided hump coupler onto the charge tube with the clamps and then install on to the throttle body and secure with the hose clamps.



12. Using a ratchet with a long extension and a 11mm socket, tighten the clamps to secure the charge tube into the coupler at the intercooler.



13. Install the K&N decal onto the charge tube.

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

15. 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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