



NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.
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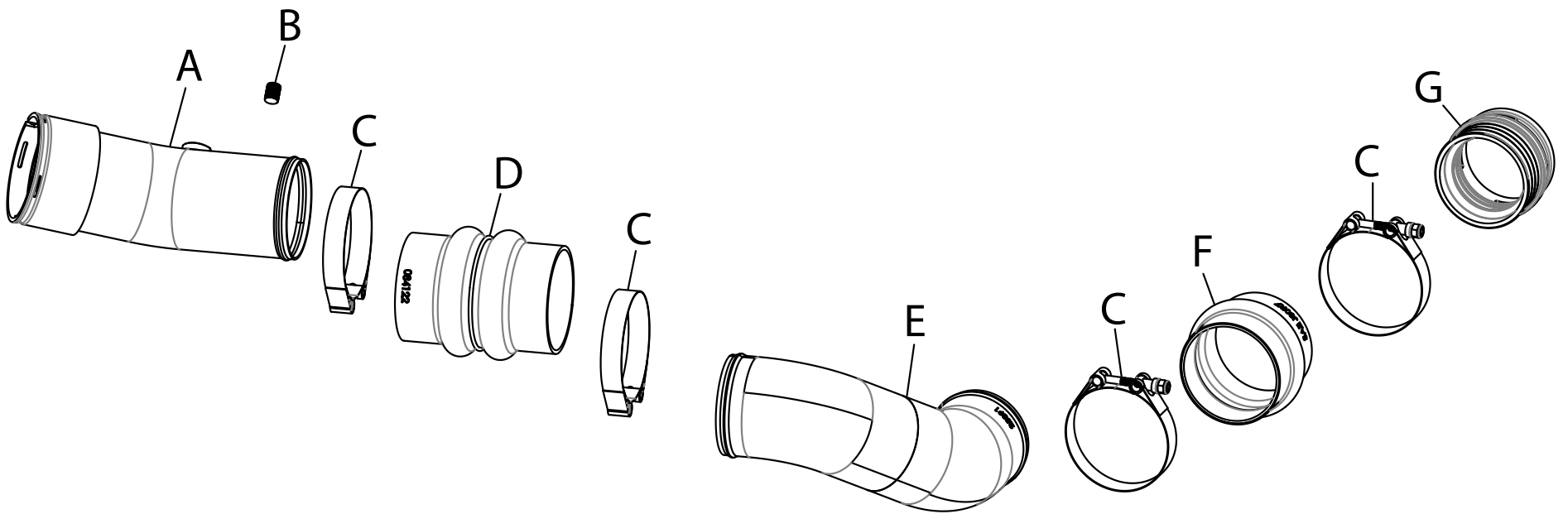
INSTALLATION INSTRUCTIONS

77-1011KC
CHEVROLET / GMC
2020-24 Silverado 2500 / 3500HD
2020-24 Sierra 2500 / 3500HD
V8-6.6L DSL

TOOLS NEEDED:

Ratchet
 Extension
 8mm Socket
 10mm Socket
 11mm Socket
 Flat Blade Screw Driver
 17mm Wrench
 Pick

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 TUBE; 3.5"OD X 10"L, (AL)	1	25892C	D HOSE; HUMP, DOUBLE; 3.5"ID X 5.5"L	1	084122	G COUPLER; 3.5"IN TO 3.5"OD	1	088108
B PLUG; STAINLESS STEEL 1/8"NPT	1	1-1014	E TUBE; 3.5"OD X 12"L, LOWER	1	25891C			
C HOSE CLAMP; T-BOLT, #382	4	21853	F HOSE; HUMP 3.5" X 3" SILICONE	1	5-1074			

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. Remove the nut that secures the factory air filter housing to the inner fender and then loosen the hose clamp securing the intake tube to the turbo inlet.



3. Remove the complete factory intake system as a unit.



4. Disconnect the charge tube inlet temperature sensor electrical connection.



LOCKED



UNLOCKED

5. Release the retaining clips that secure the factory charge tube to the intercooler outlet and engine inlet by pulling them back. See photos. Remove the charge tube from the vehicle.



6. Remove the O-ring from the factory intercooler coupler and install it into the K&N coupler. **NOTE: Pay close attention to the direction of the lip seal position in the factory coupler and install it in the same direction into the K&N coupler.**



7. Release the tabs that retain the locking clip onto the factory intercooler coupler and then remove the clip from the coupler.



8. Install the locking clip onto the K&N intercooler coupler.



9. Install the provided hump coupler onto the intercooler coupler and secure with the provided clamp.



10. Remove the temperature sensor from the factory charge tube and install into the K&N upper charge tube.



11. Install the 1/8 pipe plug into the accessory port.



12. Remove the O-ring and retaining clip from the factory charge tube engine inlet coupler.



13. Install the O-ring and retaining clip into the K&N upper charge tube coupler. **NOTE: Pay close attention to the direction of the lip seal position in the factory coupler and install it in the same direction into the K&N coupler.**



14. Install the K&N intercooler coupler assembly onto the intercooler outlet. Push the assembly onto the intercooler until you hear an audible "click" of the locking ring setting into the locking groove. Pull back to ensure the coupler is locked onto the intercooler.



15. Install the K&N upper charge pipe onto the engine inlet. Push the tube on until you hear an audible "click" of the locking ring setting into the locking groove. Pull back on the tube to ensure the tube is locked onto the inlet.



16. Install the lower charge tube into the coupler on the intercooler and secure with the provided hose clamp.



17. Install the double hump coupler onto the upper and lower charge tubes and secure with the provided hose clamps.



18. Reconnect the temperature sensor electrical connection. Apply the K&N decal onto the tube as shown.



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

20. 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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