

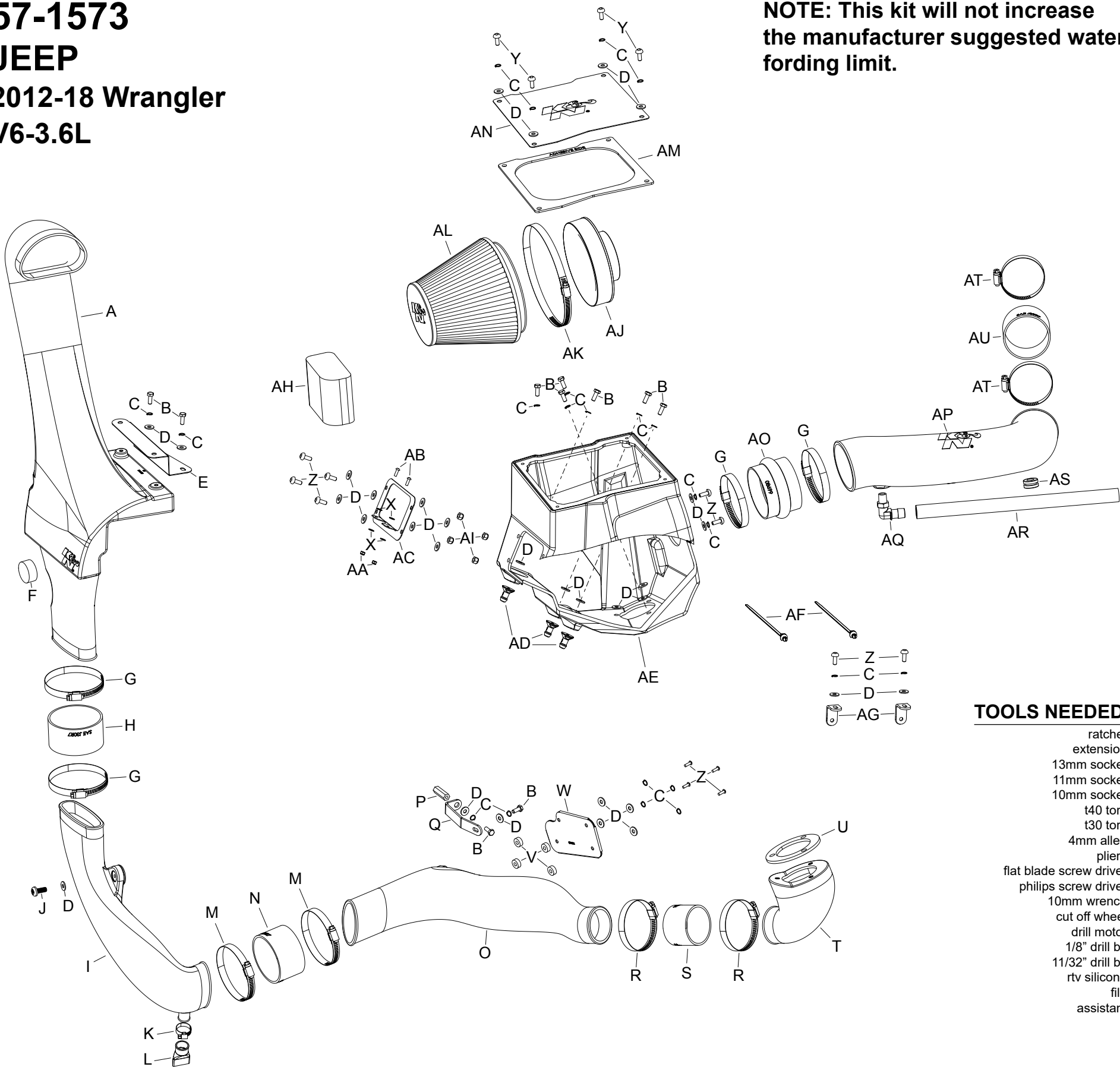


INSTALLATION INSTRUCTIONS

Legal for use in all 50 states.

57-1573 JEEP 2012-18 Wrangler V6-3.6L

NOTE: This kit will not increase the manufacturer suggested water fording limit.



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A SNORKEL, (KT)	1	087316A	P NUT; 6MM X 1.33"L	1	08254	AF ZIP TIE, 8" TREE PUSH-MNT	2	1-127
B BOLT; M6-1 X 16MM	10	07812	Q BRACKET; "L"	1	064339	AG BRACKET; "L", SML	2	070066A
C WASHER; 1/4" LOCK, ZN	22	08198	R HOSE CLAMP #40	2	08554	AH PLUG; FOAM INSERT	1	971967
D WASHER; 6MM FLAT	31	08269	S HOSE; 2.5" ID X 2" L	1	08284	AI NUT; 6MM NYLOCK	4	07512
E BRACKET	1	073219	T TUBE, (KU)	1	087317A	AJ ADAPTER; UNIVERSAL, 6"	1	21512-1
F PAD; PORON	1	09385	U GASKET; FRESH AIR	1	09768	AK HOSE CLAMP #104	1	08697
G HOSE CLAMP #56	4	08620	V SPACER: .625" OD X .250"ID	4	06555	AL AIR FILTER	1	RU-1048
H HOSE; 3.5" ID X 2" L	1	08698	W HEAT SHIELD	1	073218	AM GASKET; LID	1	KIT132G
I TUBE, (KS)	1	087315A	X WASHER; 4MM FLAT	4	08278	AN LID; MILD STL	1	073217
J SCREW; PAN HD PHIL, SHEET	1	1-3048	Y BOLT; 1/4-20 X 1/2 BUTTON	4	07706	AO HOSE; 3.5" ID X 2.5" L	1	08699
K HOSE CLAMP #10 MINI	1	08411	Z BOLT; M6 X 1 X 16MM	12	07730	AP INTAKE TUBE; (KP)	1	087312A
L HOSE; DUCK BILL	1	08666	AA NUT; 4MM NYLOCK	2	07501	AQ VENT; 1/4NPT, 90DEG., 5/8"	1	08525-1
M HOSE CLAMP #48	2	08601	AB SCREW; M4- .7 X 12, BUTTON	2	07726	AR HOSE; 5/8" ID X 14" L	1	084083
N HOSE; 3" ID X 2" L	1	08711	AC BRACKET	1	KIT132BC	AS GROMMET; 1"OD, 1/2"ID, 1/2"	1	08064
O TUBE, (KR)	1	087314A	AD MOUNT, PLASTIC AIRBOX	3	8-186-1	AT HOSE CLAMP #52	2	08610
			AE AIR BOX, (KQ)	1	087313A	AU HOSE; 3.25" ID X 2" L	1	08690

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. Lift up and remove the engine cover from the vehicle.



3. Remove the two bolts securing the intake tube to the core support and unhook the overflow hose from the intake tube.



4. Loosen the hose clamps securing the intake tube. Disconnect the inlet air temperature sensor and then remove the intake tube from the vehicle.
NOTE: The inlet air temperature sensor is located under the intake tube and is very fragile, use caution while handling the sensor.



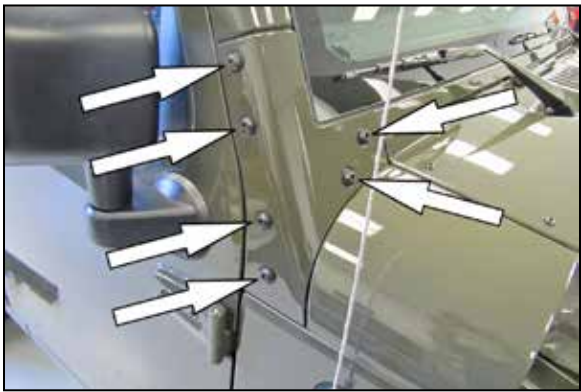
5. Disconnect the crank case vent hose from the hard line connection show.



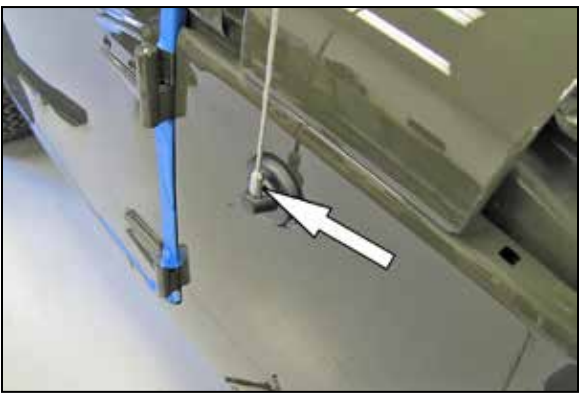
6. Lift up the air filter housing to dislodge it from the mounting grommets and then remove it from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



7. On vehicles equipped with rock sliders or running boards, remove the passenger side to gain access to the lower fender mounting bolts.
NOTE: The factory rock sliders secure to the body with bolts and nuts on studs.



8. Using a T40 socket, remove the six bolts that secure the corner cap and then remove the corner cap



9. Remove the antenna mast.

10. K&N® recommends applying blue masking tape along the edges of the door and fender before removing the fender to prevent scratches.



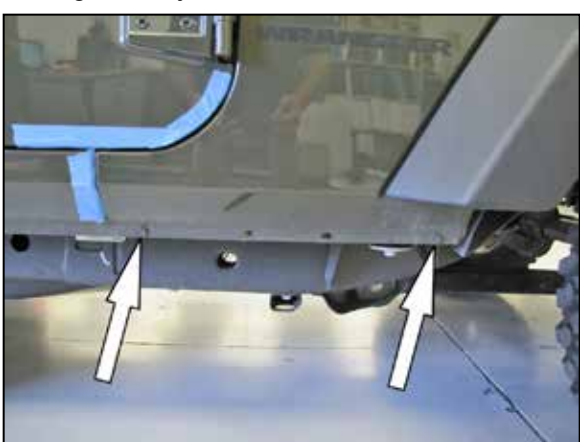
11. Using the T30 socket, remove the two bolts securing the cowl panel to the right side fender.



12. Lift up the cowl and then remove the two bolts that secure the fender to the inner cowl.



13. Loosen the two fender bolts inside the passenger door jamb.



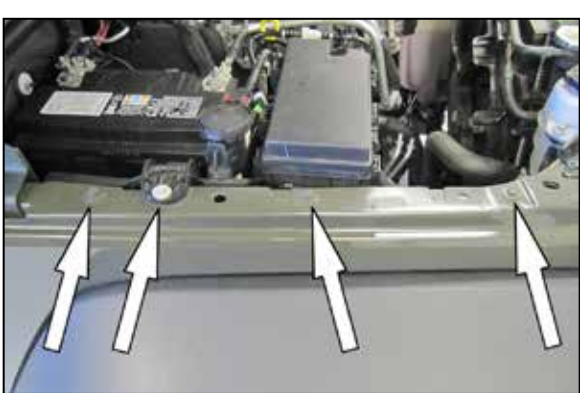
15. Remove the two lower fender bolts.



16. Remove the marker light bulb from the housing and disconnect the harness retaining clip from the fender.



17. Remove the seven inner fender bolts.



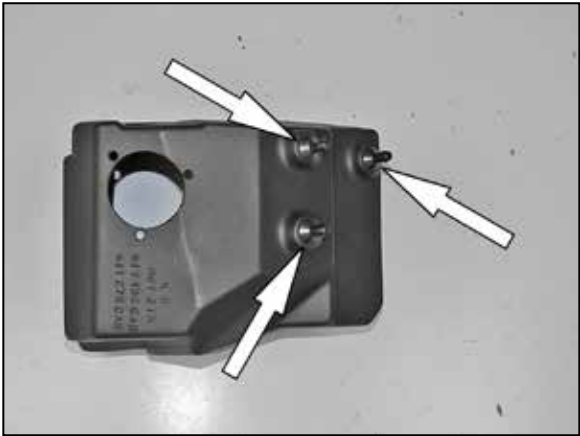
18. Remove the four bolts securing the top of the fender to the inner structure.



19. With an assistant, carefully pull the fender assembly away from the vehicle. The fender will most likely be stuck to the body with glue and overspray paint, it may also tend to hang up on the top weld nuts used to secure the fender to the body. Go slowly and use caution while pulling the fender away to avoid damage. Once you have the fender removed from the body it will be necessary to disconnect the radio antenna using a pair of pliers and a twisting motion. Once disconnected, fully remove and set the fender assembly aside.



20. Reinstall the corner cap and secure with the factory hardware.
NOTE: If you are using an aftermarket light bar install it at this time as there will not be enough access for the hardware once the K&N® Snorkel is installed.



21. Using the provided hardware, attach the three provided mounting studs to the K&N® air filter housing.



22. Using the provided hardware, secure the K&N® filter adapter to the air filter housing.



23. Using a 1/8" drill bit, drill out the rivets that secure the factory fresh air intake duct to the factory air filter housing and then remove the duct from the air filter housing.



24. Using the provided hardware, secure the provided fresh air duct mounting bracket to the factory fresh air duct.



25. Install the fresh air duct assembly onto the K&N® air filter housing and secure with the provided hardware.
NOTE: Use RTV silicone to seal the fresh air duct to the air filter housing.



26. Using the provided hardware and gasket, secure the elbow to the air filter housing.



27. Install the K&N® air filter housing assembly into the vehicle so the mounting studs insert into the factory grommets.



28. Install the K&N® air filter and secure with the provided hose clamp.



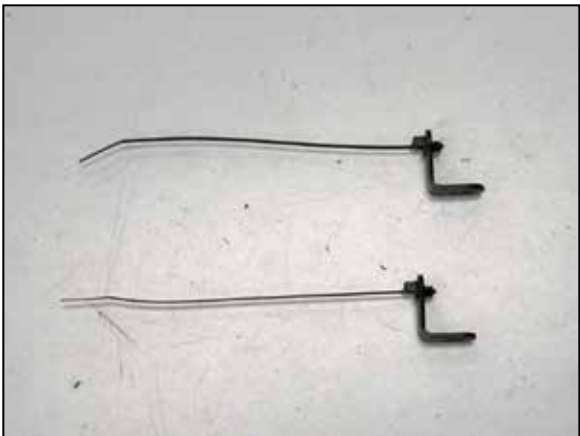
29. Install the K&N® air filter housing lid and gasket and secure with the provided hardware.



30. Install the provided hump coupler (08699) onto the filter adapter and secure with the provided hose clamp.



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



32. Install the mounting head cable ties to the provided “L” brackets as shown.



33. Install the “L” bracket assemblies onto the radiator fan shroud using the provided hardware and then secure the coolant overflow hose with the attached tie wraps.



34. Install the provided crank case vent fitting and grommet into the K&N® intake tube as shown.
NOTE: NPT fittings are easy to cross thread. Install the vent fitting “hand” tight, then turn it two complete turns with a wrench.



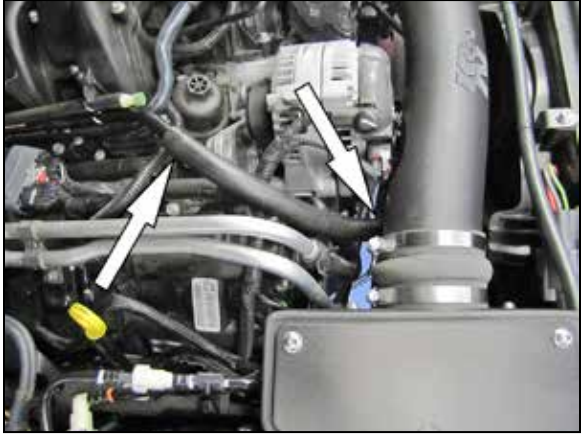
35. Remove the inlet air temperature sensor from the factory intake tube.
NOTE: The inlet air temperature sensor is very fragile, use caution while handling the sensor.



36. Remove the O-ring from the sensor and then install the sensor into the grommet installed into the K&N® intake tube.



37. Install the K&N® intake tube into the hump coupler and then into the throttle body coupler, adjust the tube for best fit and then secure with the provided hose clamps. Reconnect the inlet air temperature sensor electrical connection.



38. Install the provided crank case vent hose as shown.
NOTE: Some trimming of the crank case vent hose may be necessary.



39. Install the engine cover.



40. Remove the wiring harness mounting bracket nut shown.



41. Install the provided nut extension onto the stud for the wiring harness mounting bracket.



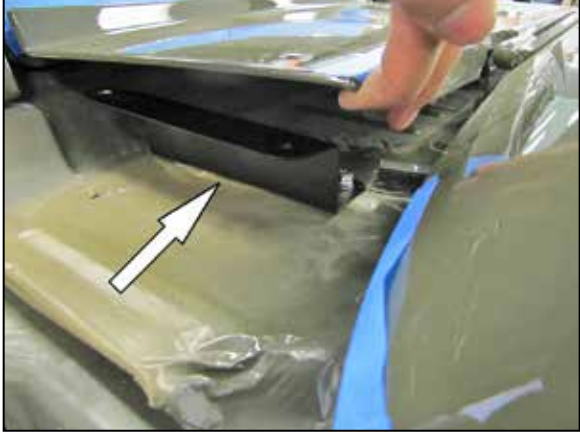
42. Install the provided heat shield and mounting bracket (064339) onto the K&N® lower tube as shown using the provided hardware.
NOTE: Be sure to place the provided spacers between the heat shield and tube.



43. Install the provided coupler (08284) onto the elbow secured to the air filter housing and secure with the provided hose clamp.



44. Install the lower tube into the coupler and align the mounting bracket with the nut extension. Secure the tube with the provided hose clamp and hardware.



45. Install the snorkel mounting bracket (073219) onto the factory fender mounting points on the cowl using the provided hardware.
NOTE: Do not completely tighten the bracket at this time.



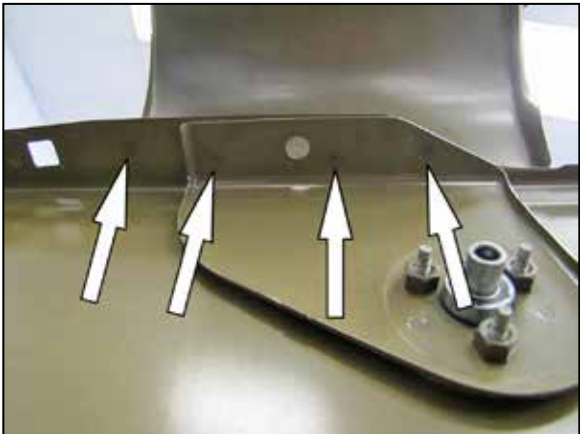
46. Install the snorkel using the factory cowl bolts.
NOTE: Do not completely tighten at this time.



47. Install the provided coupler hose (08711) onto the lower tube and secure with the provided hose clamp.



48. Install the provided coupler hose (08698) onto the corner tube, and then install the Corner tube assembly as shown, snug the hose clamps but leave them loose enough to provide adjustment.



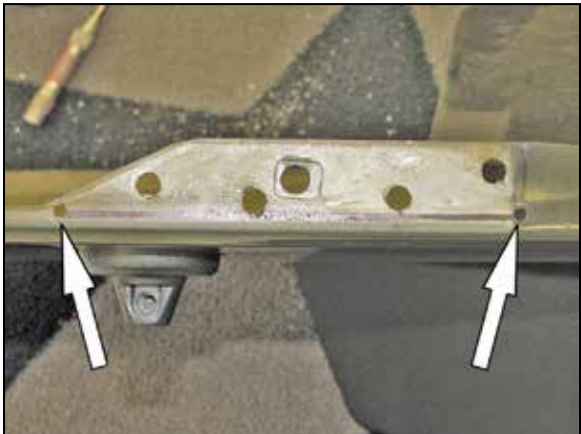
49. Use a center punch to mark the four spot welds which hold the cowl corner cap to the fender. Then drill out the spot welds to remove the cowl cap from the fender.
NOTE: Start with a 1/8" drill and work up to an 11/32" bit until the spot weld is removed. This will help to prevent any unnecessary damage to the fender.



50. Cut out the template below.



51. Using the provided template, mark the fender where the excess material needs to be removed from the fender.



52. Drill a 3/16" id hole into each corner of the cut area as shown.



53. Using a cut-off wheel or similar tool, cut along the lines marked with the template and remove that section of the fender. Be sure to remove any remaining burrs with a file or deburring tool.
NOTE: After cutting it is recommended using paint to cover the exposed metal to prevent rusting of the fender.



54. With an assistant, temporarily reinstall the fender onto the vehicle but do not secure it at this time. Adjust the snorkel for best fit and then secure the snorkel bracket to the inner cowl and the outer cowl to the snorkel with the factory hardware.

55. Remove the fender and set aside.



56. Using the mounting hole in the corner tube as a guide, drill a 5/64" id hole into the inner body panel.



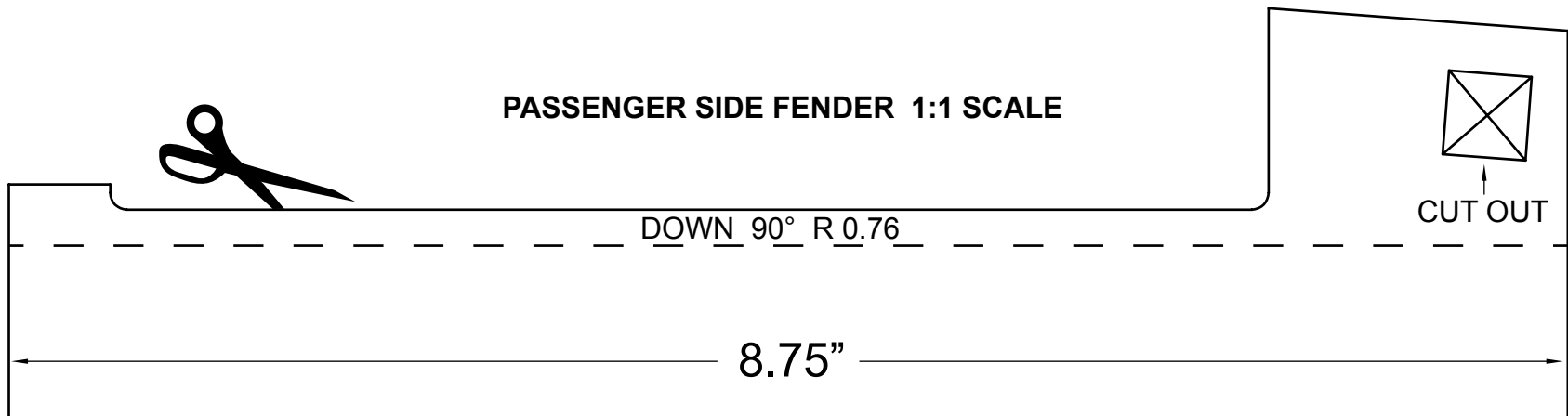
57. Secure the corner tube with the provided sheet metal screw into the hole previously drilled.



58. Install the duck bill fitting onto the port at the bottom of the corner tube and secure with the provided hose clamp.
NOTE: be sure all of the hose clamps securing the corner tube are turned in such a way that the will not interfere with the fender once it is installed.



59. Peel the backing of the provided damper pad and then install it as shown on the inner body.
NOTE: Be sure all of the hardware is secure before moving to the next step.



Carefully cut along outer edge of template and also cut out the square alignment hole.
WARNING: Double check that the template length measures 8.75" in order to assure that the scale has not been changed during print. Failure to confirm proper scale may result in damage to the fender or improper fitment.



60. Reinstall the fender and secure with the factory hardware. Then reconnect the marker light and install the antenna mast.



61. Reinstall the rock slider / running board if equipped.



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

63. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

64. 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.



65. Use the provided dense foam to plug the fresh air intake duct when using in extreme wet conditions.

NOTE: This plug is to be used during OFF ROAD USE ONLY.

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.