



AIRCHARGER®

HIGH-FLOW INTAKE KITS

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

63-1577

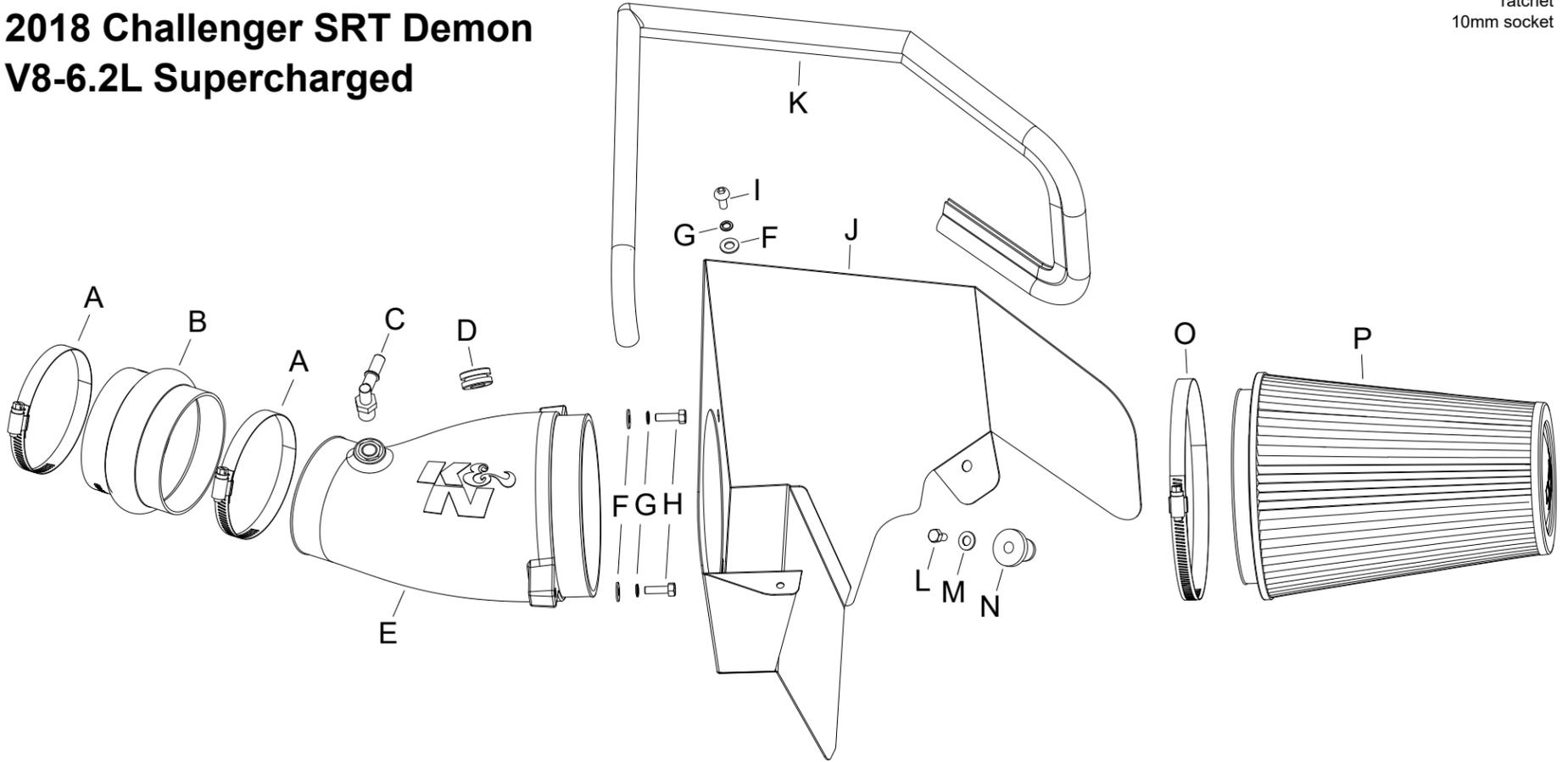
DODGE

2018 Challenger SRT Demon

V8-6.2L Supercharged

TOOLS NEEDED:

- Flat blade screw driver
- 3/4" wrench
- 10mm wrench
- ratchet
- 10mm socket



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #64 STAINLESS	2	08645K	G WASHER, M6 SPLIT LOCK ZINC	3	1-3025	M WASHER; 3/8" FLAT WASHER	1	08134
B HUMP HOSE; 4"ID X 2.5"L	1	KITHUMPHS12	H BOLT; M6 X 1.00 X 12MM, SS	2	07727	N INSERT; 3/8-16 X 3/400 X 15/16L	1	08163
C VENT; 90"D, 1/4"NPT QUICK	1	088028	I BOLT; M6 X 1.00 X 16MM, SS	1	07730	O HOSE CLAMP; #104	1	08697
D GROMMET; 1"OD, 1/2"ID, 1/2"	1	08064	J HEAT SHIELD	1	073271	P FILTER CHARGER	1	RP-3280
E INTAKE TUBE	1	087390	K EDGE TRIM (55")	1	102480			
F WASHER; 6MM FLAT, SS	3	08269	L BOLT; 3/8"-16 X 1-1/4"L SS HEX	1	07779			

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 electrical connection and the crank case vent line from the factory intake tube.



3. Loosen the hose clamp that secures the intake tube to the throttle body.

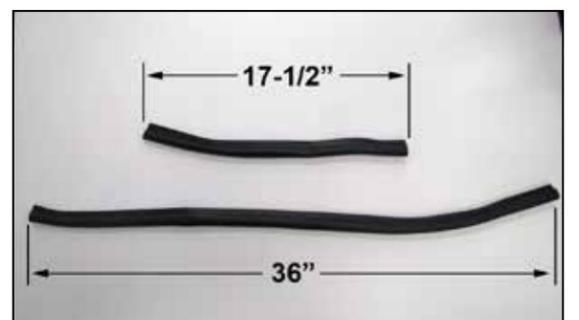


4. Remove the bolt that secures the air filter housing to the core support.



5. Remove the complete factory intake system from the vehicle.

NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



6. Cut the provided edge trim into two sections, one section will be 17-1/2" long and one section will be 36" long.



7. Install the edge trim onto the heat shield as shown.



8. Install the nut insert onto the heat shield and secure with the provided hardware.



9. Remove the inlet air temperature sensor from the factory intake tube.

NOTE: Use care while handling the inlet air temperature sensor as it is very fragile.



10. Install the provided grommet into the K&N® intake tube, then remove the o-ring from the inlet air temperature sensor and install the sensor into the grommet.

NOTE: Use care while handling the inlet air temperature sensor as it is very fragile.



11. Install the provided 90° quick disconnect fitting into the K&N® intake tube as shown.

NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



12. Install the provided coupling hose (KITHUMPHS12) onto the throttle body and secure with the provided hose clamp. Set the heat shield into position on the inner fender but do not secure at this time.



13. Install the K&N® intake tube into the coupling hose and heat shield and secure with the provided hardware to the heat shield.



14. Secure the heat shield to the core support with the provided hardware then secure the intake tube with the provided hose clamp.



15. Reconnect the inlet air temperature sensor electrical connection and crank case vent line.



16. Install the K&N® air filter onto the filter adapter and secure with the provided hose clamp.



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

18. 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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