

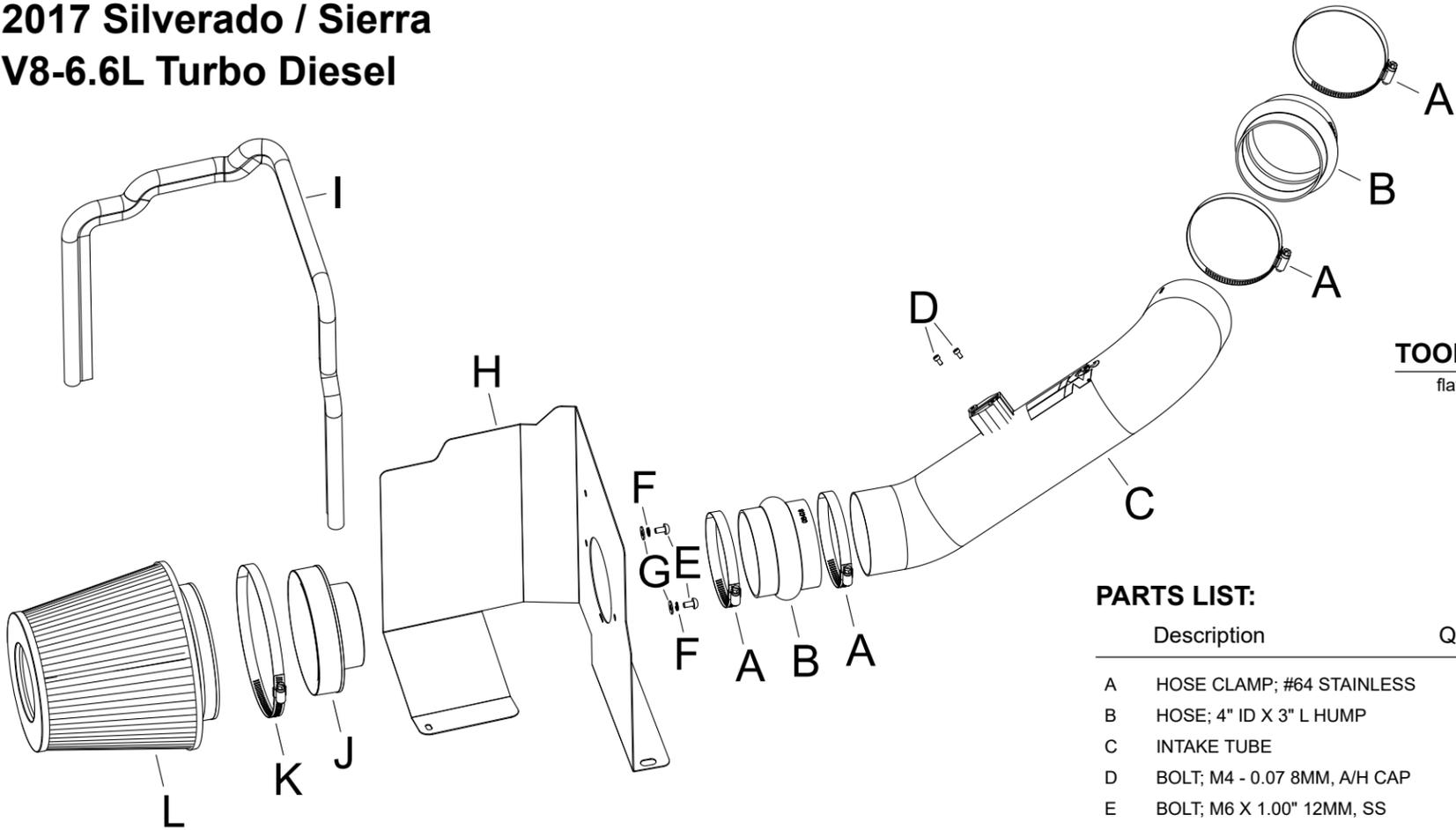


NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.

See knfilters.com for CARB status on each part for a specific vehicle

## INSTALLATION INSTRUCTIONS

### 77-3101KP CHEVROLET / GMC 2017 Silverado / Sierra V8-6.6L Turbo Diesel



#### TOOLS NEEDED:

flat blade screw driver  
ratchet  
extension  
10mm socket  
13mm deep socket  
4mm allen key  
3mm allen key  
t20 torx

#### PARTS LIST:

Description	Qty.	Part #
A HOSE CLAMP; #64 STAINLESS	4	08645
B HOSE; 4" ID X 3" L HUMP	2	08418
C INTAKE TUBE	1	27676
D BOLT; M4 - 0.07 8MM, A/H CAP	2	07733
E BOLT; M6 X 1.00" 12MM, SS	2	07794
F WASHER, M6 SPLIT LOCK ZINC	2	1-3025
G WASHER; 6MM FLAT, SS	2	08269
H HEAT SHIELD	1	073177-1
I EDGE TRIM (44")	1	102486
J ADAPTOR; 57-3058 #454	1	27300
K HOSE CLAMP; #104	1	08697
L FILTER CHARGER	1	RC-5179

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. Loosen the two hose clamps that secure the intake tube to the air filter housing and intake plenum, then remove the intake tube from the vehicle.



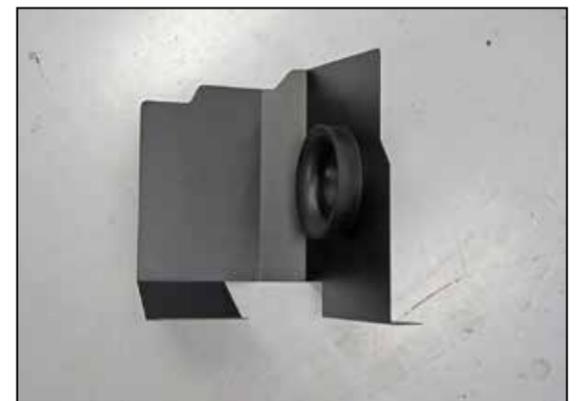
3. Remove the nut that secures the intake plenum to the Engine and then loosen the hose clamp that secures the plenum to the turbo inlet. Remove the intake plenum from the vehicle.



4. Release the red locking tab and then disconnect the mass air sensor electrical connection. Unhook the coolant bypass hose from the air filter housing. Lift the air filter housing up to dislodge it from the mounting grommets and remove it from the vehicle. **NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



5. Remove the four bolts that secure the air filter housing mounting plate to the inner fender and then remove the mounting plate from the vehicle. **NOTE: Three of the factory bolts will be reused in a later step.**



6. Install the provided filter adapter into the K&N® heat shield and secure with the provided hardware.



7. Install the provided edge trim onto the heat shield.

**NOTE: Some trimming of the edge trim will be necessary.**



8. Install the heat shield assembly into the vehicle and secure it to the inner fender with one of the factory bolts from step #5 where shown.



9. Flex the heat shield inward towards the engine then install the K&N® air filter onto the filter adapter and secure with the provided hose clamp. Secure the heat shield with two of the remaining factory bolts from step #5.



10. Install the two provided hump couplers (08418) onto the filter adapter and turbo inlet and secure with the provided hose clamps.



11. Remove the mass air sensor from the air filter housing.



12. Install the mass air sensor into the K&N® intake tube and secure with the provided hardware.



13. Install the K&N® intake tube into the coupler installed onto the filter adapter and then into the coupler installed onto the filter inlet. Adjust the tube for best fit and then secure with the provided hose clamps.



14. Reconnect the mass air sensor electrical connection and secure the coolant bypass hose to the heat shield using the factory retaining clip.



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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