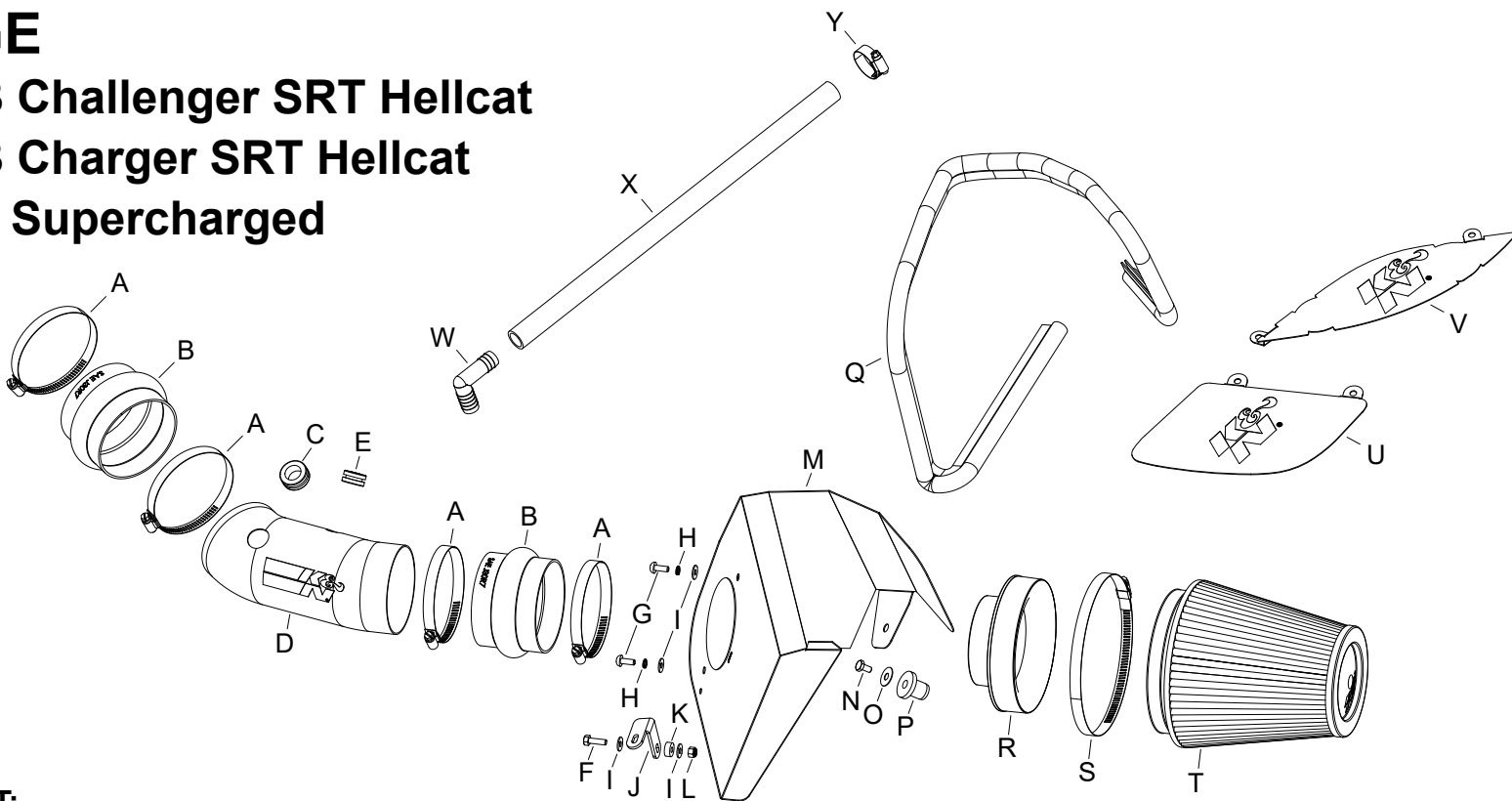


INSTALLATION INSTRUCTIONS

69-2553TTK
DODGE
2017-23 Challenger SRT Hellcat
2017-23 Charger SRT Hellcat
V8-6.2L Supercharged

TOOLS NEEDED:

- flat blade screw driver
- ratchet
- extension
- 14mm socket
- 8mm socket
- t15 torx
- 4mm allen
- 3mm allen
- 10mm wrench



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #64, BLACK ZINC	4	08645KA	I WASHER; 6MM FLAT	4	08269	Q EDGE TRIM; (55" L)	1	102480
B HOSE; HUMP 4" ID X 3" L	2	08418	J BRACKET; "L"	1	064330	R ADAPTOR; #454	1	27300
C GROMMET; 3/4" ID	1	08058	K SPACER; .625" OD X .250" ID ALUM.	1	06555	S HOSE CLAMP #104, BLACK	1	08697KA
D TUBE; 4" OD X 10" L, ALUM.	1	27674TK	L NUT; 6MM NYLOCK, HEXHEAD	1	07512	T AIR FILTER	1	RU-1041
E GROMMET; 1" OD, 1/2" ID, 1/2" THK	1	08064	M HEAT SHIELD	1	073190	U BLOCK OFF	1	073226
F BOLT; M6 X 1 X 20MM HEX	1	07795	N BOLT; 3/8"-16 X 1-1/4" L HEX HD BOLT	1	07779	V BLOCK OFF; CHARGER	1	073229
G BOLT; M6 X 1 X 16MM, BTNHD	2	07730	O WASHER; 3/8" FLAT WASHER	1	08134	W VENT; 90DEG, 3/4" HOSE	1	A2128-44
H WASHER, M6 SPLIT LOCK ZINC	2	1-3025	P INSERT; 3/8-16 X 3/4 X 15/16L, RUBBER	1	08163	X HOSE; 3/4" ID X 20" L	1	5-4020
						Y HOSE CLAMP; #10 MINI	1	08411

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 disconnect the crank case vent hose from the fitting.
NOTE: On models with the crank case vent line attached to the upper air filter housing that does not detach, please see step 4A.



3. Loosen the hose clamp securing the intake tube to the throttle body.



4. Loosen the three screws securing the upper air filter housing and then remove the upper air filter housing and intake tube.



4a. On models with a crank case vent solenoid valve, disconnect the crank case vent line from the solenoid valve on top of the strut tower. Disconnect the shut-off valve electrical connection and then remove the nuts that secure the valve to the mounting bracket. Remove the upper air filter housing and crank case solenoid valve assembly from the vehicle.



4b. Using a heat gun to warm the nylon vent hose and loosen the connection to the solenoid valve. Disconnect the hose from the solenoid valve.



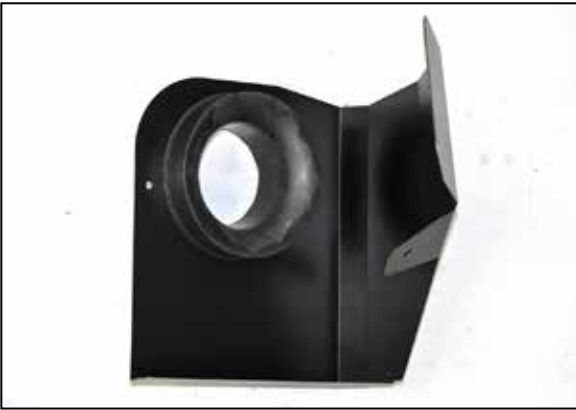
4c. Reinstall the solenoid valve onto the factory mounting bracket and secure with the factory hardware.



5. Remove the bolt securing the lower air filter housing to the core support and then remove the air filter housing from the vehicle.

NOTE: It may be helpful to separate the fresh air duct from the air filter housing to aid its removal. The factory bolt will be reused in a later step. On Charger models, the fresh air duct will stay in the vehicle.

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

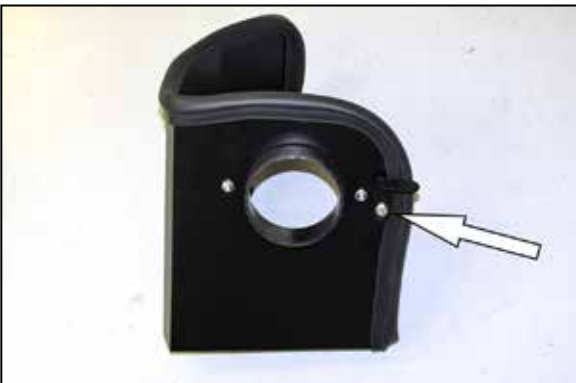


6. Install the filter adapter into the heat shield and secure with the provided hardware.



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

NOTE: Trimming of the edge trim will be necessary.



8. Install the heat shield mounting bracket (064330) onto the heat shield as shown.



9. Install the Inserted nut onto the heat shield as shown.



10. Install the heat shield assembly into the vehicle so the insert nut goes into the factory air box grommet mount. Secure the bracket to the core support with the factory bolt from step #6 and tighten the bolt into the insert nut.



11. Install the two provided grommets into the K&N® intake tube.



12. Remove the crank case vent and inlet air temperature sensor from the factory intake tube.

NOTE: The inlet air temperature sensor is very fragile, use care while removing the sensor.



13. Install the crank case vent and inlet air temperature sensor into the K&N® intake tube.

NOTE: the inlet air temperature sensor is very fragile, use care while installing the sensor.
NOTE: On vehicles with the crank case vent solenoid valve, install the provided 90° vent fitting in place of the factory fitting.



14. Install both coupling hoses (08418) onto the K&N® intake tube as shown.

NOTE: Install the hose as far onto the tube as possible to aid the installation onto the vehicle.



15. Install the K&N® intake tube assembly into position. Slide the coupling hoses out and onto the throttle body and filter adapter. Then adjust the tube and hoses for proper fit and secure with the provided hose clamps.



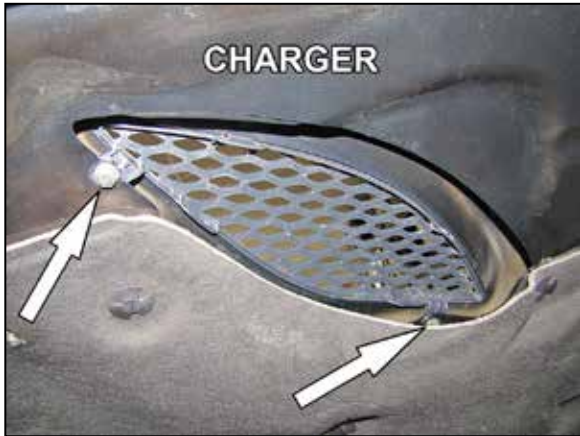
16. Reconnect the crank case vent hose and inlet air temperature sensor electrical connection.



16a. On models equipped with the solenoid vent valve, install the provided crank case vent line and secure to the solenoid vent valve port using the provided hose clamp.



17. Install the K&N® air filter and secure with the provided hose clamp.
NOTE: DRYCHARGER #RF-1041DK is available separately and is recommended if the vehicle is to be used in inclement weather. Protection of the air filter is recommended while washing the vehicle as the filter is exposed under the hood grill.



18. If the vehicle is to be driven during inclement weather it is recommended the shield be installed onto the hood vent to guard the air filter from concentrated water. Remove the two bolts that secure the factory vent grid. **NOTE: If installing this kit on 2023 LAST CALL models, skip to step #21.**



19. Install the guard so the mounting tabs are between the hood and the factory grid as shown.



20. Secure with the factory bolts from step 18.



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

22. 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.

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