



AIRCHARGER®

HIGH-FLOW INTAKE KITS

INSTALLATION INSTRUCTIONS

63-3095

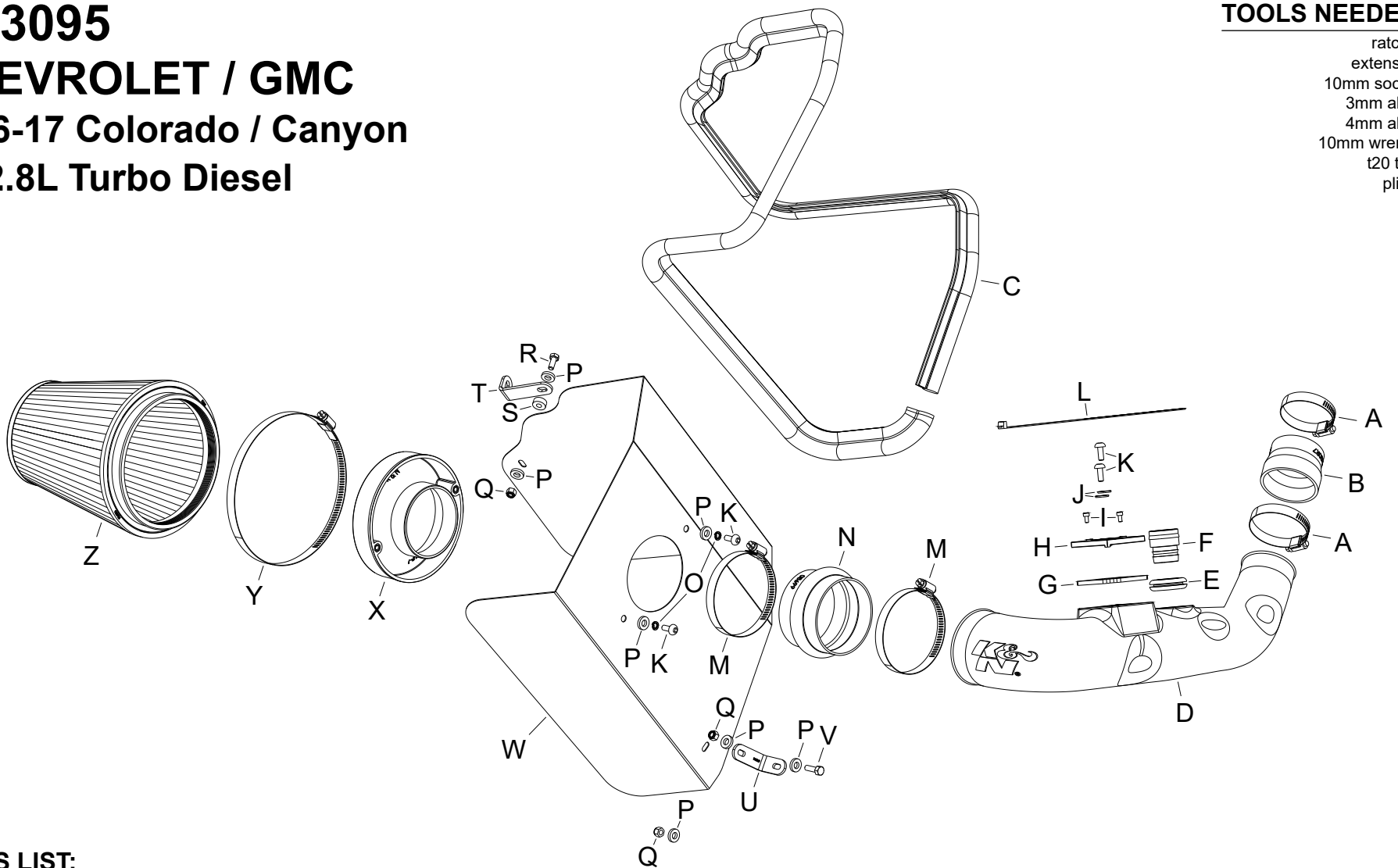
CHEVROLET / GMC

2016-17 Colorado / Canyon

L4-2.8L Turbo Diesel

TOOLS NEEDED:

- ratchet
- extension
- 10mm socket
- 3mm allen
- 4mm allen
- 10mm wrench
- t20 torx
- pliers



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #36	2	08530	J WASHER; 6MM FLAT, SS	2	08269	S SPACER: .625" OD X .250"ID	1	06555
B HOSE; 2-1/2" TO 2-1/4" ID X 2" L	1	08476	K BOLT; M6 X 1.00 X 16MM, SS	4	07730	T BRACKET; "L" , TB/PC	1	07805
C EDGE TRIM (80")	1	102461	L CABLE TIES; 11" BLACK	1	21590	U BRACKET; 63-1025, SMALL	1	070015
D INTAKE TUBE (LH)	1	087339A	M HOSE CLAMP #56	2	08620	V BOLT; 6MM-1.00 X 16MM, SS	1	07812
E GROMMET; 1-3/4"OD, 1"ID	1	082000	N HOSE; 3-1/2" ID X 2-1/2" L	1	08699	W HEAT SHIELD	1	073234
F ADAPTOR; 1-1/8"OD QUICK	1	088012	O WASHER, M6 SPLIT LOCK ZINC	2	1-3025	X ADAPTER; UNIVERSAL, 6"	1	21512-1
G GASKET; 57-2556, 3/16 PORON	1	09069	P WASHER; 1/4"ID X 5/8"OD	7	08275	Y HOSE CLAMP #104	1	08697
H ADAPTOR; #420, NYLON 6/6	1	21515	Q NUT; 6MM NYLOCK, HEXHEAD	3	07512	Z FILTER CHARGER	1	RF-1044XD
I BOLT; M4 - 0.07 8MM, A/H CAP,	2	07733	R BOLT; M6 X 1.00" X 20MM HEX	1	07795			

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 mass air sensor electrical connection.



3. Loosen the hose clamp that secures the intake tube to the air filter housing and then disconnect the intake tube from the air filter housing.



4. Remove the two nuts that secure the air filter housing to the inner fender.



5. Remove the complete air filter housing from the vehicle.

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



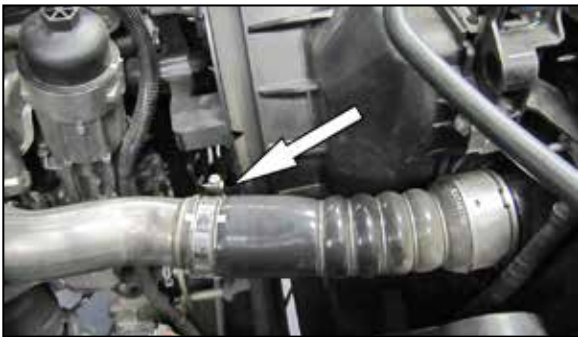
6. Remove the inlet duct from the inner fender.



7. Loosen the hose clamp that secures the intake tube to the turbo inlet.



8. Pull the intake tube forward and then disconnect the vent tube quick disconnect and then remove the intake tube from the vehicle.



9. Loosen the charge tube flex hose and rotate it inwards 90° as shown and then retighten the clamp.



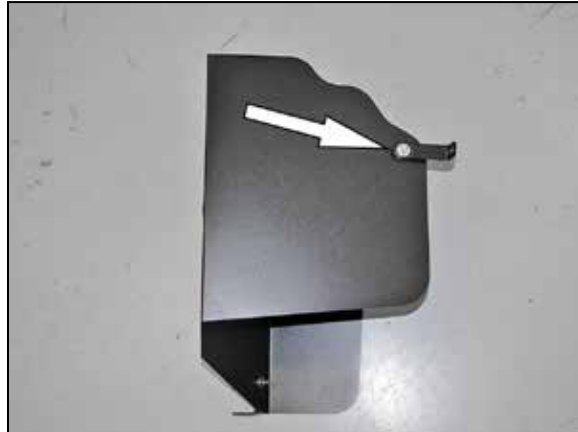
10. Install the coupler hose (08476) onto the turbo inlet and secure with the provided hose clamp.



11. Install the filter adapter into the heatshield and secure with the provided hardware as shown.



12. Install the mounting bracket (070015) onto the heat shield and secure with the provided hardware.



13. Install the provided bracket (07805) with spacer onto the heat shield and secure with the provided hardware.



14. Install the provided edge trim onto the heat shield as shown.
NOTE: Some trimming of the edge trim will be necessary.



15. Remove the nut shown that secures the coolant reservoir.
NOTE: This nut will be reused in the next step.



16. Install the heat shield and secure with the factory nut from the previous step and the hardware provided.



17. Install the provided grommet and quick disconnect fitting into the K&N® intake tube.



18. Install the provided gasket onto the K&N® mass air sensor adapter.



19. Remove the mass air sensor from the factory air filter housing.



20. Install the mass air sensor into the K&N® mass air sensor adapter and secure with the provided hardware.



21. Install the mass air sensor assembly into the K&N® intake tube so that the opening is towards the filter.



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



23. Install the K&N® intake tube into the coupler at the turbo and then into the coupler at the filter adapter, adjust the tube for best fit and then secure with the provided hose clamps.



24. Connect the vent Quick disconnect fitting onto the fitting installed into the K&N® intake tube.



25. Reconnect the mass air sensor electrical connection.



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

NOTE: Drycharger® air filter wrap; part # RF-1020DK is available to purchase separately.



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

28. 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.