



# AIRCHARGER®

## HIGH-FLOW INTAKE KITS

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

### INSTALLATION INSTRUCTIONS

## 63-1700

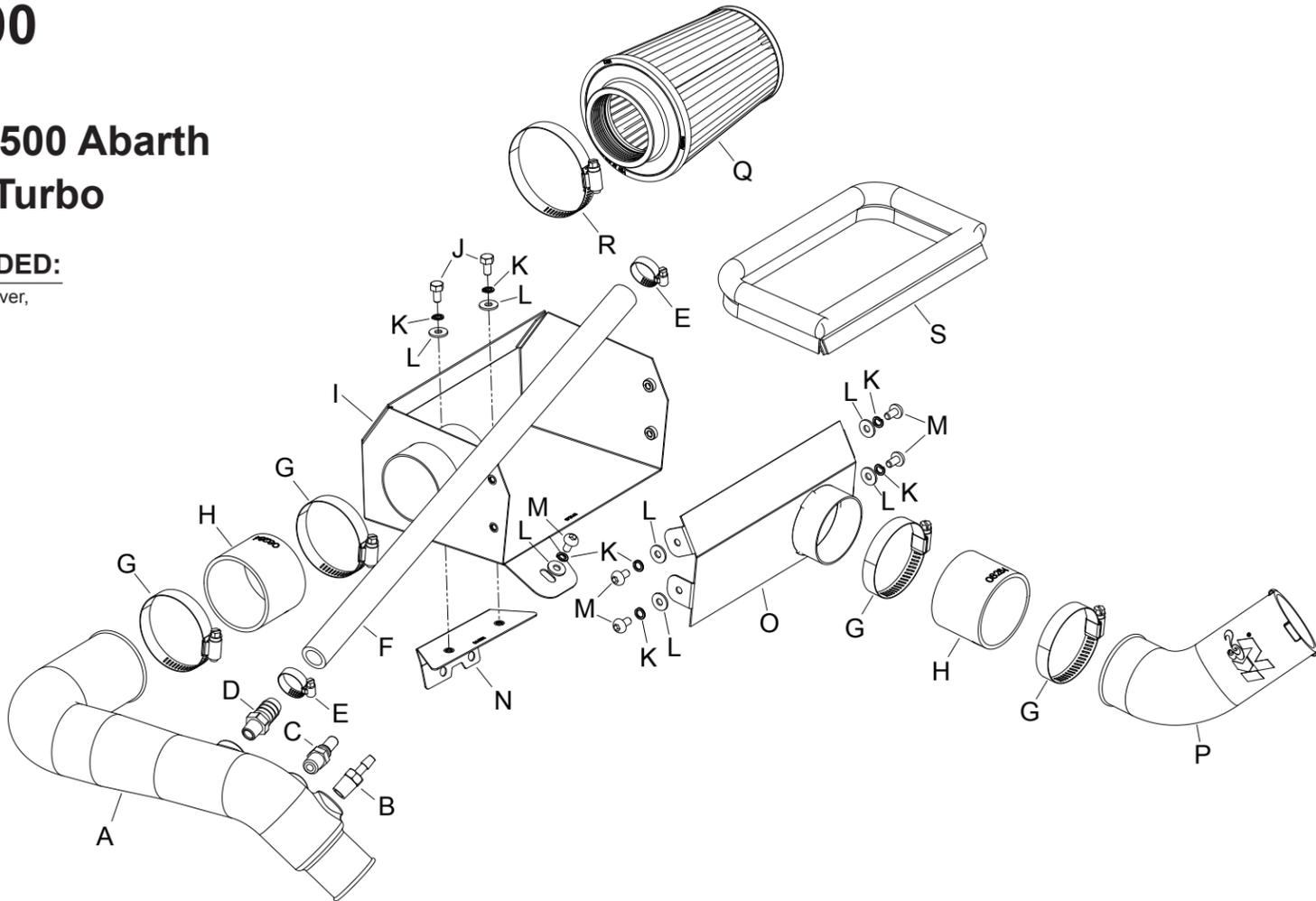
## FIAT

## 2013-14 500 Abarth

## L4-1.4L Turbo

#### TOOLS NEEDED:

Flat blade screw driver,  
Ratchet  
Extension  
10mm socket  
8mm socket  
3/4" wrench  
9/16" wrench  
4mm allen  
pliers.



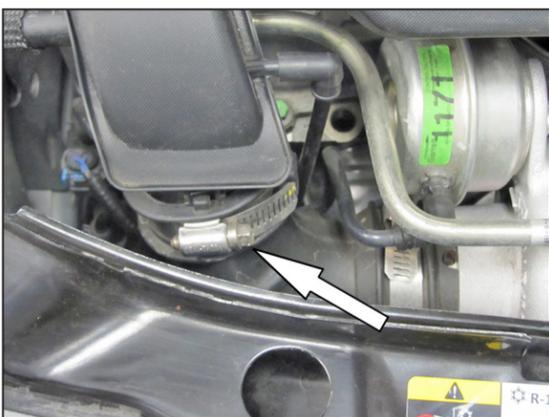
#### PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Tube; FIPK 63-1700, JQ	1	087285	G Hose Clamp #36	4	08530	M Bolt; M6 X 1.00" 12MM SS	5	07794
B Vent; STRT, 1/4" Hose, 1/4" NPT	1	08046	H Hose; 2-1/2" ID X 2"L Reinforced	2	08284	N Bracket; L, 63-1700, STL, TB/PC	1	064321
C Vent; STRT, 1/4" NPT To Quick	1	82630	I Heat Shield; 63-1700, Part "A"	1	073168	O Heat Shiled; 63-1700, Part "B"	1	073169
D Vent; STRT, 5/8" Barbed 1/4"	1	08911	J Bolt; M6 X 1.00 X 12MM, SS	2	07727	P Tube; FIPK 63-1700, JP	1	087284
E Hose Clamp #8 Mini	2	08410	K Washer; M6 Split Lock Zinc	7	1-3025	Q Air Filter	1	RC-5062XD
F Hose; 5/8" ID X 20"L	1	08542	L Washer; 6MM Flat, SS	7	08269	R Hose Clamp #40	1	08554
						S Edge Trim (26")	1	102488

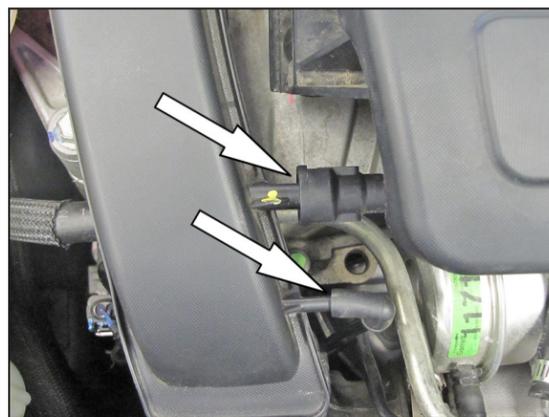
**NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.**

#### TO START:

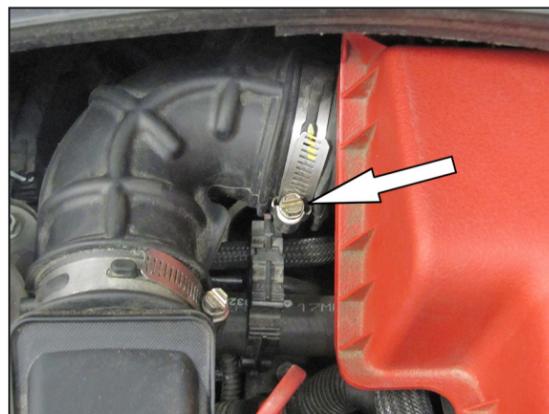
1. Turn off the ignition and disconnect the negative battery cable.  
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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 hose clamp securing the turbo inlet hose to the plastic intake tube.



3. Disconnect the vacuum line and crank case vent hose from the plastic intake tube.



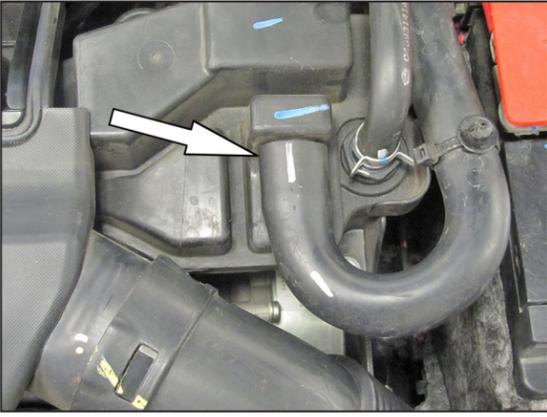
4. Loosen the hose clamp securing the intake hose to the air filter housing.



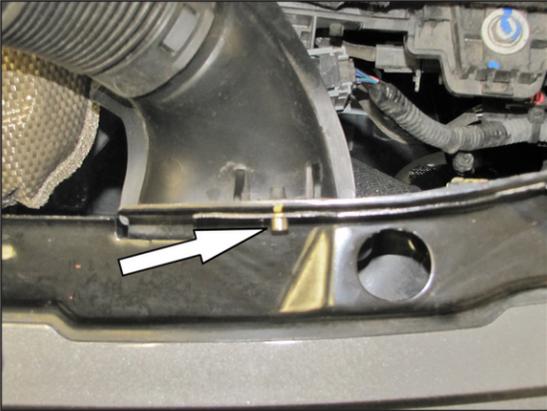
5. Remove the plastic intake tube and coupler as shown.



6. Loosen the three screws and remove the air filter housing lid and air filter.



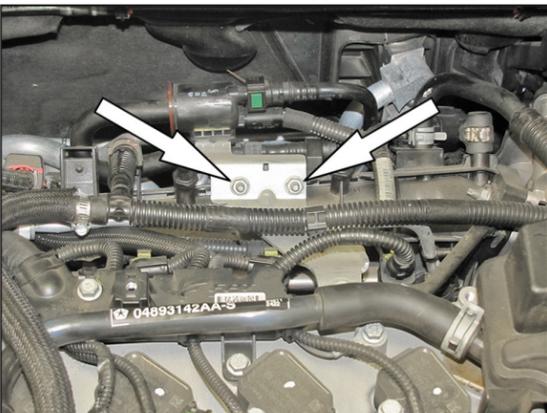
7. Disconnect the crank case vent hose from the plenum where shown.



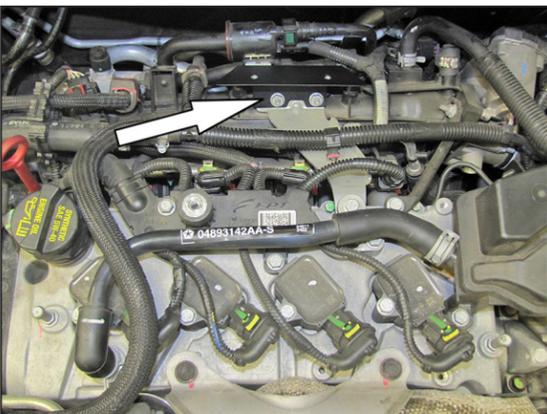
8. Remove the bolt securing the fresh air intake duct to the core support.  
**NOTE: This bolt will be reused in a latter step.**



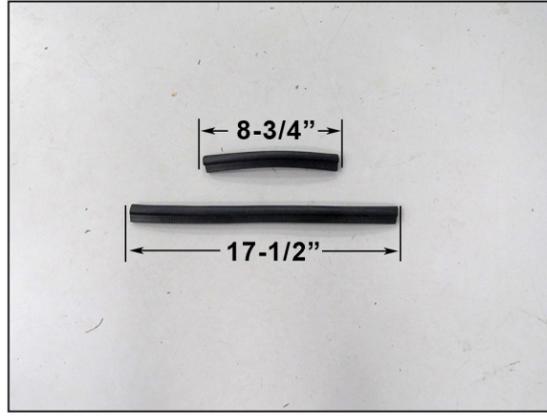
9. Lift up the air box housing to unhook it from the mounting studs and then remove the intake housing from the vehicle.  
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



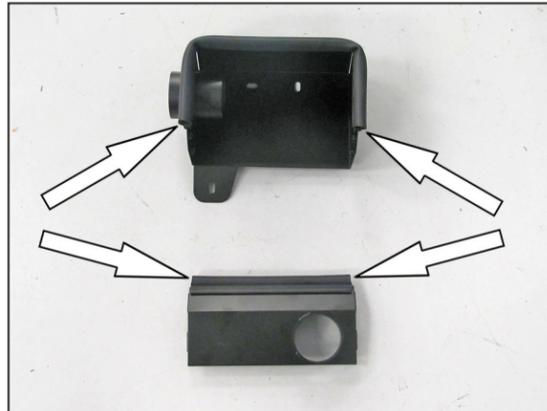
10. Remove the two nuts shown securing the reinforcement bracket to the intake manifold.  
**NOTE: These nuts will be reused in the next step.**



11. Install the heat shield mounting bracket (064321) onto the studs and secure with the factory nuts removed in the previous step.



12. Cut the provided edge trim into two sections, one section will be 8-3/4" long and the other section will be 17-1/2" long.



13. Install the 17-1/2" long section onto the heat shield and the 8-3/4" long section as shown.



14. Install the heat shield onto the K&N® mounting bracket and the factory engine bracket and secure with the provided hardware.



15. Install the three vent fittings 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.**



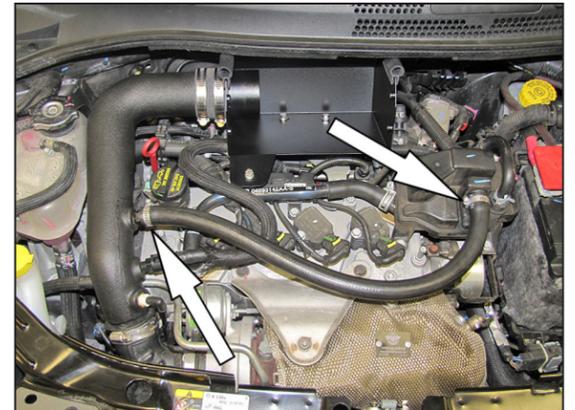
16. Install the coupling hose (08727) onto the heat shield tube as shown and secure with the provided hose clamp.



17. Install the K&N® intake tube into the factory turbo intake tube and then into the coupling hose on the heat shield tube. Secure the tube with the provided hose clamps.



18. Connect the two vacuum lines to the fittings installed into the K&N® intake tube as shown.



19. Install the provided crank case vent hose onto the plenum and then onto the fitting installed into the K&N® intake tube and secure with the provided hose clamps.



20. Install the K&N® air filter onto the heat shield tube and then secure with the provided hose clamp.



21. Install the heat shield cover and secure with the provided hardware.



22. Install the remaining coupling hose (08727) onto the tube in the heat shield front cover and secure with the provided hose clamp.



23. Remove the fresh air duct from the factory air filter housing as shown.

**NOTE: Using a wide flat blade screw driver will help in prying the tube over the locking taps.**



24. Install the K&N® fresh air intake tube into the factory fresh air duct as shown.



25. Install the fresh air assembly into the core support and then into the hose at the heat shield. Secure the assembly with the factory bolt and hose clamp provided.



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

27. 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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