

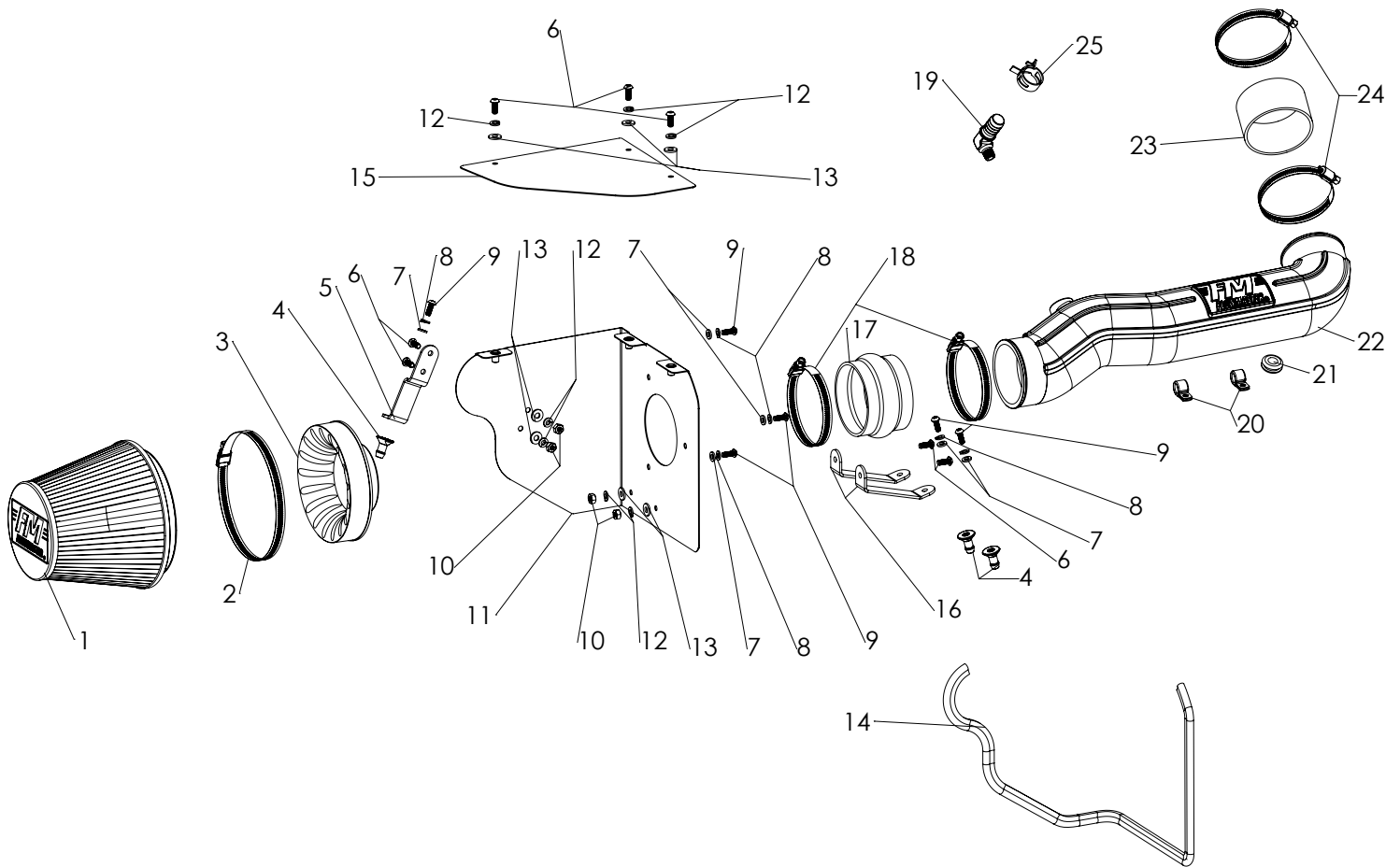


## Installation Instructions

# 615135D

## 2012-18 JEEP WRANGLER JK 3.6L ENGINE

This kit is not engineered to fit vehicles with a body lift.  
NOT LEGAL FOR SALE OR USE ON ANY POLLUTION-CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR IN STATES THAT HAVE ADOPTED CALIFORNIA EMISSION PROCEDURES.



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	AF1007	AIR FILTER, DRY, 6-5/8" x 6" DIA	1
2		SCREW CLAMP, #104 (4-1/8" - 7")	1
3	AF6001	ADAPTER, AIR FILTER 3-1/2" x 6"	1
4	AF7001	BARBED PIN, M6 x 1.0	3
5	AF5014	11GA X 1" BRACKET #1	1
6	HW245	SCREW, 1/4"-20 x 5/8"	7
7	HW319	FLAT WASHER, M6	6
8	HW318	LOCK WASHER, M6	6
9	HW244	SCREW, M6 x 1.0 x 16MM	6
10	HW115	NUT, 1/4"-20	4
11	AF3007	HEAT SHIELD	1
12	HW322	LOCK WASHER, 1/4"	7
13	HW320	FLAT WASHER, 1/4"	7

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
14	49000061	GASKET, HEAT SHIELD	1
15	AF3013	LID, AIRBOX	1
16	AF5015	11GA X 1" BRACKET #2	2
17	AF4019	COUPLER, FLEX 3-1/2" I.D. x 2-1/2" L	1
18	MC350H	SCREW CLAMP, #56 (3-1/16" - 4")	2
19	AF4014	ELBOW, 90°, 3/4" BARB TO 1/4" NPT MALE	1
20	HW518	1/2" I.D. X 1/2" W. VINYL COATED LOOM CLAMP	2
21	AF4008	GROMMET, 1-1/16" OD x 1/2" ID x 7/16" THK	1
22	AF2007	INTAKE TUBE	1
23	AF4025	COUPLER, STRAIGHT 3-1/4" I.D. x 2" L	1
24	MC314H	SCREW CLAMP, #52 (2-13/16" - 3-3/4")	2
25	MC005P	PINCH CLAMP, 3/4" HOSE	1
*	615002P	PREFILTER WRAP (NOT SHOWN)	1

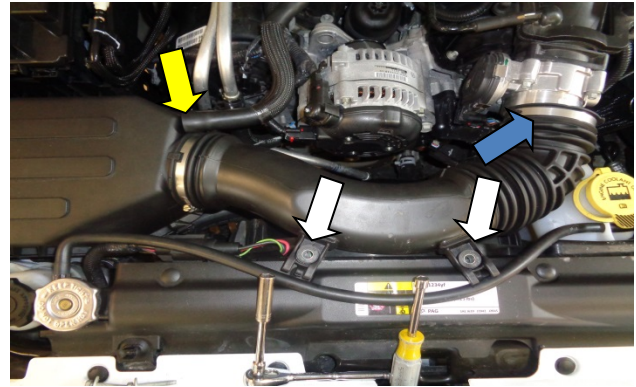
## Removal:




Note: Please refer to vehicle manufacturer's recommendations regarding removal of components.

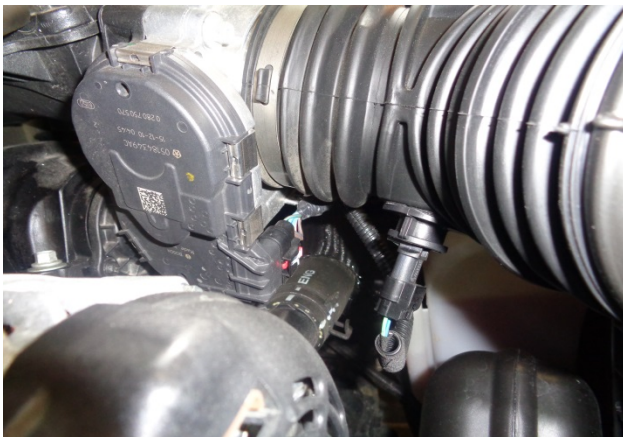
1. Turn off the ignition and disconnect the negative battery cable. NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after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



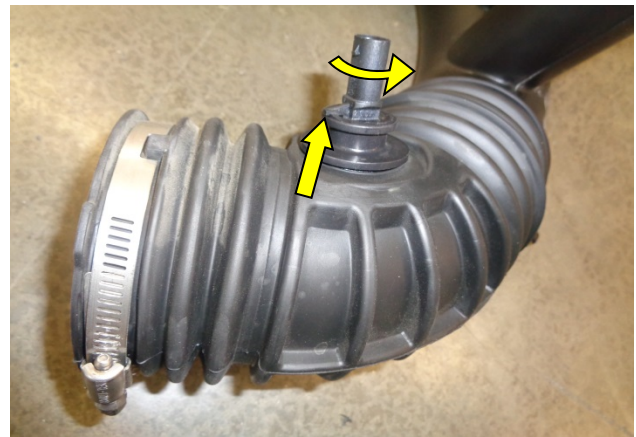
2. Remove the engine cover by grasping the front edge and lifting up, then pull forward. Unclip the coolant overflow hose from the air tube. *We highly recommend that customers retain their factory air intake system.*



4. Loosen the hose clamp  securing the factory intake tube to the throttle body. Remove the two bolts  securing the stock intake tube/resonator to the front cross frame and retain. Disconnect the crank-case breather tube  from the stock air-box.



3. Disconnect the electrical plug from the air temperature sensor located on the underside of the intake tube near the throttle body by depressing the backside of the rocking tab and gently pulling away.

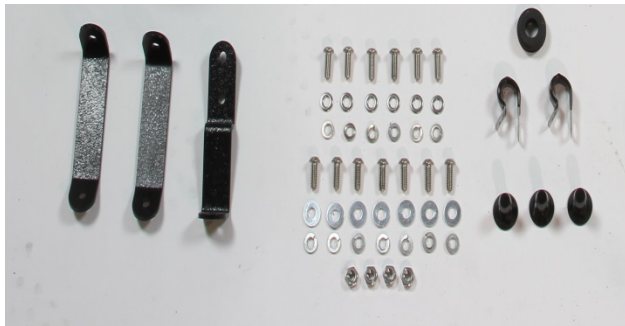


5. Remove the entire stock intake assembly from the vehicle by lifting straight up and out. Turn upside-down on a flat surface and remove the air temp sensor from the intake tube by prying up the locking tab with a flat screwdriver and rotating c-clockwise.

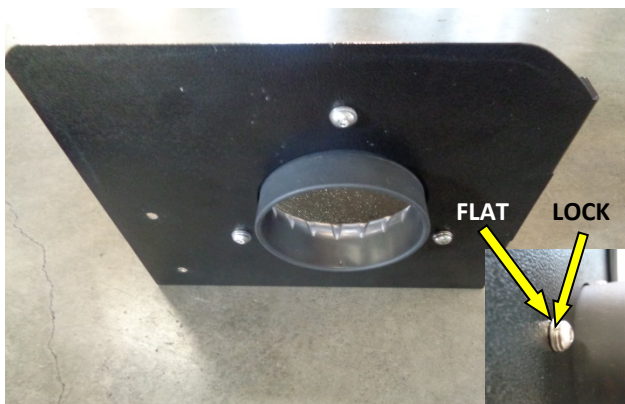


6. Remove the o-ring from the air temperature sensor. Place a sensor-safe grease or lubricant on the o-ring surface to facilitate easier installation into the FM air intake tube grommet. Retain in a safe location.

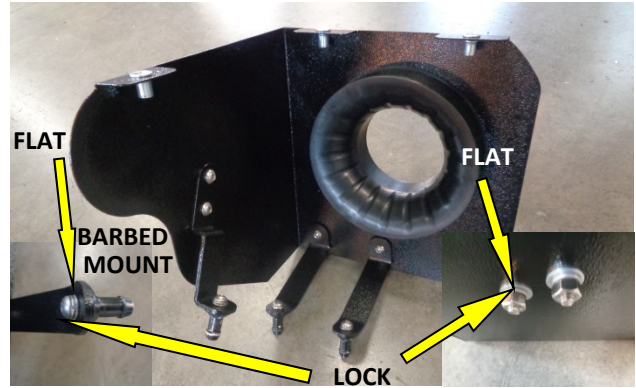
**Assembly:** Assemble the FM Cold Air Intake using the drawing on the front page for reference.



7. Begin assembly process of the FM cold air intake kit by removing all hardware and arranging by type and thread. This will facilitate an easier assembly process and lessen the chance of misplaced parts.



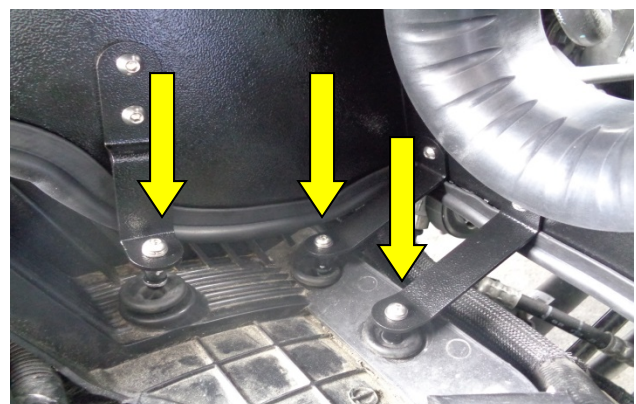
8. Begin by installing the air-filter adapter onto the heat shield as shown. Fasten with three 6mm screws placing the flat and locking washers in the sequence shown. Tighten securely but avoid over-torque.



9. Install the metal brackets included in the kit using the supplied 1/4" screws/washers/nuts as shown. Then, install the barbed mounts onto the metal brackets using the 6mm screws/washers.



10. Install the rubber trim seal along the outer top and side edges as shown. Press fully into the groove starting from one end. Trim final length with metal shears for proper fitment.

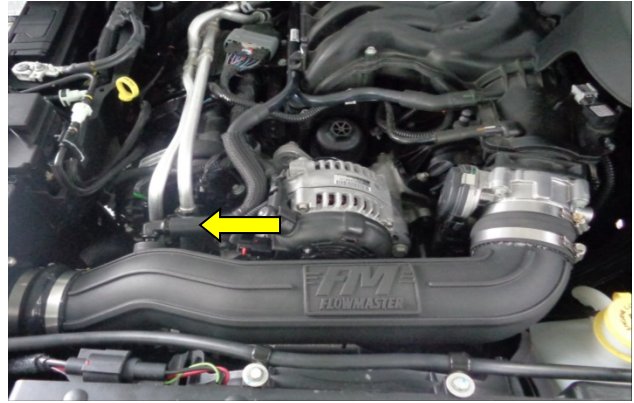



11. Install the heat shield assembly (minus the lid and FM intake tube) into the vehicle as shown above with the barbed mounts firmly pressed down until fully seated into the rubber grommets on the fender.

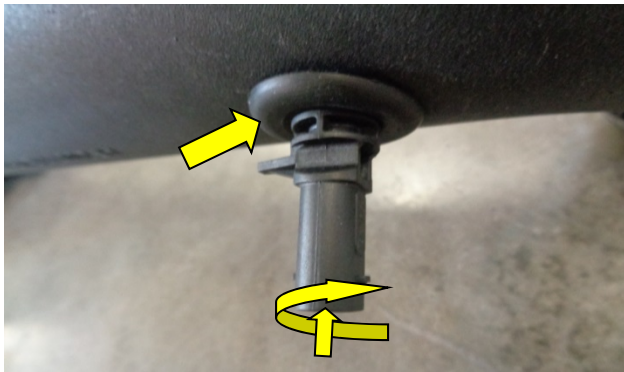



**\*Do not exceed 8 ft/lbs torque; if necessary, apply Teflon thread tape to achieve proper clocking/torque.**

12. Loosely assemble the provided silicone-rubber couplers and corresponding hose clamps and barbed fitting\* onto the FM intake tube as shown above.



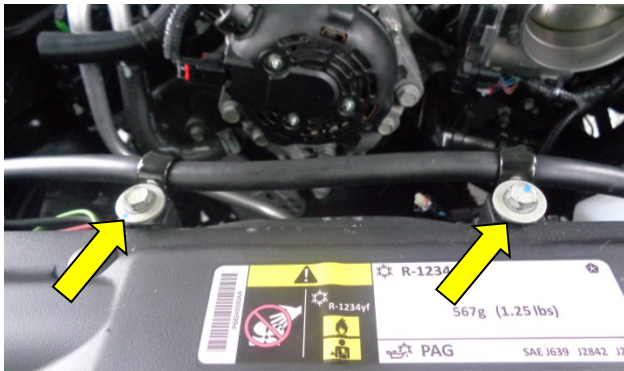
15. Install the FM intake tube assembly onto the air-box and the throttle body\*. Align and tighten all clamps for a satisfactory fit. Slip the crankcase vent hose onto the barbed fitting  on the intake tube.



13. Insert the provided rubber grommet  into the hole in the FM intake tube. Insert the pre-lubed stock air temperature sensor into the grommet by twisting clockwise and pressing inwards until seated as above.



16. \*Due to limited space for access, it may be necessary to attach the air temperature plug during the intake tube attachment process. Make sure that the plug fully engages the retaining tab on the sensor.



14. Use the retained stock front cross-frame air tube/resonator bolts and the provided vinyl coated loom-clamps to secure the coolant overflow tube to the cross-frame. Do not over-tighten.



17. Secure the provided cone filter using the included hose clamp in the desired position. If desired, install pre-filter over the cone element. This will help extend the life of the filter by keeping out the larger particles. Using the last three 1/4" screws/washers, secure the air-box lid, re-install the engine cover and the battery cable. Enjoy!

# CLEANING YOUR FLOWMASTER DRY SYNTHETIC AIR FILTER and PRE-FILTER WRAP

## DRY SYNTHETIC AIR FILTERS

**NEVER WASH YOUR DRY AIR FILTER!** However, if you drive in dusty conditions, periodically blowing the filter off with low-pressure (20-30 PSI) compressed air can extend its service life.

Inspect your filter about every 6,000 miles (or, every other oil change). When you see a buildup of dust between the pleats:



1. **Tap the filter** several times on a hard, flat surface. Tap it firmly enough to dislodge any loose particles from the pleats, but not so hard as to damage it.



2. **Blow off the outside** of the filter. Blow across the filter surface (at about a 45° angle), not through the filter material. Hold the air nozzle about 6 inches away from the filter surface, always keep it moving, and point the air jet in to—not across—the pleats.



3. **Blow through** the filter, from the inside out. Keep the nozzle moving; do not hold it stationary over one place on the filter.

Replace your filter every 15-30,000 miles—more often under dusty conditions, less often under normal highway conditions.

## PRE-FILTER WRAP

If the pre-filter wrap is used, wash it as needed with warm water and dish soap, rinse with clear water, and pat dry with a towel.