



FUEL INJECTION PERFORMANCE KIT

FIPK

GENERATION II™



INSTALLATION INSTRUCTIONS

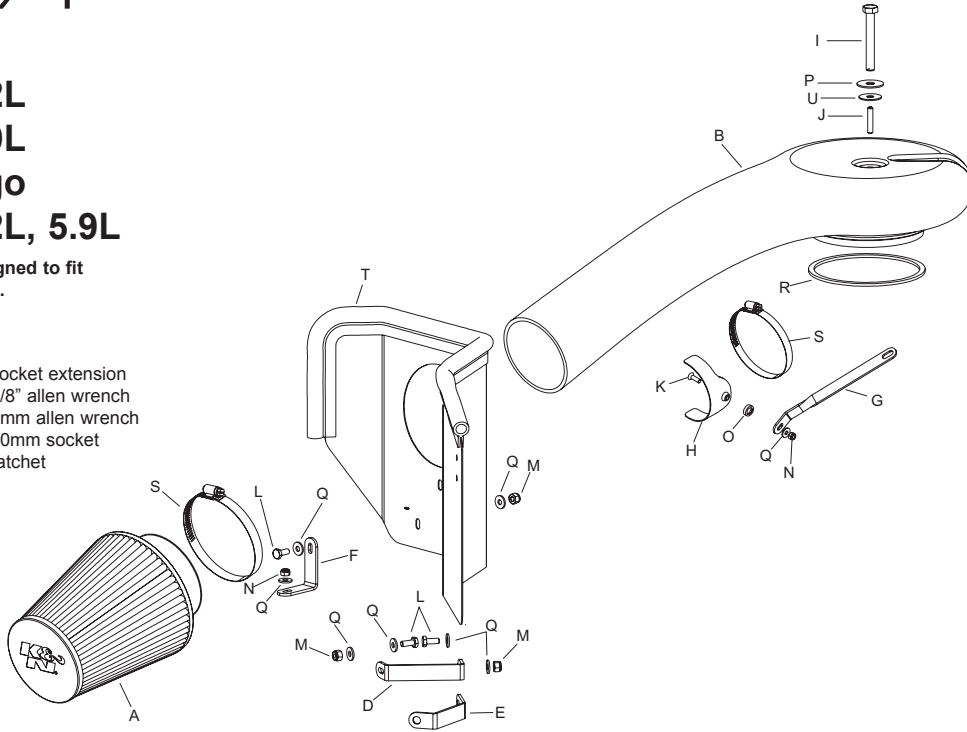
57-1509-1

Dodge Dakota
1997-99 V8-5.2L
1998-99 V8-5.9L
Dodge Durango
1998-99 V8-5.2L, 5.9L

NOTE: This kit was not designed to fit vehicles with with a body lift.

TOOLS NEEDED:

- 7/16" socket
- 7/16" wrench
- 15/16" wrench
- 13mm wrench
- 5/8" wrench
- Flat blade screwdriver
- socket extension
- 1/8" allen wrench
- 4mm allen wrench
- 10mm socket
- ratchet



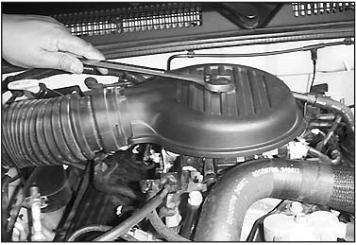
PARTS LIST:

Desc.	Part #	Qty.
A	Filtercharger element RC-4680	1
B	Intake tube 087141	1
C	Heat shield 07405	1
D	Long "C" bracket 070682	1
E	Short "C" bracket 070672	1
F	Long "L" bracket 070662	1
G	Twist bracket 070840	1
H	Saddle 078855	1
I	Nut extension 08241	1
J	Set screw 07800	1
K	Allen bolt 08376	1
L	Hex bolt 08386	3
M	1/4-20 nylock nut 07517	3
N	6mm nylock nut 07553	2
O	Nylon conical washer 08180	1
P	Fender washer 08126	1
Q	Flat washer 08275	8
R	Gasket 09989	1
S	Hose clamp 08648	2
T	Trim seal 102488	1
U	Washer, rubber 21708	1

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 the ignition OFF and disconnect the vehicle's negative battery cable.



2. Loosen and remove the nut at the intake plenum as shown.



3. Using a flat blade screwdriver, detach the (4) airbox clips.



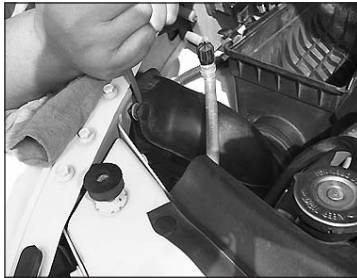
4. Remove the crankcase vent hose from intake plenum.



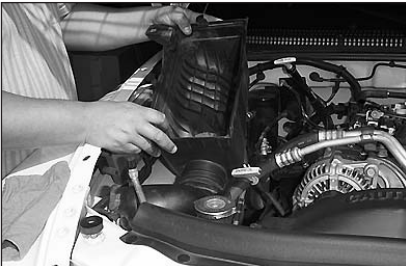
5. Remove the intake plenum and airbox.



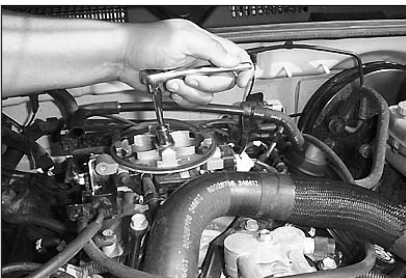
6. Loosen and remove the nut that secures the airbox base.



7. Using a flatblade screwdriver, pry the push clip on the air inlet duct.



8. Pull firmly upward on the airbox base and remove.



9. Loosen and remove the bolt that secures the stud assembly. Remove the stud assembly and OE gasket.



10. Install the trim seal onto the heat shield.

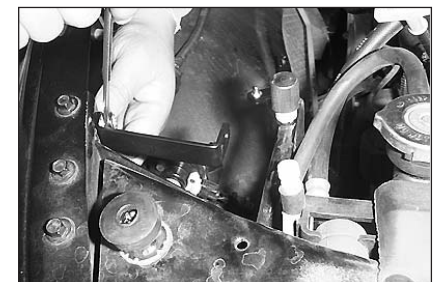


11. Dakota models only, loosen and remove the core support bolt.



12a. Dakota models only, using the bolt removed in the previous step, secure the short "C" bracket (070672) to the core support.

NOTE: Do not tighten completely at this time.



12b. Durango models only, mount the long "C" bracket (070682) to the existing hole with hardware provided.

NOTE: Do not tighten completely at this time.



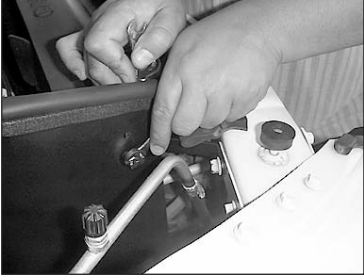
13. Secure the long "L" bracket (070662) to the airbox mounting stud.

NOTE: Do not tighten completely at this time.



14. Mount the heat shield to the long "L" bracket (070662).

NOTE: Do not tighten completely at this time.



15a. Dakota models only, mount the heat shield to the short "C" bracket (070672) using the lower hole on the heat shield.

Note: Do not tighten completely at this time.



15b. Durango models only, mount the heat shield to the long "C" bracket (070682) using the upper hole in the heat shield.

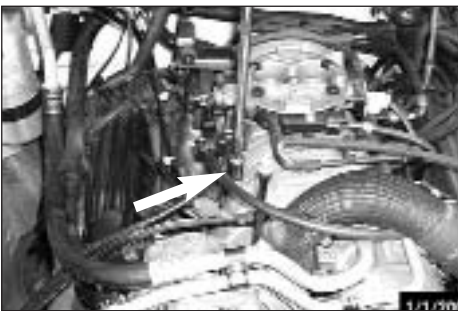
Note: Do not tighten completely at this time.



16. Using one of the provided zip ties, secure the A/C line and heater hose together as shown. (Note: when installing the K&N intake tube, check the two hoses for clearance under the intake tube and adjust for best fit.



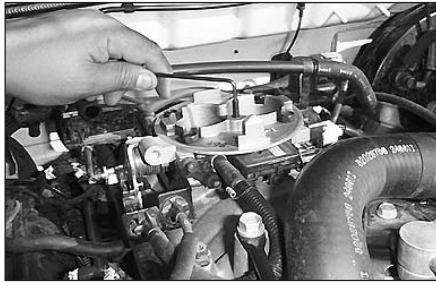
17. Assemble the saddle bracket assembly as shown.



18. Loosen and remove the bolt that retains the fuel rail bracket.

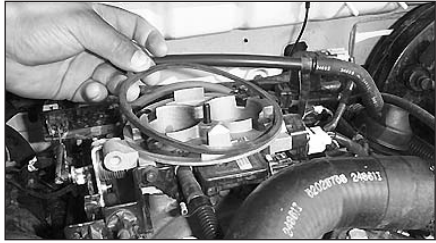


19. Install the saddle bracket assembly using the bolt removed in previous step. **NOTE: Do not tighten completely.**



20. Install the set screw into the threaded hole in the throttle body and tighten.

NOTE: Apply two drops of loc-tite to the throttle body stud. Use only the provided stud; failure to follow the above instructions may damage the intake tube, throttle body and engine.



21. Install the gasket provided onto the throttle body.



22. Slide the K&N intake tube through the hole in the heat shield as shown.



23. Install the K&N intake tube onto the throttle body and secure the plenum with the provided nut extension, and washer.



24. Secure the saddle bracket to the K&N intake tube with the provided hose clamp as shown, then tighten the bolt at the fuel rail (see arrow). Position the heat shield for best fit and clearance.

25. Position everything for best alignment and clearance, then tighten all hardware and connections.



26. Install the K&N filtercharger element onto the intake tube and secure with hose clamp.



27. Reconnect the crankcase vent hose to the vent on the intake tube.

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

29. The C.A.R.B. exemption sticker, (attached), must be visible under the hood, so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

30. It will be necessary for all FIPK's 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 suggests checking the Filtercharger element periodically for excessive dirt build-up. When the element becomes covered in dirt (or once a year), service it according to the instructions on the Recharger service kit, part number 99-5050 or 99-5000.