



INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

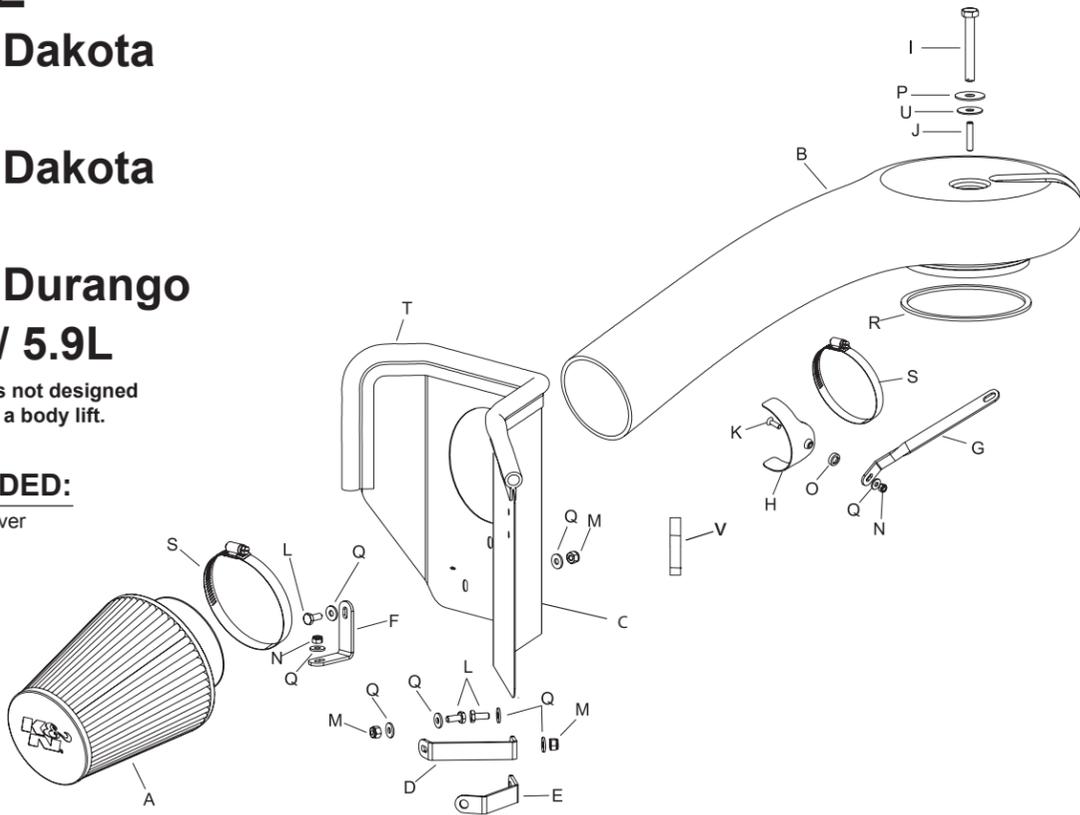
INSTALLATION INSTRUCTIONS

57-1509-1
DODGE
1997-99 Dakota
V8-5.2L
1998-99 Dakota
V8-5.9L
1998-99 Durango
V8-5.2L / 5.9L

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

TOOLS NEEDED:

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



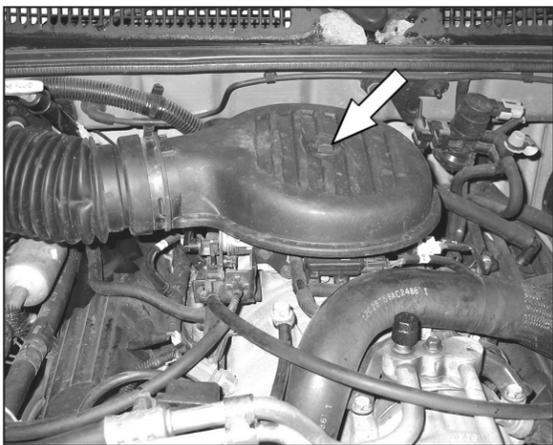
PARTS LIST:

Description	Qty.	Part #
A	1	RC-4680
B	1	087141
C	1	07405
D	1	070682
E	1	070672
F	1	070662
G	1	070840
H	1	078855
I	1	08241
J	1	07800
K	1	08376
L	3	08386
M	3	07517
N	2	07553
O	1	08180
P	1	08126
Q	8	08275
R	1	09989
S	2	08648
T	1	102488
U	1	21708
V	1	482

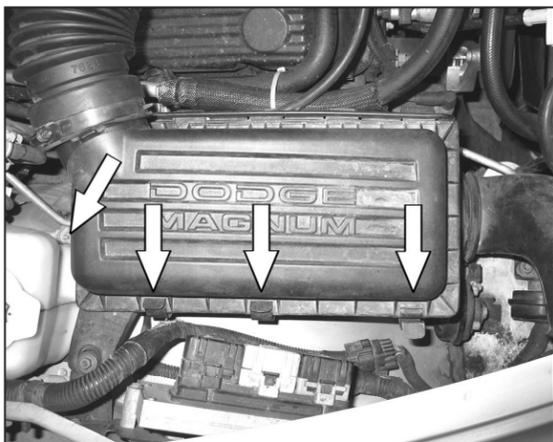
NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

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 and remove the nut at the intake plenum as shown.



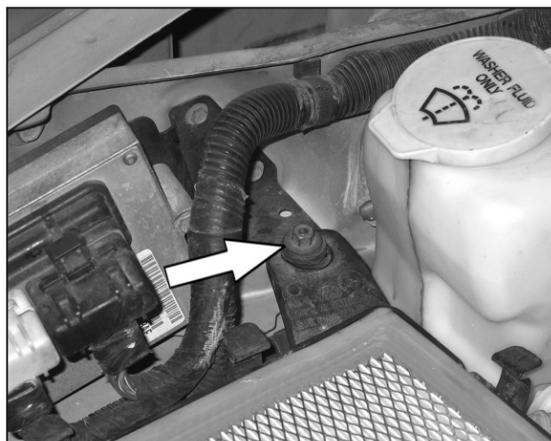
3. Using a flat blade screwdriver, detach the (4) airbox clips.



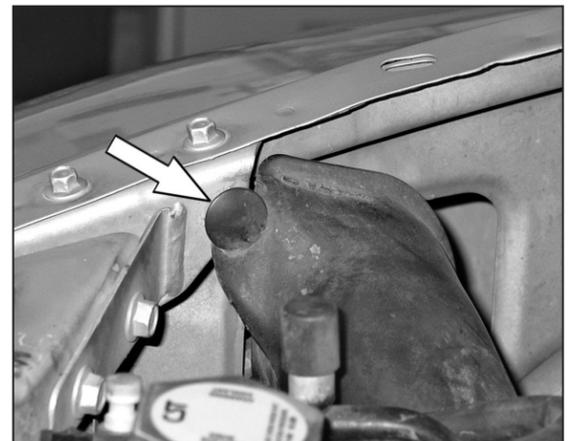
4. Remove the crankcase vent hose from intake plenum.



5. Remove the intake plenum and airbox.



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

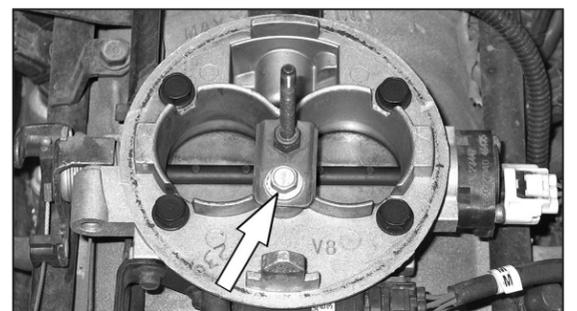


7. Using a flatblade screwdriver, pry the push clip on the air inlet duct.

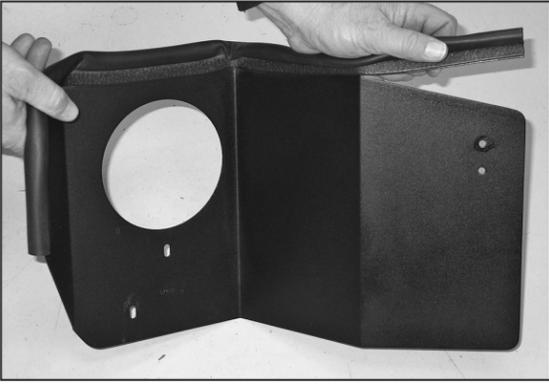


8. Pull firmly upward on the airbox base and remove.

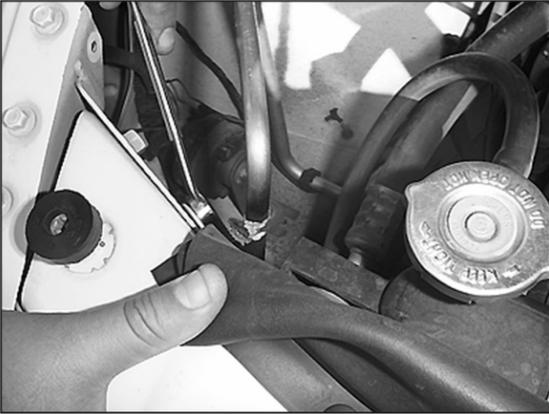
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



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



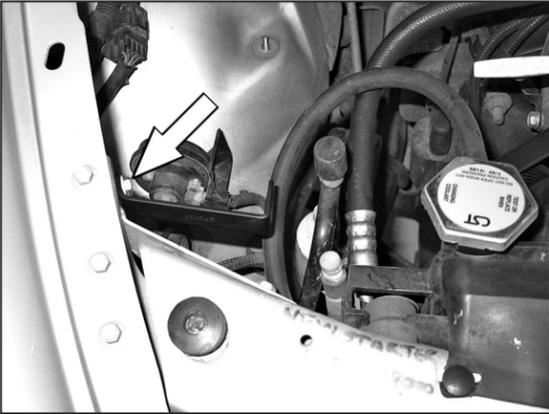
10. Install the trim seal onto the heat shield.



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



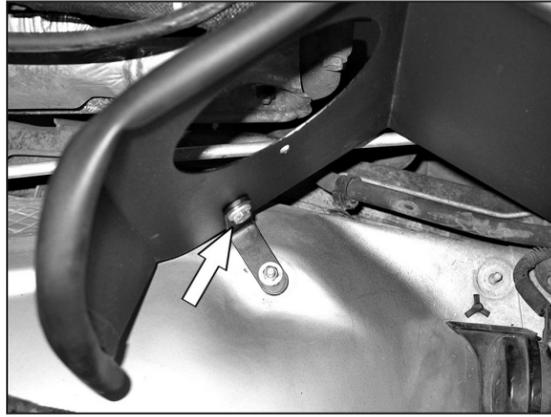
12a. Dakota models only, using the bolt removed in the previous step, secure the short "C" bracket (070672) to the core support.
NOTE: Do not tighten completely at this time.



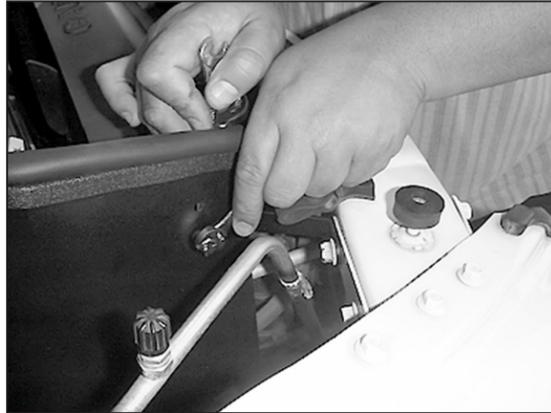
12b. Durango models only, mount the long "C" bracket (070682) to the existing hole with hardware provided.
NOTE: Do not tighten completely at this time.



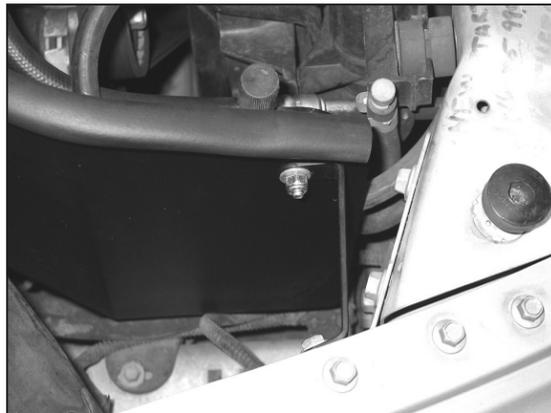
13. Secure the long "L" bracket (070662) to the airbox mounting stud.
NOTE: Do not tighten completely at this time.



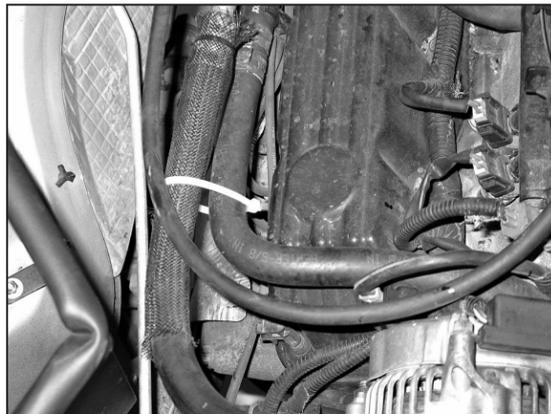
14. Mount the heat shield to the long "L" bracket (070662).
NOTE: Do not tighten completely at this time.



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.



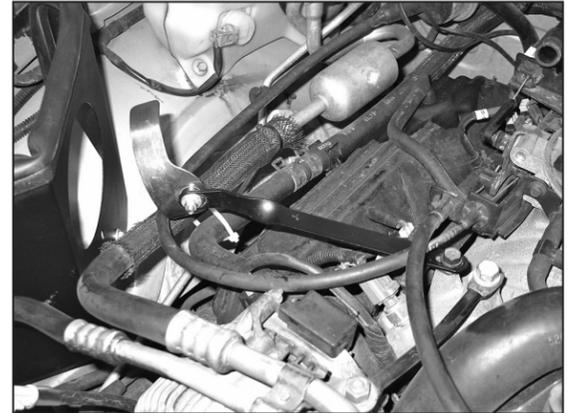
16. Using one of the provided zip ties, secure the A/C line and heater hose together as shown.
Note: when installing the K&N® intake tube, check the two hoses for clearance under the intake tube and adjust for best fit.



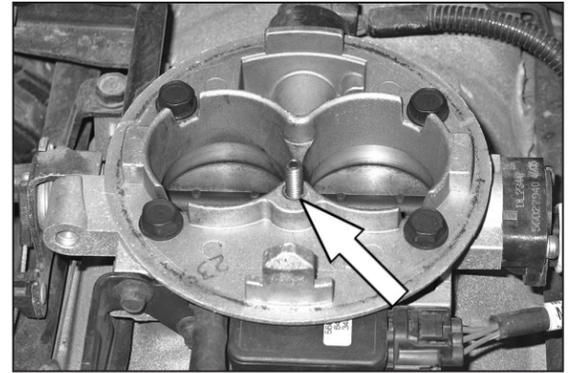
17. Assemble the saddle bracket assembly as shown.



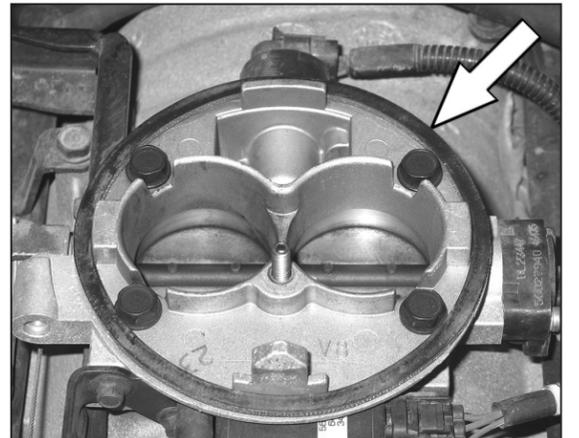
18. Loosen and remove the bolt that retains the fuel rail bracket.



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



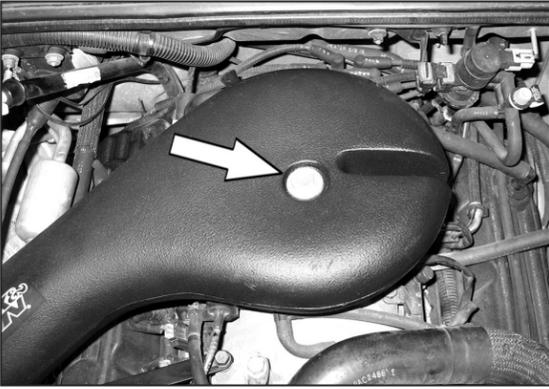
20. Install the set screw into the threaded hole in the throttle body and tighten.
NOTE: Apply two drops of thread locker to the throttle body stud. Use only the provided stud; failure to follow the above instructions may damage the intake tube, throttle body and engine.



21. Install the gasket provided onto the throttle body.



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



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



24. Secure the saddle bracket to the 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® air filter 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 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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