

Dakota & Durango 4.7L V8 Air Intake Install Guide

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Thanks very much for purchasing this Steiger Performance Air Intake for your 4.7L! If you encounter any problems or have any questions or comments, please feel free to contact me via e-mail at jon@steigerperformance.com or snail mail at Steiger Performance, 836 King Road, Forestville, NY 14062.

Note: A full color version of this document is available at <http://www.steigerperformance.com>

LIMIT OF LIABILITY: User shall determine the suitability of the product for his or her intended use and shall assume all risk and liability in connection therewith. Use of the product implies consent to these conditions.

Tools required: 5/8" hex socket or flat head screwdriver, 10mm hex socket or wrench



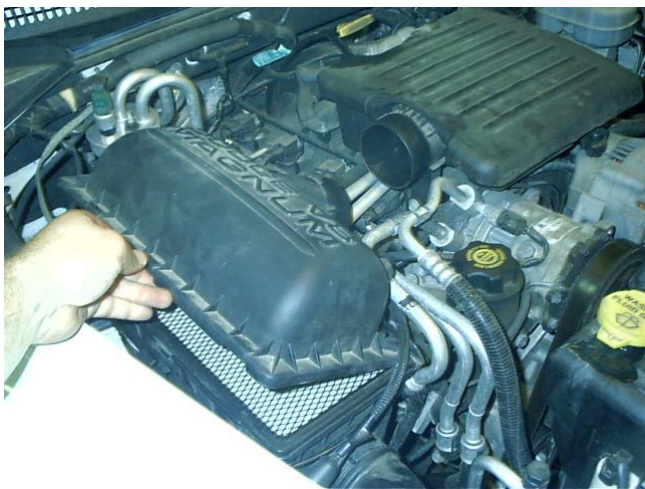
This is what we're starting with – a stock 4.7L intake. Although you won't be touching any electrical connections, its not a bad idea to disconnect the negative battery cable whenever you're working under the hood. You need to reset your computer anyway so that it can re-learn with the new intake in place; if you disconnect it now, enough time will have passed for the computer to be reset by the time you've finished the install.



The first step is to loosen the clamps holding the filter box to the plenum. You can either use a screwdriver or a 5/16" hex socket for this. (The socket is easier.)



After removing the flex coupling, remove the rubber PCV (Positive Crankcase Ventilation) hose as shown.



There are three clips holding the air box cover in place (two along the side and one on the back). Release these clips, and then lift up on the airbox cover as shown in the picture.

The other side of the airbox is held in place by some tabs and slots. Slide the airbox cover to the side to disengage the tabs then remove it from the engine.



Pull the air filter out of the air box and then remove the 10mm nut at the rear corner of the box.



If you have cruise control, sliding the cable out of this clip will give you some additional breathing room.



Next, grab the entire airbox unit and firmly pull up. It looks like there are two nuts at the bottom of the airbox, but they're really just push-on fasteners, and will release the airbox when you pull.



Removing the airbox from the engine will probably take some wiggling and maneuvering, but you should be able to remove it like so...

There is a spacer which sits under the airbox on the stud where you removed the 10mm nut. If it didn't stay stuck in the rubber grommet in the airbox when you removed it, you will want to remove it from the stud, just so it doesn't rattle around and so you don't lose it. (Or, leave it there and re-install the 10mm nut.)



If you have a manual transmission, your intake kit included a piece of split rubber tubing. If your truck is equipped with air conditioning, slip it onto the A/C line as shown. This will prevent the filter from chafing the line in the event that they come into contact.



Next, place the silicone connector on the end of the tube which does not have the plastic PCV elbow in it. Set the clamps in place also, but don't tighten them down just yet.



Note: Earlier versions of this kit have a two piece silicone connector which consists of a 3" ID x 1.5" section which fits inside of a 3.25" ID x 3" piece. This is used because the earlier tubes have a constant outside diameter of 3", and this size must be adapted to fit onto the 3.25" plenum.

Later tubes have the plenum side expanded to 3.25", so only one 3.25" ID x 3" connector is needed.

The earlier "two piece" adapter is shown assembled in the picture to the left.



Set the filter in place on the fender well. The filter pictured is the one that comes with the manual transmission intake. The filter for automatic equipped vehicles is slightly smaller.

Note: you can actually put the filter on the tube first and just drop the whole assembly into place at once, but by not attaching the filter yet, you will have some flexibility to make some fine adjustments before tightening everything down.



Slide the tube into place on the plenum and the filter into place on the end of the tube.

After being sure that there is enough contact area between the tube and the silicone connector, tighten the band clamp on the tube side.



Rotate the tube into the orientation you would like, and then tighten down the band clamp on the plenum side. Be careful here; the band clamp is a high torque style, so you run the risk of cracking the plenum. Just tighten it enough so that it is secure. If you can tug on the intake and it doesn't slip, it probably won't come off on its own either.

If you locate the band clamps such that the hex nuts are on the back side as pictured at left, just be sure that there is enough clearance between them and the aluminum lines below the connector.



Now you can tighten down the clamp on the filter itself. You can move the filter side to side slightly to give yourself more clearance between the filter and the A/C line, if required. It may be necessary to adjust the filter and loosen the plenum side clamp so that you can rotate the tube up and down slightly to get the filter to sit where you want it. If you would like to rest the tip of the filter on the fender to help support it, be sure to apply the self adhesive rubber strip included in the kit to the fender first to protect the paint (trim it to the size you need, if necessary). Reconnect your battery, start it up, and enjoy! ☺