



FUEL INJECTION PERFORMANCE KIT

FIPK

GENERATION II™

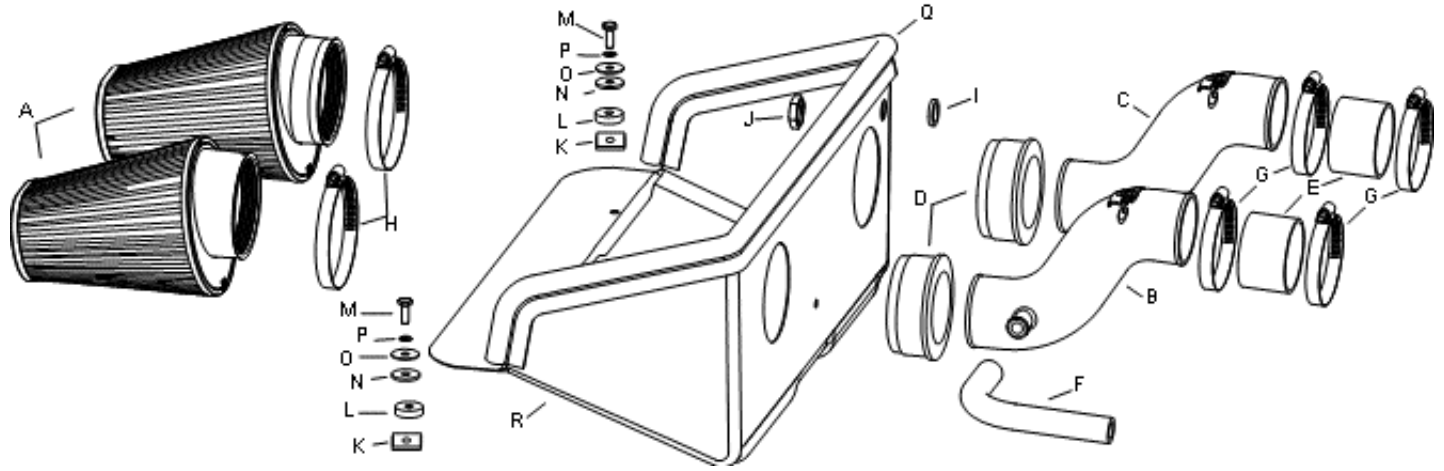
INSTALLATION INSTRUCTIONS

57-1508 DODGE 1995-98* VIPER V10-8.0L

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

TOOLS NEEDED:

7/16" Wrench
7/8" Wrench
Flat Blade Screwdriver
Pair of pliers
Hacksaw
Diegrinder w/cut off wheel
Drill
1/4" Drill bit
Razor Blade



PARTS LIST:

Desc.	Part #	Qty.	Desc.	Part #	Qty.	Desc.	Part #	Qty.
A Air filter	RF-1033	2	F Vent hose	08725	1	K Clip Nut	07564	2
B Intake tube (V)	08732	1	G Hose clamp #40	08554	4	L Teflon washer	08281	2
C Intake tube (U)	08731	1	H Hose clamp #56	08620	2	M Hex bolt	08386	2
D Adapter	21522-1	2	I Air temp. sensor gasket	09767	1	N Rubber washer	21685	2
E Silicone hose	08727	2	J NPT nut	07521	1	O Fender washer	08160	2
						P Wave washer	08174	2
						Q Trim seal 44"L	102486	1
						R Heat shield	07407	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 the three airbox retaining screws, two in front and one in rear.



3. Detach the speed control hose from the airbox.



4. Detach the crankcase vent hose from the airbox.



5. Disconnect the air temperature sensor electrical connection.



6. Disconnect the intake hoses from the throttle body.



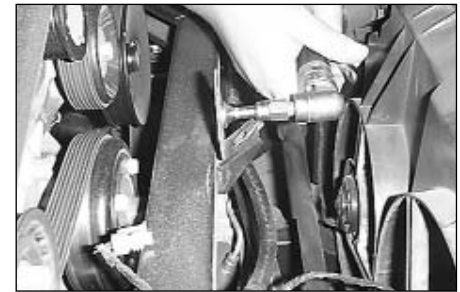
7. Remove the airbox assembly.



8. Loosen and remove the air temperature sensor from the airbox.
NOTE: K&N recommends that customers do not discard factory air intake.



9a. On models equipped with an aluminum crossmember, drill out the rivet that retains the rear airbox mounting bracket. Remove the bracket as it will not be used.



9b. On models equipped with a steel crossmember, move the wire harness away and cut off the rear airbox mounting bracket.
NOTE: If diegrinder is not available, use a hacksaw.



10. Apply the air temperature sensor gasket to the heat shield.



11. Install the air temperature sensor into the small hole in the heat shield and secure with the NPT nut provided.



12. Install the trim seal onto the heat shield.



13. Using a flat blade screwdriver, remove the two airbox mounting studs from the radiator core support.



14. Install the two clip nuts provided onto the radiator core support as shown.



15. Place the teflon washers onto the clip nuts as shown.

NOTE: It may be helpful to use some scotch tape or sealing grease to help hold the washers in place during the installation of the heat shield.



16. Install the heat shield and secure it using the provided hardware.



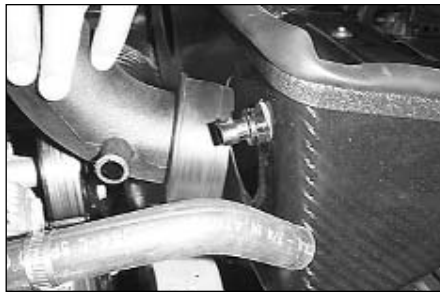
17. Install the adapters onto the K&N intake tubes.



18. Install the silicone hoses onto the K&N intake tubes.



19. Slide the silicone hose down flush with the end of the intake tube.



20. Slide the adapter tube assembly into the hole in the heat shield.



21. Slide the silicone hose onto the throttle body flange.



22. Secure the intake tube to the throttle body with the hose clamps.

23. Repeat the previous four steps to install the second intake tube.



24. Remove the plastic crankcase vent tube assembly.

NOTE: Detach the vent hose from the vent tube as it will not be used.



25. Cut the vent tube down to the second bead.



26. Reinstall the vent tube.



27. Using the vent hose provided, connect the vent tube to the vent on the intake tube.

NOTE: It will be necessary to cut the hose for best fit.



28. Connect the speed control hose to the vent on the intake tube and secure with existing hose clamp.



29. Reconnect the air temperature electrical connection.



30. Install the K&N air filter elements onto the intake tubes and secure with hose clamps.

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

32. 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.

33. 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 Air filter 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.