

INSTALL/REMOVAL INSTRUCTIONS: INTAKE MANIFOLD

ATTENTION: Refer to the appropriate shop manual for your vehicle to obtain specific service procedures for this part. If you do not have a service manual or lack the skill to install this part, it is recommended that you seek the services of a qualified technician. Pay special attention to all cautions and warnings included in the shop manual. Read and follow all instructions carefully.

REMOVAL/INSTALL OF 5.7L HEMI AIR INTAKE MANIFOLD (615-524) Chrysler 2006–05, Dodge 2006–05, Jeep 2008–06

General Tech Tips:

- **Spare O-rings:** New o-rings have been provided for your OEM fuel injectors (brown) and OEM MAP sensor (blue). Replace o-rings carefully after parts are removed from the engine and prior to assembly of the new manifold – take care not to cut sealing surfaces of the MAP sensor and fuel injectors when removing old o-rings.
- **Fuel Rail Installation:** Make sure injectors are fully seated into the injector pockets by pushing down, directly above each injector before securing the fuel rail. If your vehicle has an engine cover, secure the fuel rail to manifold with the original fasteners that retain the engine cover. Utilize a tightening torque of approximately 5-7 Nm or until the fuel rail is securely fastened to the intake manifold. **DO NOT OVER TIGHTEN!**
- **Oil-fill Adapter:** May be attached prior to manifold assembly on the engine. With the provided o-ring, the oil-fill adapter is attached with 3 thread-forming screws (Two T30 Screws – thread from top down – 7-8 Nm torque and One 10 mm hex w/washer screw – 5-7 Nm – which threads from the bottom). **NOTE:** Use extra care to avoid rolling the o-ring during assembly, which will lead to an oil leak. The OEM oil-fill cap will be reused.
- **PCV Adapter:** Must be assembled **AFTER** the manifold is bolted to the cylinder head. Otherwise, the user will be unable to reach a mounting fastener below this location. The PCV adapter attaches via the same means as the Oil-fill adapter with the exception that it does not use the extra hex screw. This action takes some care to avoid rolling the o-ring. Before securing the 2 mounting features to the intake manifold, use a flashlight to make sure that the o-ring is not improperly installed.

**PLEASE WEAR
SAFETY GLASSES!**

Disclaimer:

Even though every attempt is made to ensure this information is complete and accurate, it is impossible to account for all possible circumstances or situations. Please consult with a qualified auto technician before attempting to perform any work you are not qualified to do. Automobiles can be hazardous to work on; be sure to take all necessary safety precautions. Failure to do so may result in property damage or personal injury. Certain motor vehicle standards and performance requirements may apply to your motor vehicle (such as Federal Motor Vehicle Safety Standards by the National Highway Traffic Safety Administration). Be sure that your work is performed in accordance with such standards and that you do not disable any motor vehicle safety feature.

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Instructions

STEP 1: Carefully remove intake manifold, fuel rail, throttle body, air induction system and MAP sensor per the service procedure outlined in shop manual. See note above on spare o-rings provided in kit and colors noted in the illustration. **NOTE:** Also remove large foam block sitting below manifold in valley. This must be removed as your new intake manifold sits slightly deeper in the engine valley.

STEP 2: Clean mounting surface to help ensure proper sealing when installing your new manifold.

STEP 3: Attach oil-fill adapter to manifold per above instructions and see illustration.

STEP 4: Bolt intake manifold to cylinder head (10 places) in two stages using 2 Nm initial and 12 Nm final tightening torque.

STEP 5: Attach PCV adapter to manifold per above instructions –see illustration - and transfer OEM PCV valve to adapter. Reconnect OEM PCV hose to oil fill adapter. For non-Jeep applications, user is provided with a new S-Shaped PCV hose.

STEP 6: Install fuel rail to manifold with the original engine cover mounting fasteners per above instructions. If the vehicle does not have this engine cover, four spare 10 mm hex bolts have been provided to secure the fuel rail to the manifold. Use the same assembly torque as defined above (5-7 Nm).

STEP 7: Install the EGR tube with the provided EGR seal. In the event that the EGR tube is bent/misaligned to manifold port, a flat 24 mm washer has been provided to center tube and ensure a proper seal (secure with 10 mm hex fastener). If the vehicle does not have EGR, use the provided block-off plug, orange o-ring, and 10 mm hex fastener. Tighten to 5-7 Nm – do not over tighten.

STEP 8: Reinstall MAP sensor with a 90 degree twist-lock motion similar to the OEM product.

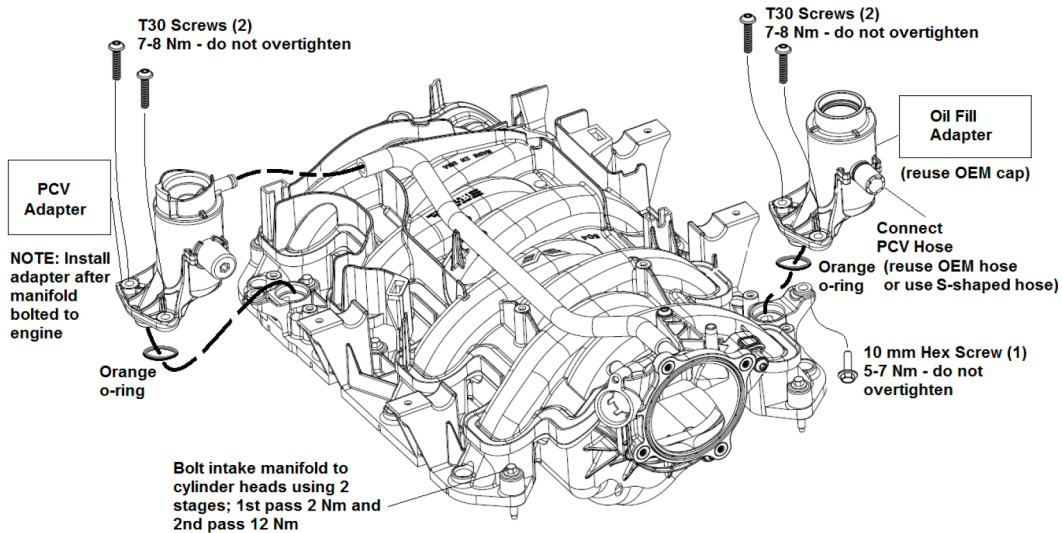
STEP 9: Reinstall the throttle body using the four provided throttle body bolts and washers, and tighten to 10 Nm (do not reuse the OEM fasteners, as these are too long). Reinstall the air induction system and the original engine cover to the four OEM mounting studs which retain the fuel rail in Step 6.

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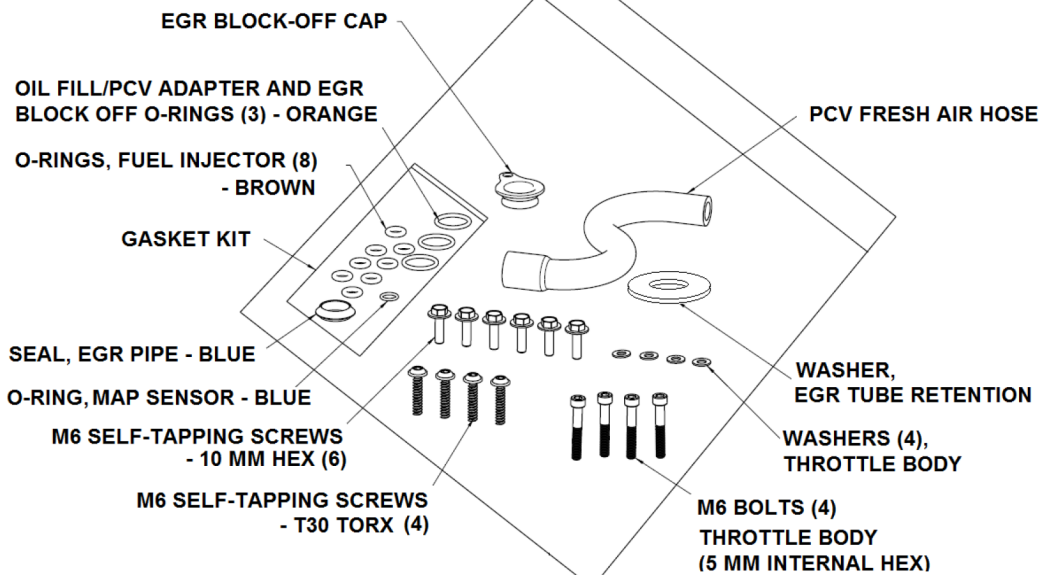
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COMPONENT KIT



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