



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

# INSTALLATION INSTRUCTIONS

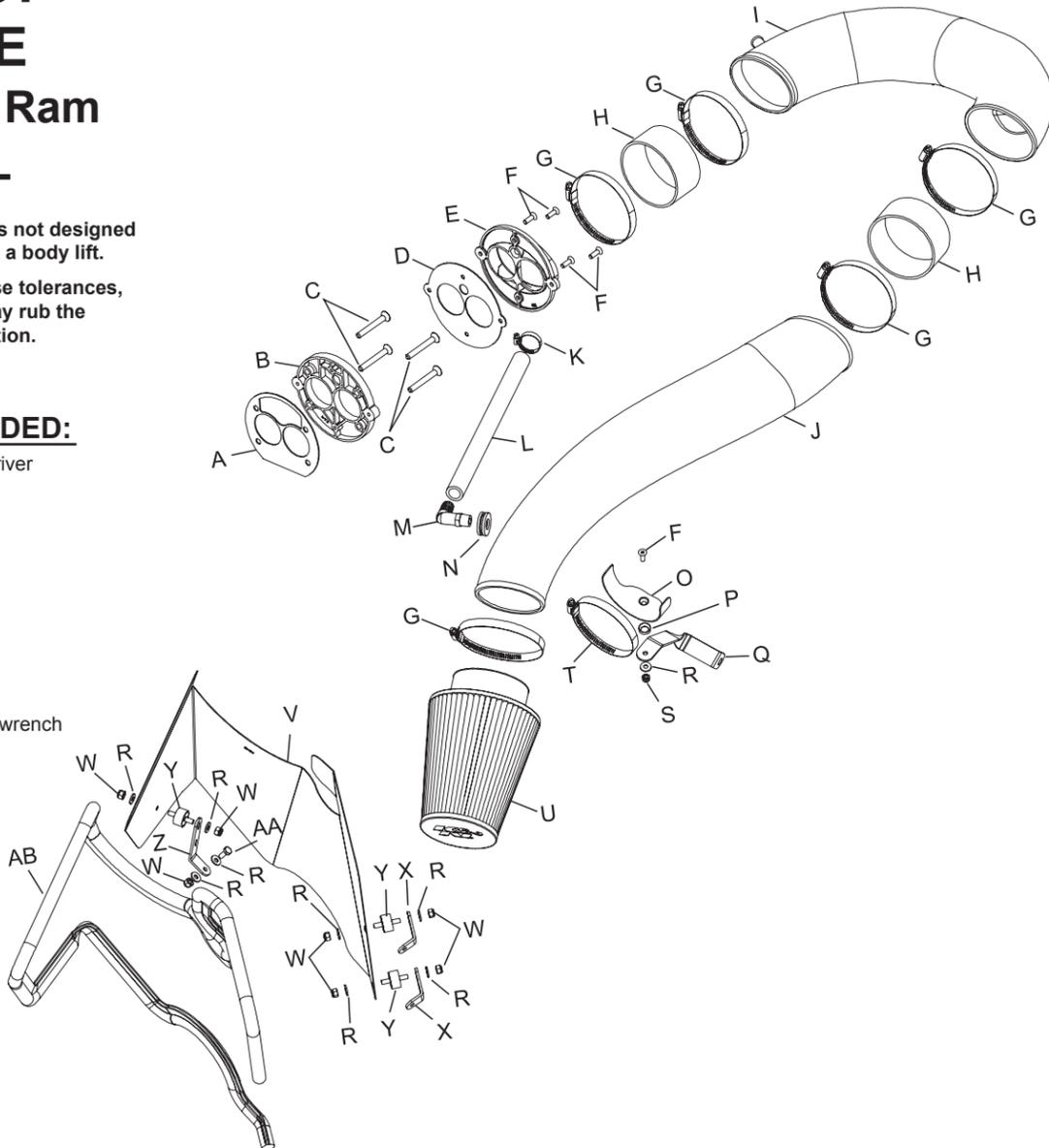
**57-1507**  
**DODGE**  
**1994-02 Ram**  
**V10-8.0L**

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

**NOTE:** Due to close tolerances, the intake tube may rub the underhood insulation.

**TOOLS NEEDED:**

- Flat blade screw driver
- 10mm wrench
- 11mm wrench
- 13mm wrench
- 7/16 wrench
- 14mm wrench
- 11mm socket
- 12mm socket
- 9/16 sockets
- 3/16 allen socket
- 4mm allen socket
- Inch pound torque wrench
- 1/8" punch
- Pliers
- Ratchet
- Extension
- Drill
- 1/4 Drill bit
- 1-1/4 hole saw
- Hack saw



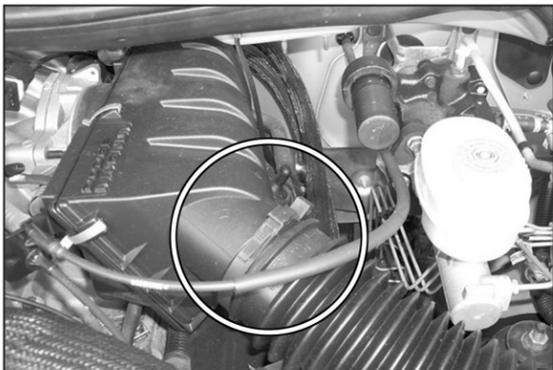
**PARTS LIST:**

Description	Qty.	Part #
A Gasket	1	09064
B Adap. Bottom Plate #370	1	21501
C Bolt; 5/16-18X2-1/2L, F/H/A	4	22203
D Gasket	1	09065
E Adap. Top Plate #260	1	21502
F 6MM X 1.00 X 20MM F/H/A SS	5	08376
G Hose Clamp #64	5	08648
H Silicone Hose 4" x 2"L	2	08625
I Tube (BY)	1	087049
J Tube (BZ)	1	087048
K Hose Clamp #16	1	08413
L Silicone Hose 1"x15"L Reinforced	1	08537
M Vent, 90 Degree, 1", Nylon	1	08986
N Grommet; 1-3/4"OD, 1"ID, 1/2"Thk.	1	082000
O Saddle Bracket	1	078855
P Washer; Conical,Nylon,Black	1	08180
Q Bracket, Lg. Twist	1	07152
R Washer 1/4ID x 5/8 OD SAE	9	08275
S Nut 6MM Nylock Hex Head	1	07553
T Hose Clamp #60	1	08624
U Air Filter	1	RF-1027
V Heat Shield	1	07479
W Nut 1/4"-20 Nylock Hex Head	7	07517
X Bracket sm "L"	2	070942
Y Rubber MTD Stud	3	08005
Z Bracket; sm "L"	1	07153
AA Bolt 1/4-20 x 5/8 Hex Head	1	08315
AB Trim Seal 83"L	1	102503

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

**TO START:**

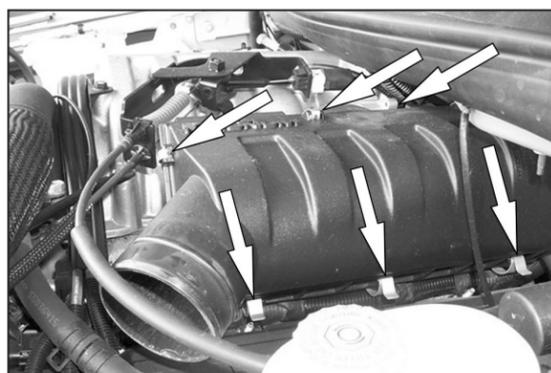
1. Turn off the ignition and disconnect the negative battery cable.  
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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.**



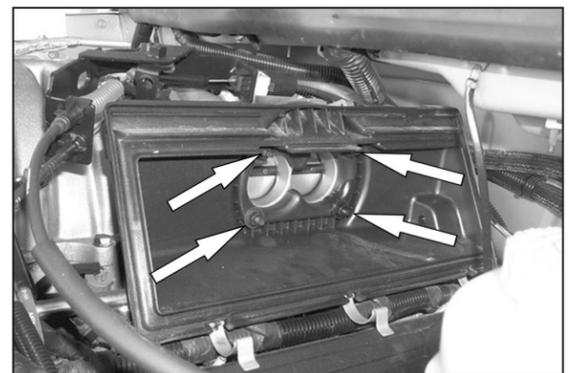
2. Remove plastic hose clamp at the air box as shown



3. Unbolt the 10mm bolt at the bottom of fresh air intake tube then remove complete intake tube from vehicle.



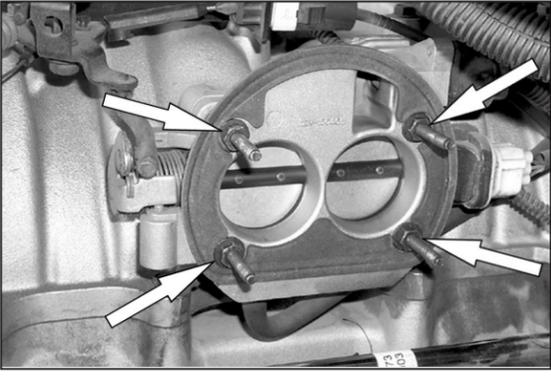
4. Release the 6 clips on air cleaner lid, then remove the air cleaner lid as shown.



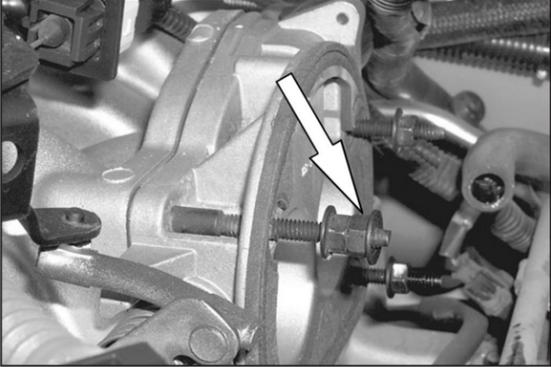
5. Loosen and remove the 4mm nuts that retain the air box base to the throttle body.



6. Disconnect crank case vent from air box base as shown. Then remove air box from vehicle.  
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**

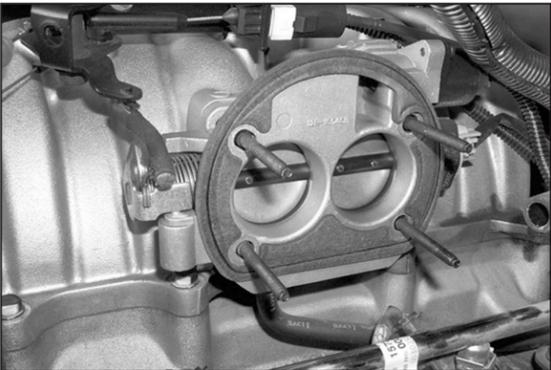


7. Loosen and remove the 4 11mm nuts that retain the throttle body to intake manifold.



8. Using the stock nuts, create a jam nut on the stock stud and loosen the 4 studs.

**NOTE: Do not remove studs at this time.**



9. Remove throttle body gasket from throttle body.



10. Install the provided gasket onto the throttle body as shown.

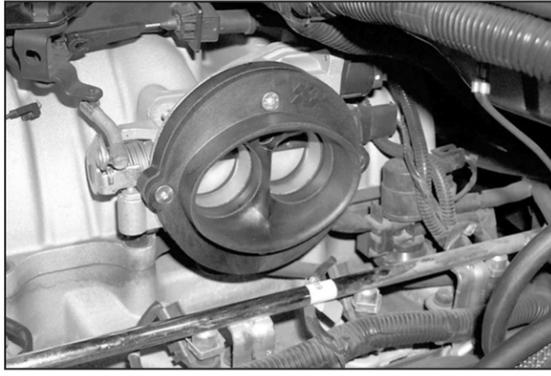


11. Install adapter base plate as shown.

**NOTE: The location of the idle air hole, if installed upside down vehicle will not run.**



12. One at a time, remove factory studs and install counter sunk allen bolt as shown. Then torque to 30 inch pounds.



13. Install the provided gasket and throttle body top plate with the provided hardware. Then torque to 30 inch pounds.

**NOTE: The location of the idle air hole on the gasket needs to be lined up with base plate adapter.**



14. Install the provided silicone hose onto the throttle body adapter with the provided hose clamp.



15. On vehicles that come equipped with an air injection pump, release spring clamp that secures the air pump intake hose.

**NOTE: Vehicles that do not come with an air injection pump, proceed to step 16.**



15a. Remove the intake hose from air pump as shown.



15b. Remove the 3 inner fender mounting retainers by pushing the center release pin in with an 1/8" punch.

**NOTE: The plastic retainers will not be re-used**

15c. Pull the plastic inner fender from behind the bumper back to gain access to the 3 air pump muffler retaining nuts.



15d. Remove the three 7/16" nuts that retain the air pump muffler. Then pull up to remove the mounting studs from inner fender apron.

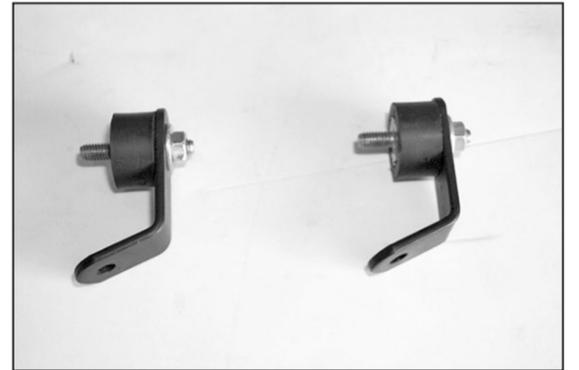


15e. Remove muffler and intake hose assembly from vehicle.

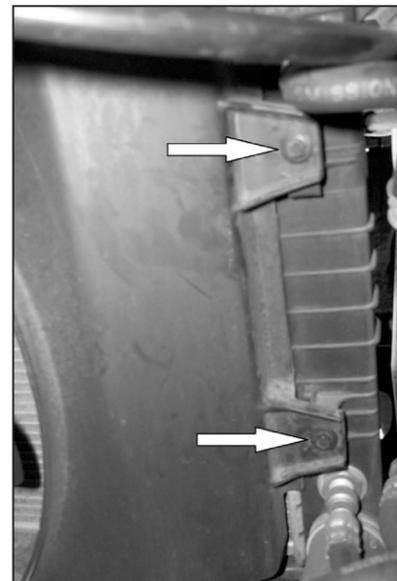
15f. Re-install the plastic inner fender with the provided 1/4" nuts and bolts.



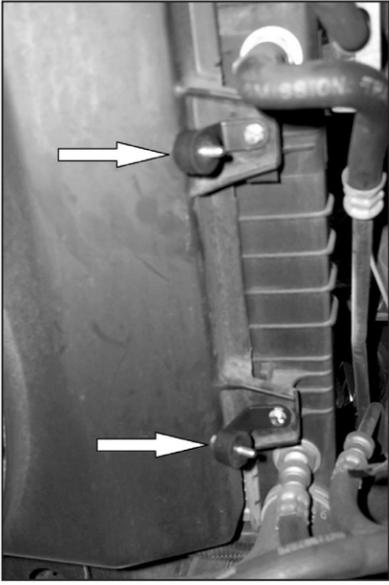
16. Install the new bracket onto the saddle bracket as shown.



17. Assemble the two rubber mounted studs onto the two "L" brackets as shown.



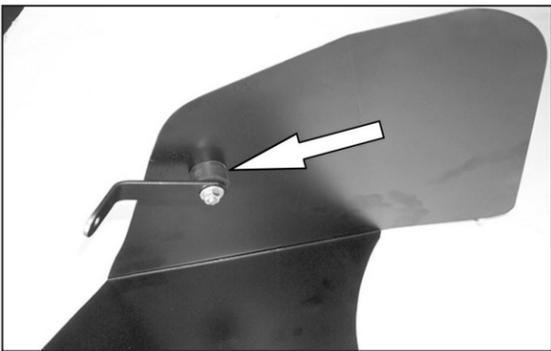
18. Remove the two bolts that retain the fan shroud to the radiator as shown.



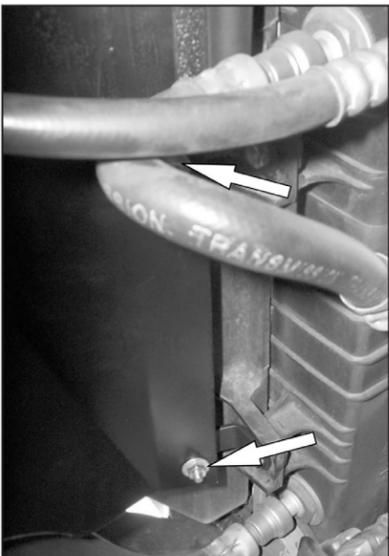
19. Install the two brackets onto the fan shroud with the bolts that were removed in the previous step.



20. Install the rubber-mounted stud onto "L" bracket as shown.



21. Install the new "L" bracket onto heat shield as shown.



22. Install the heat shield assembly onto the vehicle and secure it to the rubber mounted studs using the provided hardware as shown.



23. Line up the bracket with the inner fender, then mark the hole on the inner fender with a marker or paint pen as shown.  
**NOTE: Maintain a minimum of a 1/2" clearance between the heat shield and over flow bottle.**



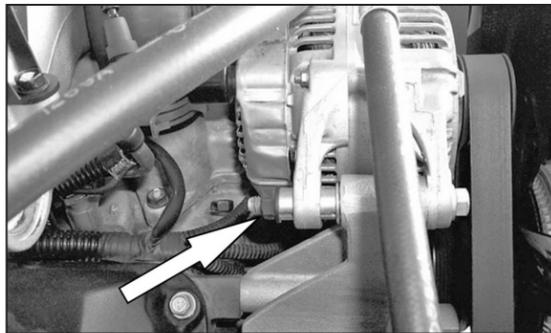
24. Remove heat shield assembly, then drill a 1/4" hole on the spot previously marked.



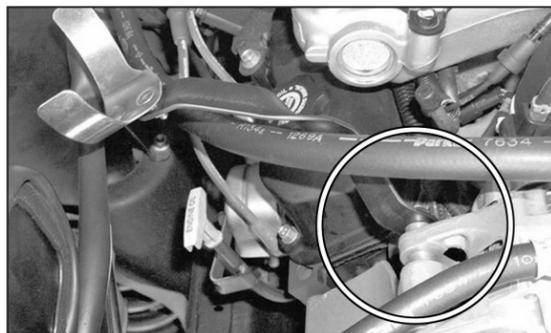
25. Install edge trim onto heat shield as shown. Trim if needed.



26. Install heat shield onto vehicle then mount using hardware provided.



27. Remove nut that retains alternator onto factory bracket.



28. Install the new bracket behind alternator and secure with the nut that was removed in previous step.



29. Install the provided silicone hose approximately half the length of the silicone hose onto the new K&N® intake tube as shown.



30. Install the new K&N® intake tube onto throttle body as shown.

**NOTE: Do not tighten hose clamps completely at this time.**



31. Install the second intake tube into silicone hose and then secure the intake tube to saddle bracket.  
**NOTE: Do not tighten completely.**



32. On vehicles that come equipped with an air injection pump, install the 90 degree fitting into the vent line as shown.

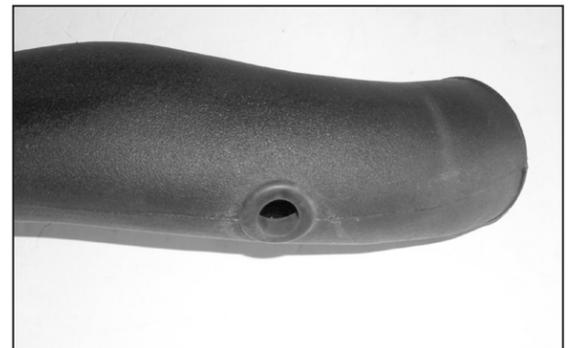
**NOTE: Vehicles that do not come with an air injection pump, proceed to step 33.**



32a. Connect the silicone hose onto the air pump with the provided hose clamp as shown.



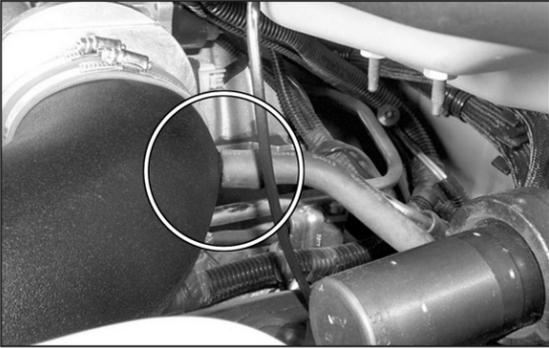
32b. Mark the intake tube where the 90 degree fitting lines up with the intake tube then remove the intake tube from vehicle



32c. Use a 1-1/4" hole saw and drill a hole where the intake tube was marked in the previous step. Then install the provided grommet as shown.



32d. Re-install the intake tube onto the vehicle then install the 90 degree fitting into the grommet on the intake tube as shown.



33. Reconnect the crank case vent onto the new K&N® intake tube as shown. Trim vent hose for best fit.



34. Install the K&N Air Filter onto the new K&N® intake tube as shown.

**NOTE: Drycharger® air filter wrap; part # RF-1027DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.**



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

36. 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.

37. 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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