



INSTALLATION INSTRUCTIONS
COLD AIR INTAKE KIT
2003-2005 DODGE SRT4
PART NUMBER 77060004AB

Bill of Materials for 77060004AB

1	2-567M	Upper Inlet Pipe
1	2-568M	Lower Inlet Pipe
1	77070011	Air Filter Assembly 3.00 5" SHORT
1	K6857025	Instructions
1	20-425	Splash Shield
4	1-2038	Bolt, Hex/Flange M6x20
7	444.460.04	M6 Nut
1	5-302N	Coupler 3.0"x2.0"
3	103-BLO-4820N	Hose clamps 3.0"
15"	8-111	Rubber Edge Trim
1	1228599	Mount, Rubber 1" X 6MM
1	1228598	Mount, Rubber 5/8" X 6MM
1	7-7246	Vacuum Assembly Bracket
5	559999	Washer, Flat M6X25
1	5-303	Hose, Adapter 3.00/2.5 90 Degree
1.25"	65116	Hose, 1/2"ID
1	99024-032	Hose Clamp 1"
2	4093-5	Hose Clamp 3/4"
1	103-BLO-4020N	Hose Clamp ,2.5
1	8-126-3	4" x 1/16" Adhesive Neoprene Rubber
1	8-126-2	4" x 1/16" Adhesive Neoprene Rubber
8"	65128	Hose, 3/8"ID
1	8-125	Nylon Multi-Barbed Tube Fitting Coupling
2	1-3016	Washer, M6 SS
1	784634	Grommet, 1/2"



IMPORTANT:

This kit includes a Dry Filter. **DO NOT APPLY ANY OIL TO THIS FILTER!** See step 5 for cleaning instructions.

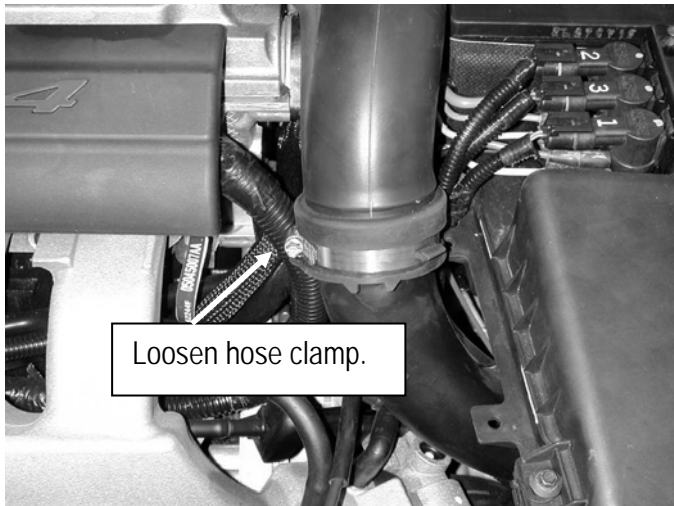
Read and understand these instructions **BEFORE** attempting to install this product.

Note: This inlet pipe kit requires the removal and reinstallation of emissions related components. If you are not familiar with the installation and/or the operation of these components then please refer this installation to a qualified professional.

1) Getting started

- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) Disconnect negative battery terminal.
- d) If engine has run within the past two hours let it cool down.

2) Removing the stock air inlet system



Loosen hose clamp.



Loosen hose clamp.

a) Loosen hose clamp near the air box.

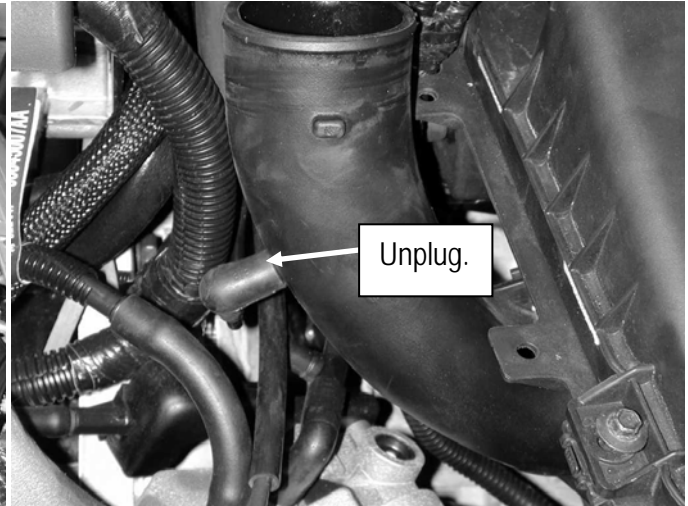
b) Loosen hose clamp at the turbo inlet.



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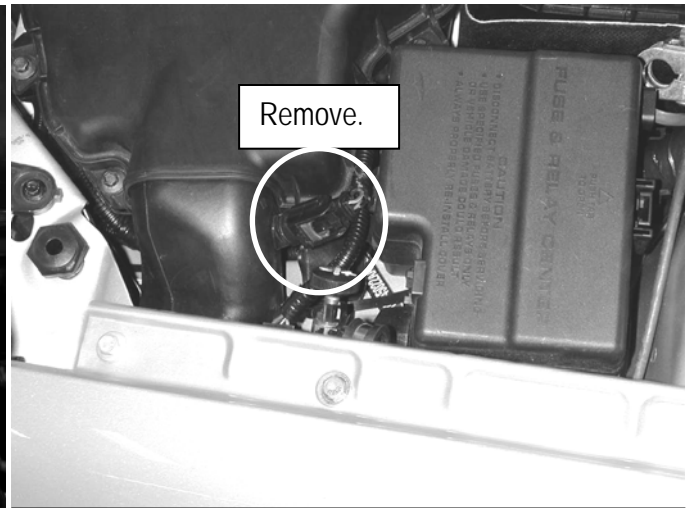
c) Remove the inlet air tube to the turbo.



d) Unplug vacuum cap at the base of the air box.



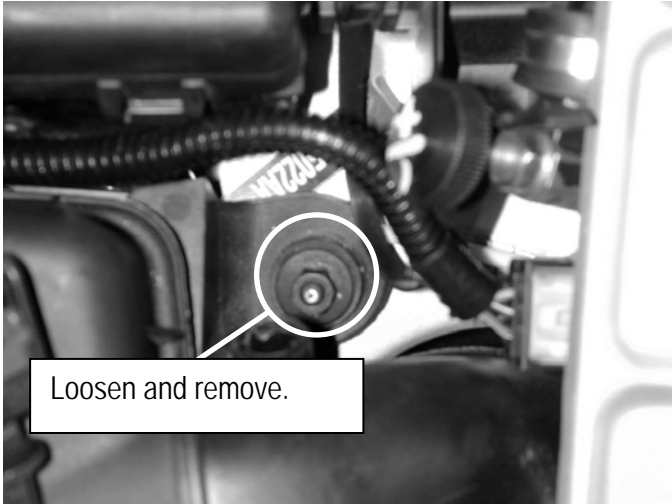
e) Remove the breather hose going to the air box. Check for oil. If present, clean as necessary.



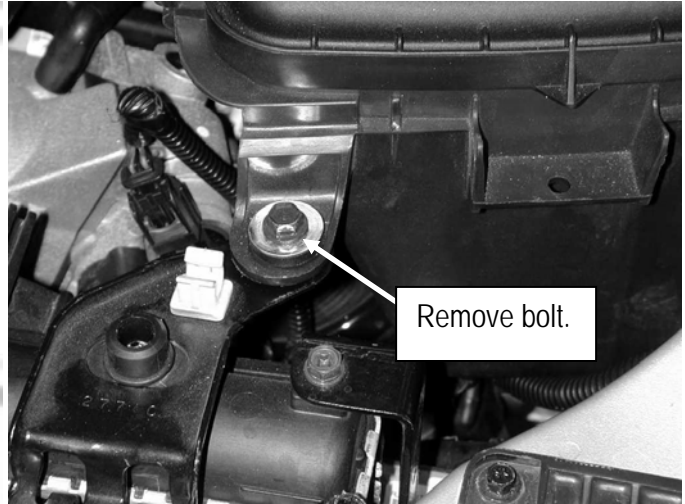
f) Remove IAT sensor from the air box.



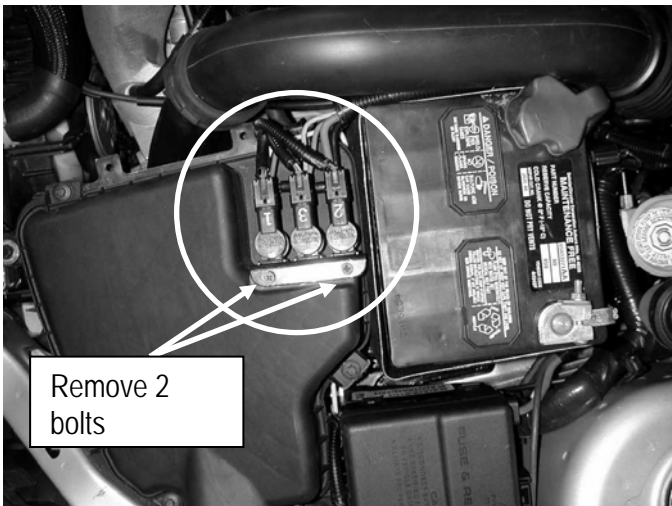
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g) Loosen and remove nut holding down the air box. This nut is located by the vacant hole left by the IAT sensor.



h) Remove bolt holding down the air box to the radiator support.



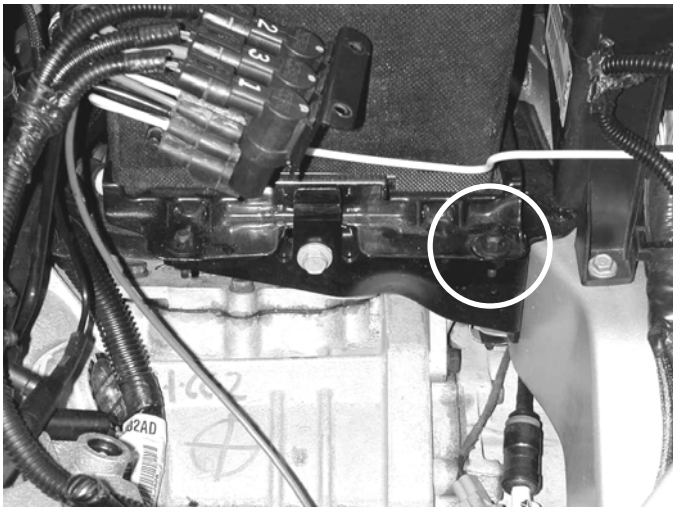
i) Remove the 2 bolts holding down the vacuum assembly to the air box.



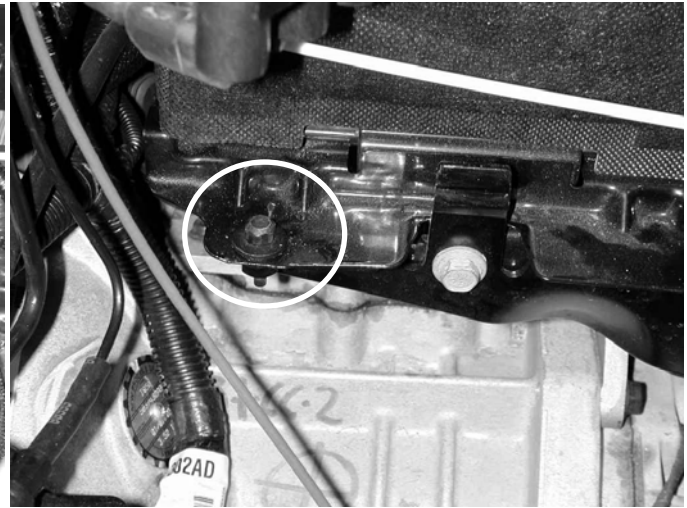
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3) Installation of the MOPAR Cold Air Intake System.

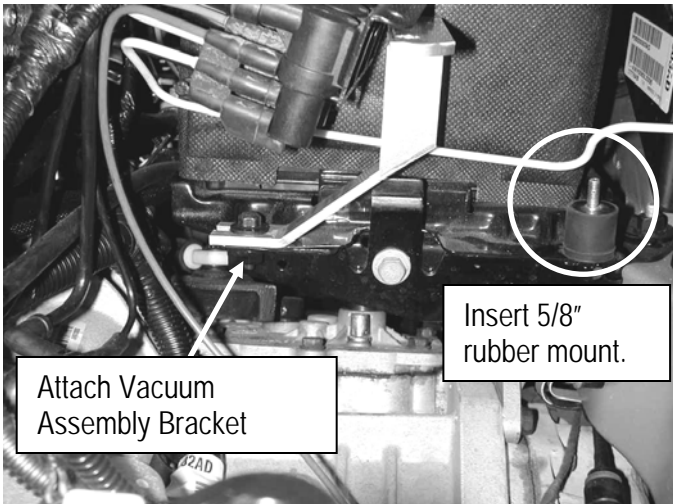
When installing the MOPAR Cold Air Intake System, DO NOT completely tighten the hose clamps or mounting tab hardware until instructed to do so later in these instructions.



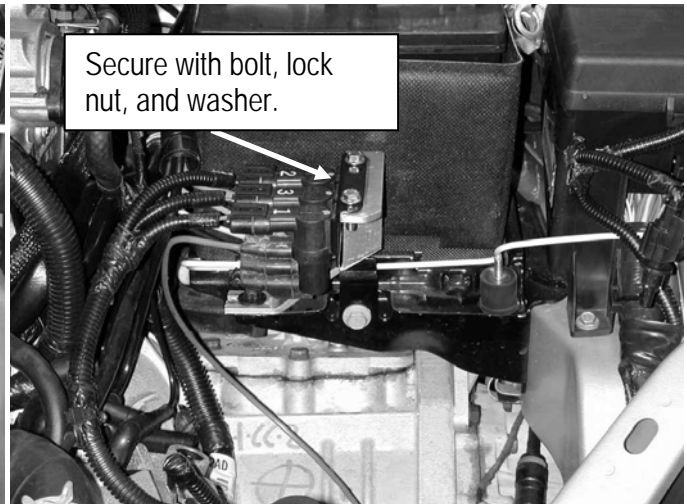
a) Loosen and remove the bolt on the right side of the battery bracket.



b) Loosen the bolt on the left side of the battery bracket.



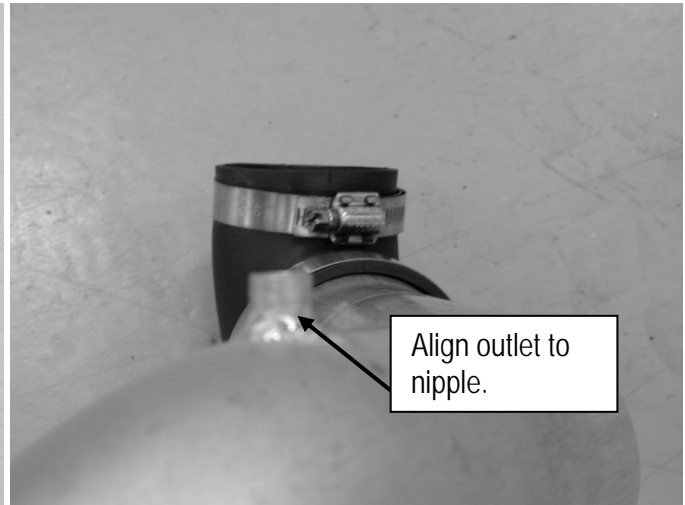
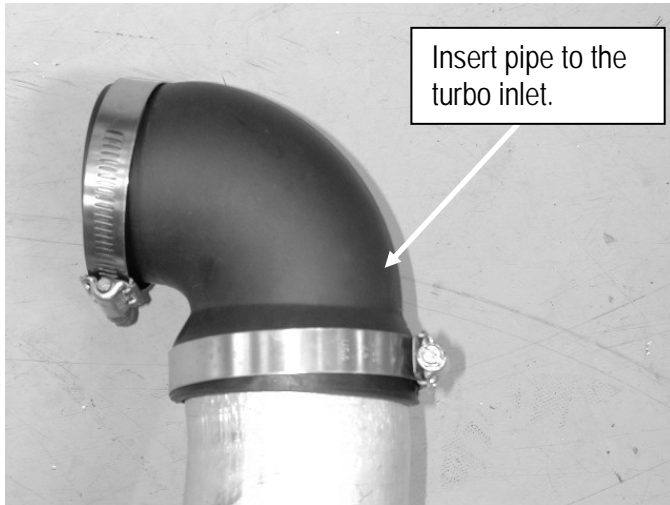
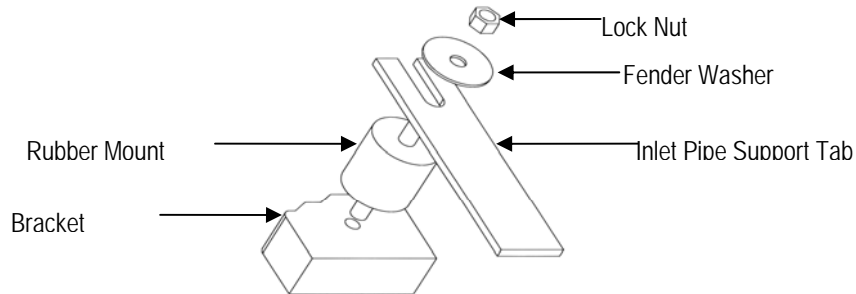
c) Insert 5/8" rubber mount on the right side of the battery bracket. Attach the vacuum assembly bracket to the left side as shown. Tighten factory bolt to secure the vacuum assembly bracket to the battery bracket.



d) Secure the Vacuum Assembly to the vacuum assembly bracket. Make sure all the hard vacuum lines are clear of any obstruction.



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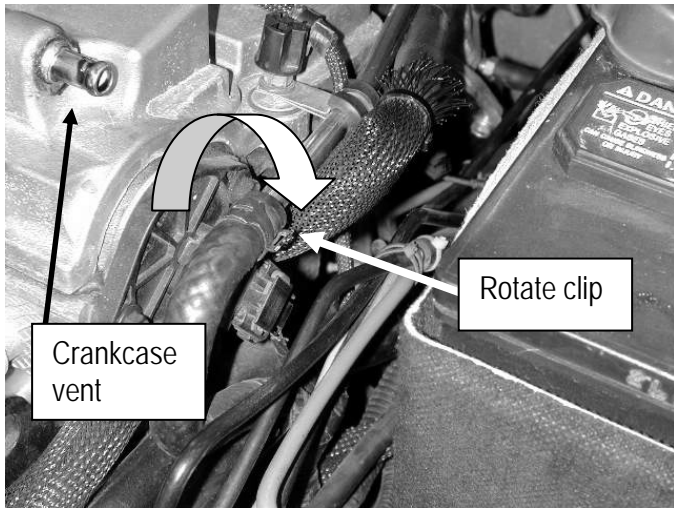


e) Attach the 3" side of the silicone elbow to the inlet pipe. Secure elbow to the inlet pipe. The open end connects to the turbo inlet which sits horizontal. This opening is furthest away from the bracket.

f) The opening of the coupler should be facing the same direction as the 0.5" long nipple for proper alignment.



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g) For more clearance, rotate this clip located near the crankcase vent with tabs towards the bottom of the car.



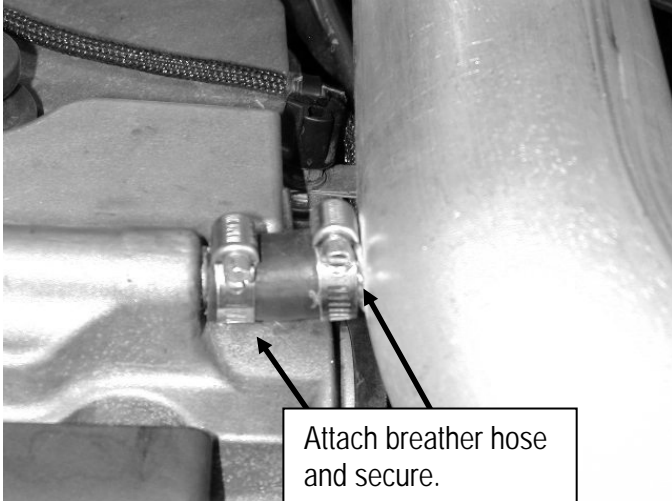
h) Insert the inlet pipe. Attach the coupler to the turbo and line up the bracket to the rubber mount.



i) Check for clearance around the battery, all breather hoses, and hard lines. You should have at least 1" of clearance between the inlet pipe and the positive (+) battery terminal. If not, you will need to readjust the battery to the further most right position on the battery tray. If the terminal cover is damaged, cracked or melted you will need to replace immediately **BEFORE** installation.



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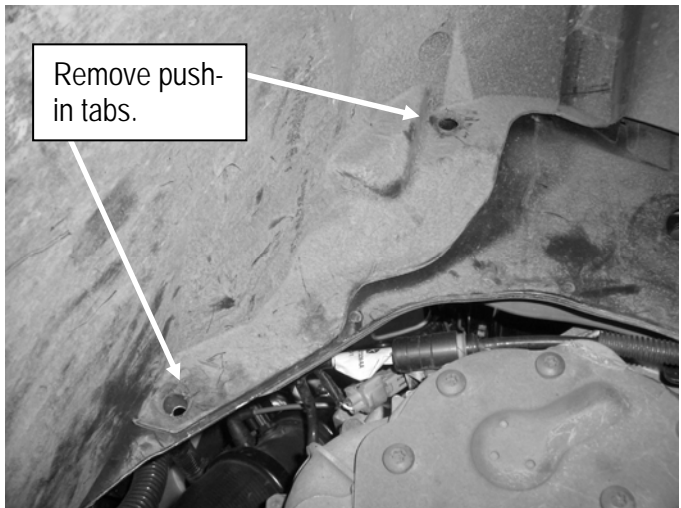
j) Attach the breather hose to the crankcase and to the inlet pipe. Make sure the nipples are inserted completely in the hose. Secure with provided hose clamps.



k) Insert the straight barbed fitting into the vacuum cap from step 2d. Attach the breather hose to the other end of the barbed fitting.



l) Secure the other end of the breather hose to the upper inlet pipe with the provided hose clamp.



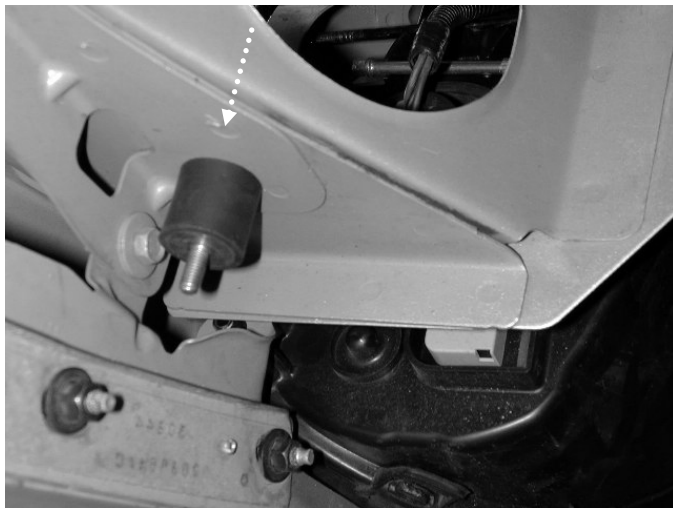
m) Remove the driver's side front wheel. Remove push in tabs from the fender liner. Do not throw away the fender liner hardware. They will be reused.



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n) Remove the two TORX screws (T20) from the fender liner.



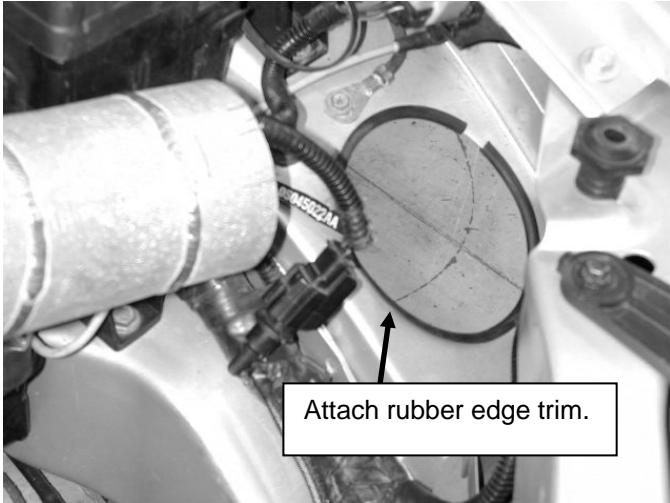
o) Locate this mounting hole inside the fender. Insert the 1" rubber mount.



p) Secure the other side of the 1" rubber mount with the provided fender washer and Nylok nut.

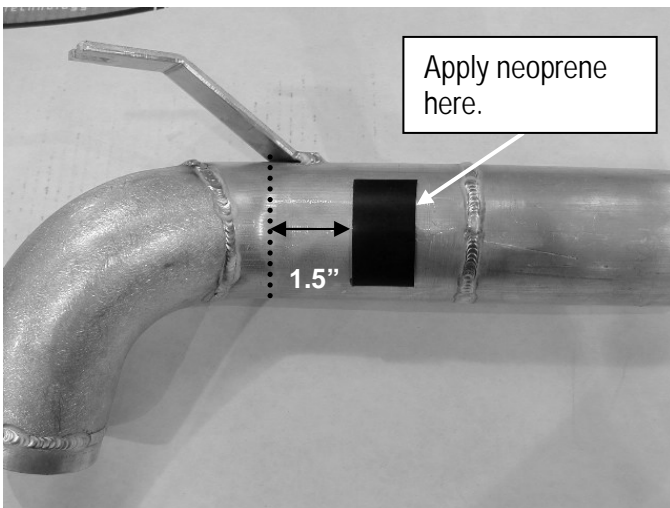


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q) Attach the rubber edge trim to protect the lower pipe. *Adhesive may be necessary.* 3M weather-strip adhesive is recommended.

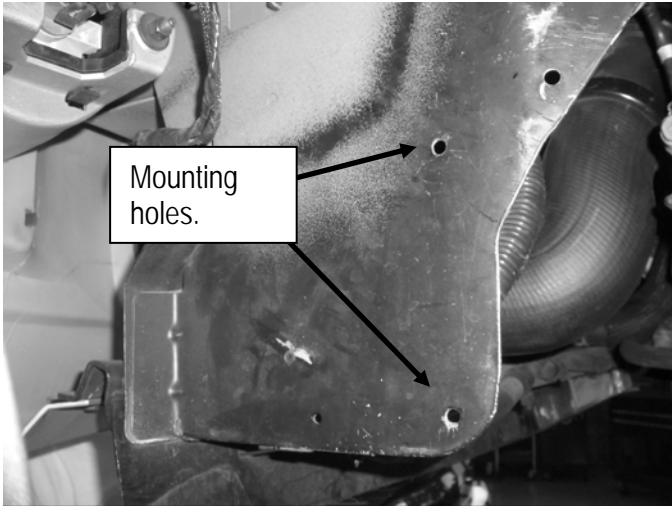
r) Insert rubber grommet into the lower inlet pipe. **This is where the IAT sensor will be re-inserted.**



s) Apply the 2" neoprene rubber adhesive to the lower pipe. There should be 1.5" from the start of the bend. When installing the lower inlet pipe, make sure the neoprene is between the pipe and the frame.



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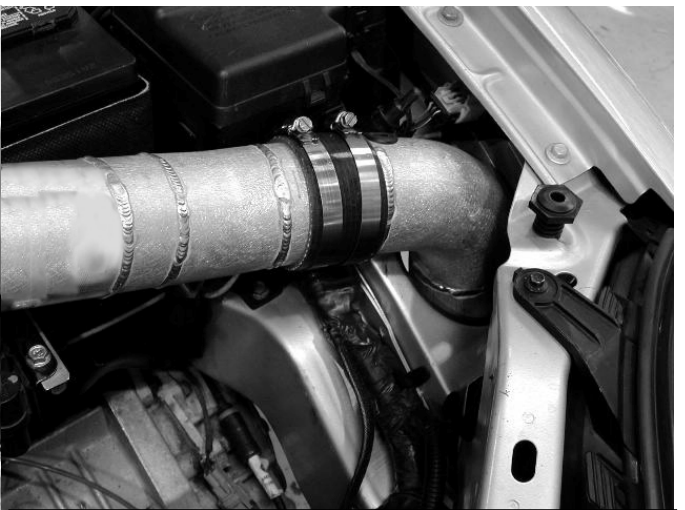
t) Locate the two mounting holes in the fender.



u) Secure splashguard with flange bolt, washers and Nylok nut. The fender liner will tuck inside the splashguard.



v) Insert the lower pipe from inside the fender. Check for clearance on the stud on page 13, fig. A



w) Attach the coupler and hose clamps. Make sure not to fully tighten the hose clamps. Make sure the IAT harness is clear. From inside the fender, line up the mounting bracket. Check next step.



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x) Line up the bracket with the 1" rubber mount from the inner fender side.



y) Secure the bracket on the rubber mount. Refer to diagram on page 6.



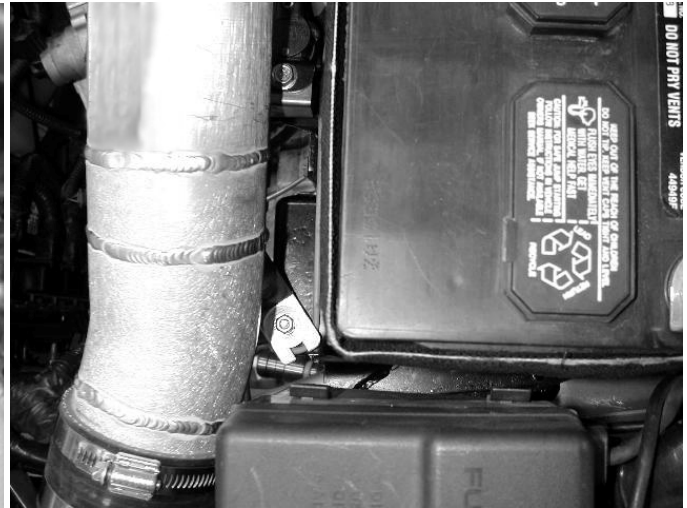
z) Attach the dry filter element and secure to the inlet pipe.



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aa) Secure the upper inlet pipe to the 5/8" rubber mount on the battery tray. Check for clearance around the pipe. Refer to diagram on page 6.



ab) There should be adequate clearance around both upper and lower pipes around the battery.



Figure A



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Your Cold Air Intake System should look like this.

For best fitment:

1. Make sure you have proper clearance at the positive battery terminal.
2. Make sure you have clearance at the mounting stud from the factory air box, see figure A. This is achieved by rotating the lower inlet pipe.
3. The lower inlet pipe should be centered in the hole.

4) Re-Assemble the vehicle.

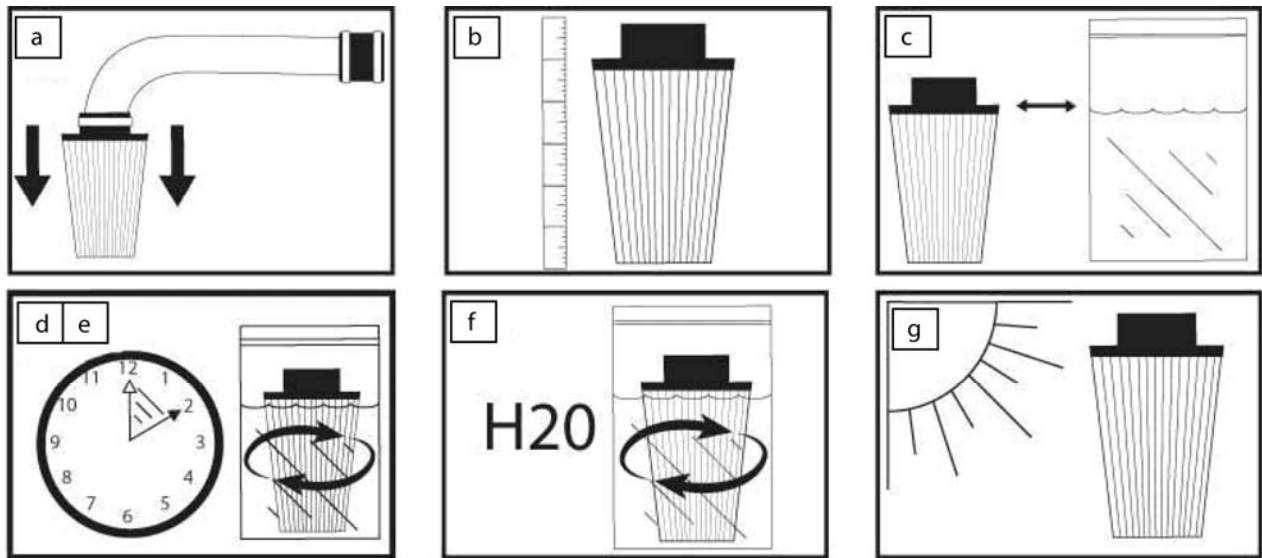
- a) Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tight, including the fuse box and fender liner.
- b) Position the pipes so that they do not touch any other surfaces and tighten hose clamps.
- c) Reconnect battery terminal.
- d) Start engine and perform a final inspection before driving the vehicle.



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5) Dry Filter cleaning procedure

- a) Remove filter from intake pipe and set the filter clamp aside.
- b) Measure the length of the filter media.
- c) Fill a pail with warm clean water to the depth determined in Step b. Add a mild household detergent to the water.
- d) Without allowing the solution to flow into the filter neck, submerge the filter into the water and let it soak for 10 minutes. After soaking, rotate the filter back and forth to agitate the water and knock off dirt.
- e) Empty the bucket of dirty water. Repeat steps C and D.
- f) Refill the pail with clean warm water and rinse by rotating the filter as in step D. The water should be clear with no signs of dirt in the pail.
- g) Allow the filter to air dry. **DO NOT APPLY ANY OIL TO THIS FILTER.** Re-install the filter on the intake system once it is dry.



For technical assistance regarding MOPAR Cold Air Intake Systems, please call toll-free 1-888-528-HEMI (528-4364).