



INSTALLATION INSTRUCTIONS
COLD AIR INTAKE KIT
2009-2010 CHALLENGER 6.1L HEMI, 5.7L
PART NUMBER 77070029

Bill of Materials for 77070029

Qty	Description
1	Air Filter, 3.50" X 7"
1	Silicone Coupler, 3.50" X 2"
1	Hose; 0.50"ID X 14"
1	Coupler, 3.50" X 9", 90 Deg
1	Lower Inlet Pipe
1	Upper Inlet Pipe
5	Hose Clamp, #56
1	Rubber Mount, M8
2	Fender Washer, M8
2	Hex Nut, M8
4	Splice Band Crimp for 20Ga wire
4	Shrink Tube, 50mm Long
1	Wire, IAT Extension, Black, 42in.
1	Wire, IAT Extension, White, 42in.
1	Convuluted Split Loom, Black, wire cover, 41in.
1	Grommet, IAT Sensor
2	Tie Strap, 6"
1	Hose Adapter, 0.75" X 0.50"
1	Water Intrusion Decal
1	Instructions



IMPORTANT:

This kit includes a reusable High Performance DRYFLOW Air Filter.

DO NOT APPLY ANY OIL TO THIS FILTER!

CAUTION: This air intake system was not designed for traversing deep water. Mopar Performance is not responsible for damage due to water ingestion. If the vehicle will traverse (or pass through) deep water, remove this system and replace it with the original equipment intake system and see the Owner's Manual for more details.

See Step 5 for Mopar Dry Media filter cleaning instructions.

See Step 6 for IAT extension harness wire splicing instructions.



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

1) Getting Started

- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) If engine has run within the past two hours let it cool down.
- d) Disconnect the negative side battery cable.
- e) Do not discard stock components after removal of the factory system.

2) Removal of the stock intake system.



a) Remove the bolt securing the OEM air box, and loosen the hose clamp at the throttle body.



b) Pull to remove the crankcase breather hose from the nipple on the head cover and unplug the IAT Sensor. To unplug the IAT Sensor, slide the red tab back to unlock the latch on the plug, then press in on the latch and pull the plug off of the sensor. For the GREY tabbed connector push the top of the gray tab in and simply pull off the connector.



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c) Pull the rubber inlet hose off of the throttle body then lift and remove the OEM air box assembly.



d) Carefully remove the IAT sensor from the OEM rubber inlet hose. Set the sensor aside for future use.



e) In the wheel well area on each side, remove 3 clips securing the belly pan.



f) From underneath the car, remove: 3 clips, 7 screws, and 2 bolts from the belly pan.



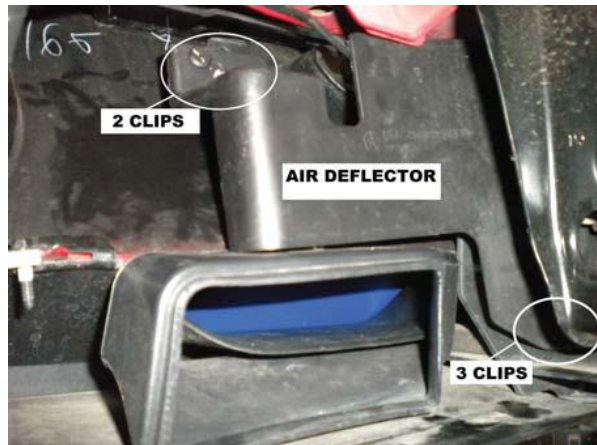
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g) Remove the belly pan.



i) To remove the air deflector, remove the five plastic rivets securing it to the fascia. The rivets can be removed by pulling the center pin out from the back side of the rivet.



h) For maximum performance from your cold air intake system, you may choose to remove the air deflector from behind the lower grill on the driver side. This will provide additional cold air flow to the filter.



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3) Installation of the MOPAR Cold Air Intake System

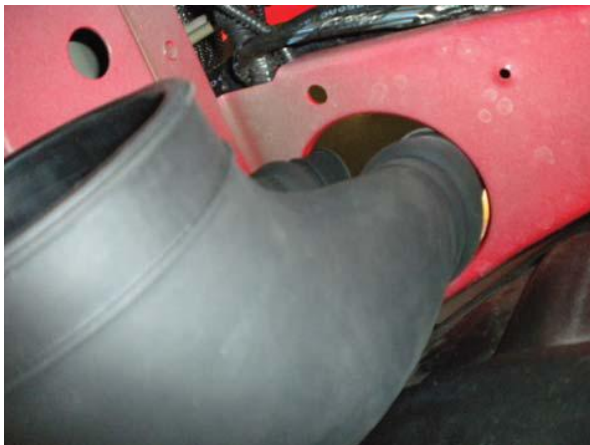
When installing the Mopar Cold Air Intake System, DO NOT completely tighten the hose clamps or mounting tab hardware until instructed to do so later.



a) From underneath the car, install the M8 Rubber mount through the slotted hole in the sheet metal using one each of the M8 washer and M8 nut. In order to leave some room for adjustment, do not fully tighten the M8 yet.



b) Hold the Rubber coupler as shown, and squeeze the hump end of the coupler to collapse it into itself.



c) From underneath the car, hold the collapsed coupler firmly and insert it into the large hole in the sheet metal.



d) Make sure that the hump is all the way through the hole, then release the coupler and manipulate it until the sheet metal “snaps” into the groove in the coupler.



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e) Orient the coupler as shown.



f) Install the grommet into the lower pipe, and attach the filter with one #56 clamp as shown. Carefully install the IAT Sensor into the grommet.



h) Install the lower pipe assembly as shown using one M8 washer, one M8 nut, and one #56 clamp.



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i) Adjust the lower pipe assembly so that there is equal space between the filter, bumper support, fender liner, and marker lamp. When a good fit is achieved, tighten both nuts on the rubber mount and the #56 clamp.



j) Slit open the insulation cover at the end of the IAT connector to expose the 2 wires. Cut the wires 2 inches [5 cm] below the connector and strip all 4 wire ends. Connect the new 2 extension wires using the 4 splice bands included in the kit per the wire splicing procedure in **Step 6** found on page 12 at the end of this instruction sheet. Slip the protective convoluted split-loom wire cover over the newly extended wire harness after completing Step 6.



k) Now route the new covered IAT harness extension under the throttle body and towards the driver's side of the engine.



l) Route the new IAT harness extension and attach it as shown with the two zip tie straps provided.



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m) Install the silicone coupler and two #56 clamps onto the throttle body. Slide the coupler all the way onto the throttle body and secure it by tightening one of the #56 clamps. Install the remaining #56 clamp onto the hump side of the rubber coupler and leave it loose for now.



n) Insert the lower end of the upper pipe into the rubber coupler, and then carefully angle the other end into the throttle body coupler. The clamp on the rubber coupler may need to be extra loose to achieve this.



o) The lower end of the pipe should be inserted into the rubber coupler to a depth of about $\frac{3}{4}$ " to 1". Slide the other end of the pipe all the way into the throttle body coupler until it bottoms out. When proper fit is achieved, tighten the two remaining clamps.



p) On 6.1L engines, install the supplied $\frac{1}{2}$ " ID hose between the crankcase vent on the head cover, and the nipple on the upper pipe. On 5.7L engines, use the supplied adaptor nipple and a 4" section of the $\frac{1}{2}$ " ID hose to connect the nipple on the pipe to the stock crankcase vent hose.



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q) From underneath the car, plug the female end of the new IAT extension harness onto the IAT sensor. Also, do a final check for clearance between the filter and surrounding components; readjust if necessary.



r) Reinstall the belly pan with the 9 clips, 7 screws, and 2 bolts removed in steps 2e and 2f.

4) Re-assemble the vehicle.

- a) Inspect the engine bay for any loose tools and check that all fasteners that were removed are now tight.
- b) Reconnect the cable to the negative battery terminal.
- c) Start the engine and allow it to idle for 3 minutes.
- d) Perform a final inspection before driving the vehicle.

BEFORE INSTALLATION



AFTER INSTALLATION





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MOPAR PARTS 12-MONTH LIMITED WARRANTY

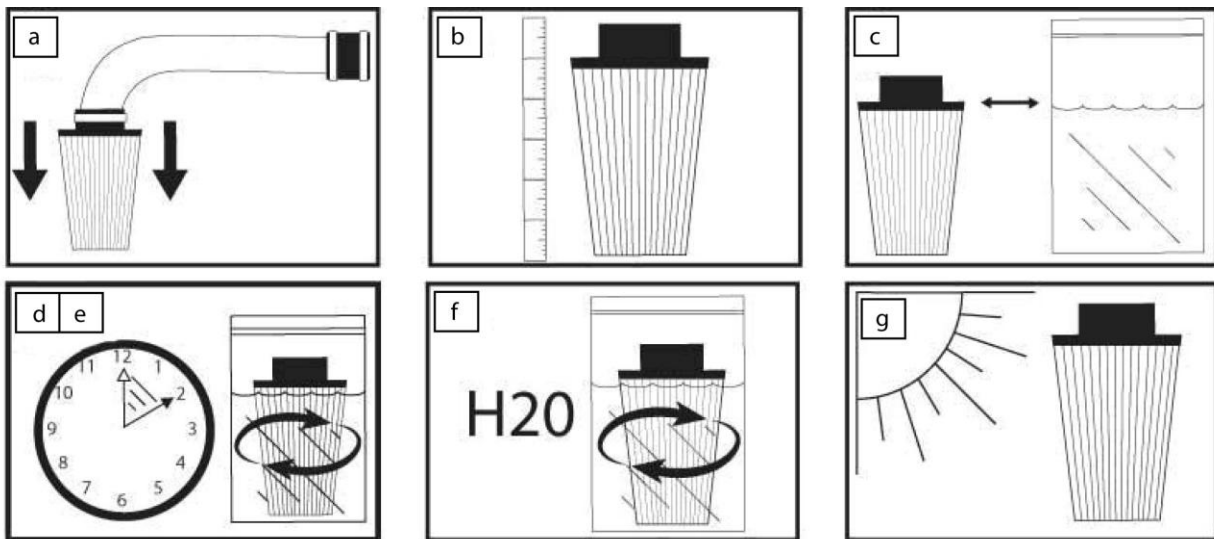
Mopar Performance parts sold over the counter or wholesale beginning with a "77" prefix are warranted against defects in workmanship or materials for 12 months/unlimited miles for parts (exchange) only. Part numbers starting with "P" are not covered under the 12-month warranty. The addition of performance parts does not by itself void a vehicle's warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered under the vehicle's warranty, and any failure that they may cause is also not covered by the vehicle's warranty. All parts installed on a Chrysler, Plymouth, Dodge, or Jeep® vehicle by an authorized Chrysler, Dodge, or Jeep dealer are warranted for 12 months/unlimited miles for parts (exchange) only. See your dealer for a copy of the limited warranty, which contains additional terms and conditions.



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5) Cleaning Procedures: MOPAR Synthetic Dry Media Air Filter

- Remove filter from intake system and set the filter clamp aside.
- Measure the length of the filter media.
- Fill a pail with warm clean water to the depth determined in Step B. Add a mild household detergent to the water.
- 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.
- Empty the bucket of dirty water. Repeat steps C and D.
- 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.
- 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).



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6) Wire Splicing Instructions for IAT Extension Harness

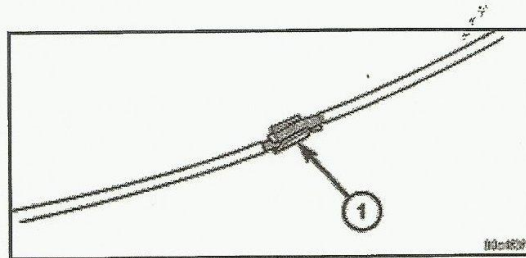
Follow the Chrysler Wire Splicing Procedure from techCONNECT below to:

- a. Splice the 2 new 20 Ga. extension wires onto the cut IAT harness wires near the throttle body using 1 splice band and 1 heat shrink tube per wire.
- b. Splice the cut IAT connector onto the other ends of the new extension wires. Since wire colors may vary with each vehicle model, be sure to connect the same color wire at each end. Be sure to slip 1 heat shrink tube onto each wire BEFORE making the final splice band connections.

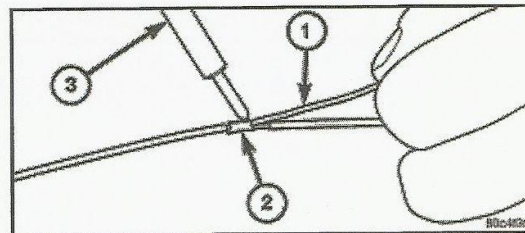
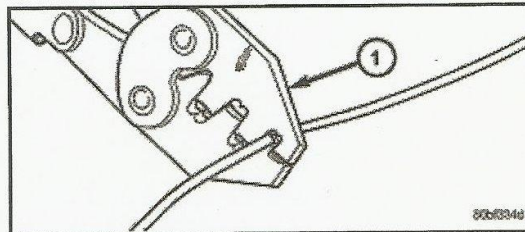
WIRE SPLICING

When splicing a wire, it is important that the correct gage be used as shown in the wiring diagrams.

1. Remove one-half (1/2) inch of insulation from each wire that needs to be spliced.
2. Place a piece of adhesive lined heat shrink tubing on one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.
3. Place the strands of wire overlapping each other inside of the splice clip (1).
4. Using crimping tool (1), Mopar p/n 05019912AA, crimp the splice clip and wires together.



5. Solder (3) the connection (2) together using rosin core type solder (1) only.



CAUTION: DO NOT USE ACID CORE SOLDER.

6. Center the heat shrink tubing (2) over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant (1) comes out of both ends of the tubing.

