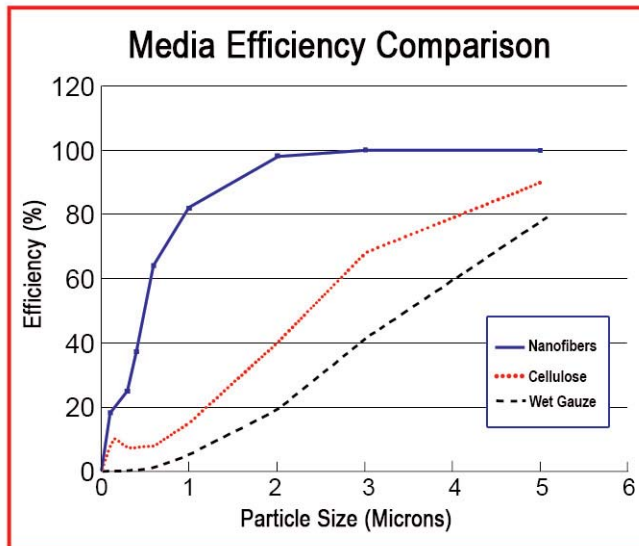




Part number PF8075
 2003-07 Dodge Cummins
 I6 5.9L

- 1- Custom cast aluminum intake
- 1- Large oval filter with inverted top made from Ea nano-fiber media
- 1- Power Box-contents: **W-PBDD-1**
 - 1- Aluminum skin plate (A)(#11040)
 - 1- Main body (B)(#15007)
 - 1- Side air plenum (C)(#15006)
 - 1- Front pre-filter screen (D)(#15011)
 - 9- M4 x 12mm socket head screw (E) (#6074)
 - 4- m6 x 12mm socket head (F)(#6056)
- 1- velocity stack with ViT valves, springs and ViT retainer ring (G)(W-PBDVS)
- 1- 45 degree restrictor gauge grommet (H)(#15002)
- 4- m8 x16mm low head socket (I) (#6076)
- 1- Air box mounting bracket (J)(#20083)
- 2- m4 x 16mm button head screw (K)(#6072)
- 2- 5 1/2" OD x 2" long straight hose (#3160)
- 4- X-Large clamps .612/.88 (#4020)
- 1- 6 page instruction



Congratulations! You have just purchased the best engineered and most advanced air intake system, equipped with Ea nano-fiber air filter.

Please check the contents of this box immediately.

Report any defective or missing parts to the authorized Injen or AMSOIL dealer you purchased this product from.

Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation, please contact your dealer, Injen Technology or AMSOIL.

Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

*Do not attempt to install the intake system while the engine is hot.

The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Injen Technology 285 Pioneer Place Pomona, CA 91768 USA

Note: This intake system was tested with an Injen/AMSOIL air filter made from synthetic Nano-fiber media which has a 100,000 mile service life or four year warranty, whichever comes first

Note: Disconnect the negative battery terminal before beginning the installation process.



Figure 1

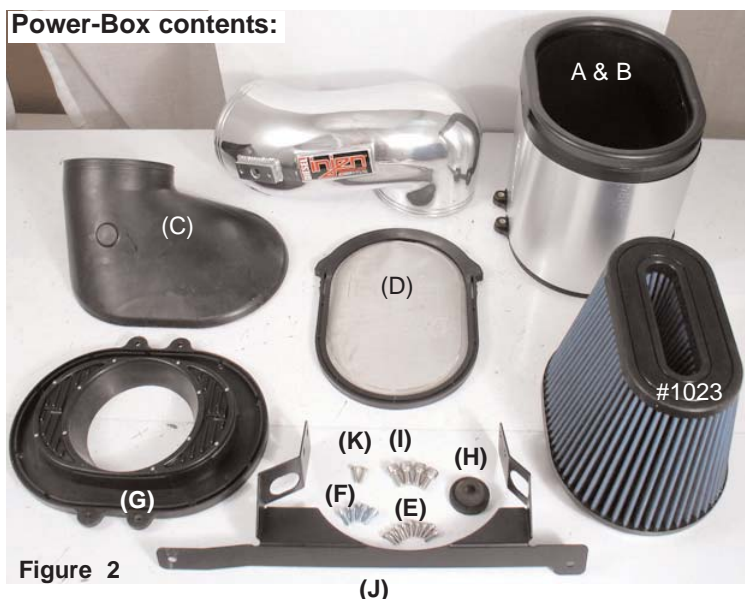


Figure 2



Figure 3
Stock engine compartment



Figure 4
Depress the tab on the electrical harness clip and disengage it from the mass air flow sensor as shown above.



Figure 5
Use a Phillips screw driver to remove the screws that secures the MAFS to the sensor housing.



Figure 6
Once you have removed the screws from the MAFS, continue to pull the MAFS out of the sensor housing.



Figure 7
Pull the air restrictor gauge out from the air box grommet as shown above.

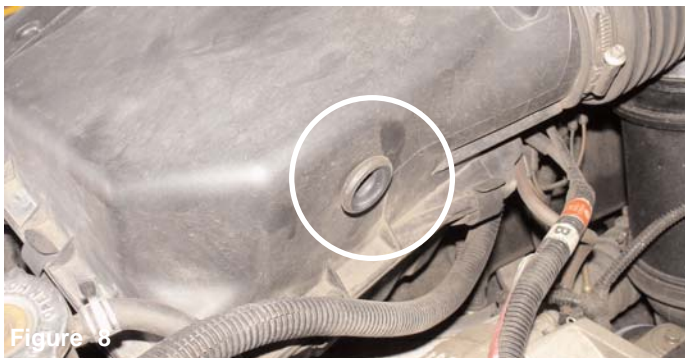


Figure 8
The stock grommet will not be used with the Injen/AMSOIL air box. A special grommet has been designed that will allow you to rotate air restrictor gauge for better fit.

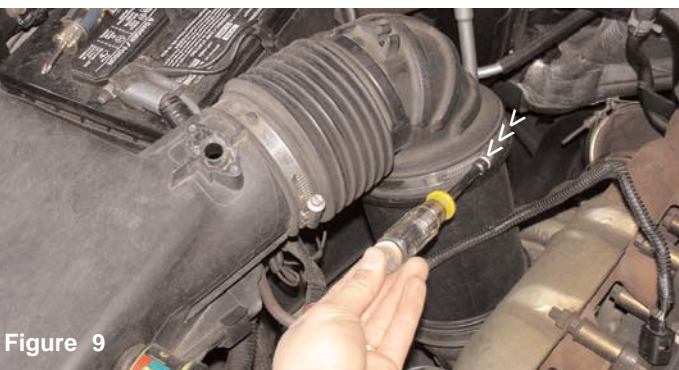


Figure 9
The clamp on the turbo inlet tube is loosened to separate the inlet tube from the flexible air intake duct.



Figure 10
Loosen and remove the 10mm nut that secures the air arm to the front cross-member.



Figure 11
Disengage the flexible air intake duct from the turbo inlet tube.



Figure 12
Pull the entire air box and flexible air intake duct from the engine compartment.



Figure 13
The turbo inlet hard tube will remain in place and will be used with the new Injen/AMSOIL air box cleaner.



Figure 14
Press the 5 1/2" straight hose over the turbo inlet tube as shown in this picture. Place two power-bands on each end of the hose and tighten the clamp on the inlet side.



Figure 15
Place the new mounting bracket over the new air box. The two holes on each side of the bracket will align with the two m8 inserts on each side of the air box.



Figure 16
The four m8 x 16mm socket head screws are used to fasten the bracket to the air box cleaner.



Figure 17
The bracket is now attached to the air box cleaner.



Figure 18
Loosen and remove the m8 bolt from the fender well as shown above. This bolt is located towards the front of the fender well.



Figure 19

The second m8 bolt is also loosened from the upper fender well.



Figure 20

The air box and bracket is now lowered into the engine compartment. Align the bracket holes with the tapped holes on the fender well.



Figure 21

The air box is carefully lowered into the engine compartment with the bracket is placed over the fender well as shown above.



Figure 22

The original m8 bolt is used to secure the bracket to the fender well.



Figure 23

The second m8 bolt is used to fasten the other end of the bracket as shown above.



Figure 24

The air box should be firmly secured to the fender well once the m8 bolts have been properly fastened.



Figure 25

Place the 5 1/2" straight hose over the plenum outlet. Place two power bands over the hose and tighten the clamp on the plenum side.

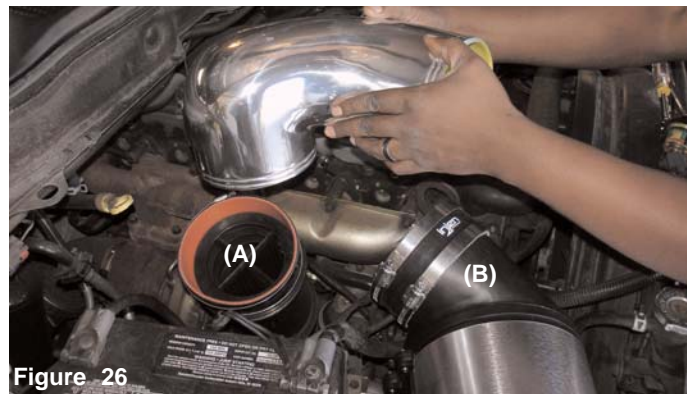


Figure 26

Press the cast intake into the hose on the turbo inlet tube(A). Align the other end to the hose on the plenum (B).



Figure 27

Once the intake has been align, continue to insert the intake into the plenum hose.



Figure 28

Align the entire cast intake and air box for best possible fit.



Figure 29

Insert the mass air flow sensor into the machined adapter. Prior to positioning the MAFS, rub a small amount of light oil on the O-ring to prevent the O-ring from kinking or ripping.



Figure 30

The MAFS is carefully pressed into the sensor adapter.



Figure 31

Use the m4 x 16mm button head screws to fasten the mass air flow sensor to the sensor adapter.



Figure 32

Press the electrical sensor clip over the MAFS until you hear them snap together.



Figure 33

The electrical sensor clip is now firmly secured to the mass air flow sensor.



Figure 34

Press the new air restrictor gauge into the pre-drilled 3/4" hole on the plenum. Rotate the grommet so that the grommet is free from any lines.



Figure 35

The air restrictor gauge is now installed in the plenum.



Figure 36

Press the air restrictor gauge into the Injen/AMSOIL grommet as shown above.



Figure 37

The air restrictor gauge is now sitting flush over the grommet. Rotate the grommet and restrictor gauge until you have positioned it for best possible fit, away from any lines.



Figure 38

The air restrictor gauge should be in the up position away from the air conditioning lines and fan shroud.



Figure 39

Check the entire system for the best possible fit. Once you have checked the entire system for leaks, rubbing or rattling, continue to tighten all nuts, bolts and clamps. Reconnect the negative battery terminal prior to starting the engine.



Figure 40

Congratulations! You have just completed the installation of the best engineered intake system, featuring eA Nano-fiber dry filter. Periodically, check the system for fitment, this will enhance the life of your Power-Flow system.

1. Upon completion of the installation, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.
3. Periodically, recheck the alignment of the intake system and make sure there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.
5. Check the filter for excessive dirt build up. Clean or replace the filter with an original Injen/AMSOIL filter sold on-line at "injenonline.com". Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance of your new intake system.