



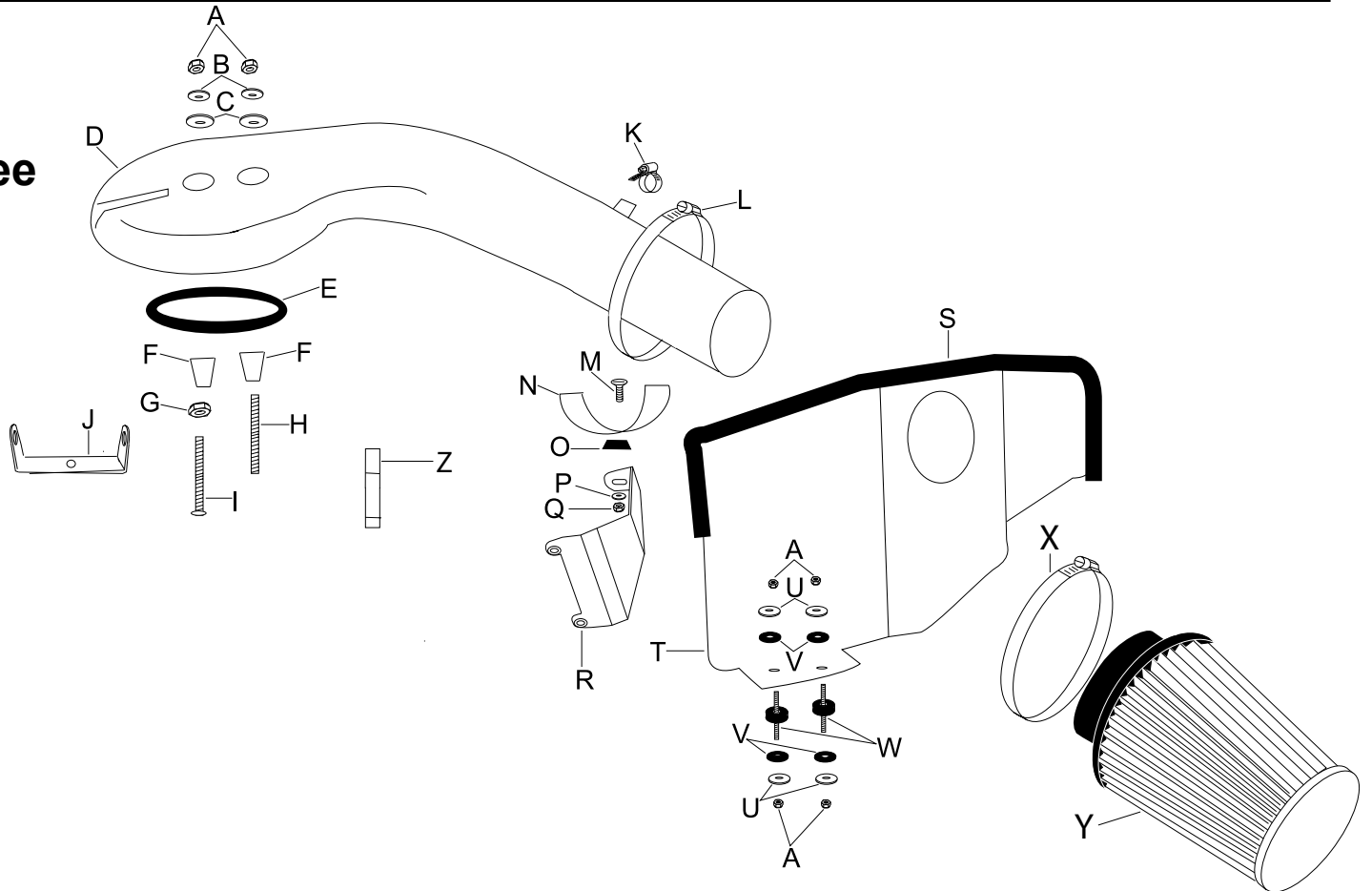
INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

# INSTALLATION INSTRUCTIONS

**57-1506-2**  
**JEEP**  
**1993-98 Grand Cherokee**  
**V8-5.2L**  
**1998 Grand Cherokee**

**V8-5.9L**  
**TOOLS NEEDED:**

- 7/16" Wrench or Socket
- 13mm Socket
- 3/4" Wrench or Socket
- Flat Blade Screwdriver
- 5mm Allen Wrench
- 4mm Allen Wrench
- 10mm Socket
- Ratchet



**PARTS LIST:**

| Description                  | Qty. | Part # | Description               | Qty. | Part # | Description                | Qty. | Part #  |
|------------------------------|------|--------|---------------------------|------|--------|----------------------------|------|---------|
| A NUT; 1/4"-20 NYLOCK        | 6    | 07517  | J BRACKET; SS             | 1    | 010129 | S EDGE TRIM; 30"L          | 1    | 102483  |
| B WASHER; 1.25"OD X .28 HOLE | 2    | 08151  | K HOSE CLAMP; #6 MINI     | 1    | 08407  | T HEAT SHIELD              | 1    | 08024   |
| C WASHER; 1.25" X .30 RUBBER | 2    | 21708  | L HOSE CLAMP; #60         | 1    | 08624  | U WASHER; 1"D X 1/4"       | 4    | 08160   |
| D INTAKE TUBE; (K)           | 1    | 08863A | M BOLT; M6-1.00 X 20MM    | 1    | 08376  | V WASHER; 1" X .300 X .063 | 4    | 21685   |
| E GASKET                     | 1    | 09075  | N BRACKET; SADDLE         | 1    | 078855 | W STUD; 1/4-20 RUBBER      | 2    | 08005   |
| F SPACER; 1.25"OD            | 2    | 06402  | O WASHER; NYLON           | 1    | 08180  | X HOSE CLAMP; #72          | 1    | 08648   |
| G NUT; 1/4"-20               | 1    | 07681  | P WASHER; 1/4"ID X 5/8"OD | 1    | 08275  | Y AIR FILTER               | 1    | RU-1027 |
| H STUD; 1/4-20 X 2-1/2"      | 1    | 08037  | Q NUT; 6MM NYLOCK         | 1    | 07553  | Z THREADLOCK               | 1    | 482     |
| I BOLT; 1/4-20 X 2-1/4"L     | 1    | 22209  | R BRACKET; "C"            | 1    | 083156 |                            |      |         |

**If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.**

**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. Loosen the nut at the intake plenum as shown.



3. Disconnect the factory crank case vent at the air box.



4. Unclip the six over center clamps and remove the complete upper intake assembly as shown.



5. Using a 1/2" socket, loosen and remove the three bolts that secure the air box base.



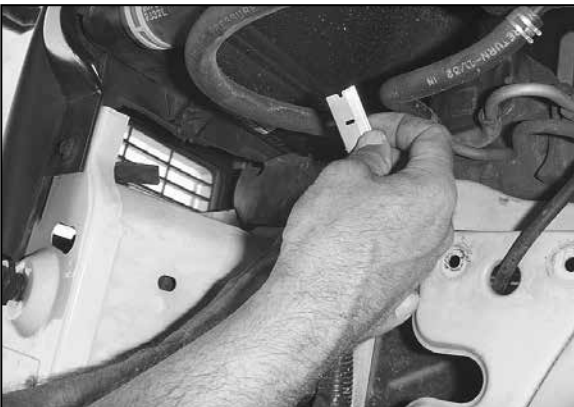
6. Remove the air box base as shown.  
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



7. Using a 7/16" socket, loosen and remove the stud assembly as shown.



8. Install the two rubber isolator stand offs using the provided hardware as shown.



9. For maximum air, using a razor blade, cut the rubber splash guard to fully expose air from the grill.



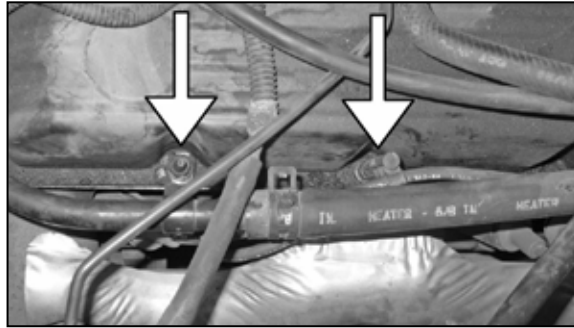
10. Install the heat shield with the provided hardware.



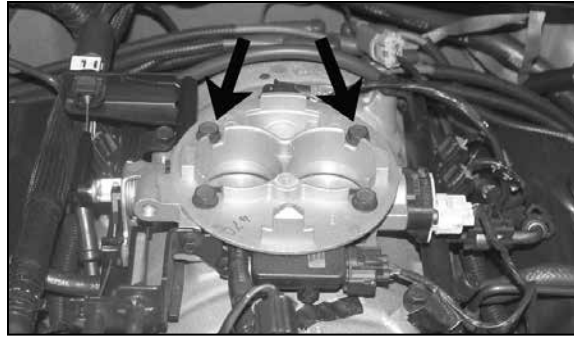
11. Install the trim seal provided as shown above.



12. Assemble the saddle to the bracket using the hardware provided.



14. Install the saddle bracket assembly onto the valve cover as shown and secure with the factory bolts removed in step #13.



15. Remove the two rear throttle body bolts as shown.



16. Install the provided 1/4"-20x2.25" bolt through the tube-mounting bracket and secure with the provided nut as shown.

**NOTE: Apply two drops of thread locker to the threads of the bolt and torque the nut to 30 inch-pounds.**

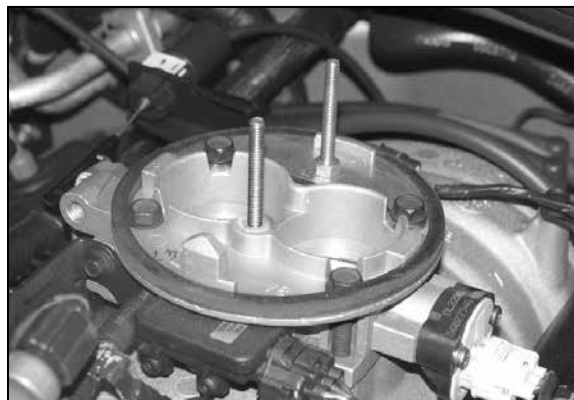


17. Install the tube mounting bracket assembly onto the throttle body and secure with the factory bolts removed in step #14. Torque the throttle body bolts to 17ftlbs.



18. Install the provided stud into the threaded hole on the throttle body and tighten completely.

**NOTE: Apply two drops of thread locker to the stud and torque to 30 inch pounds. Failure to follow the above instructions may damage the throttle body.**



19. Install the provided gasket onto the throttle body sticky side down.

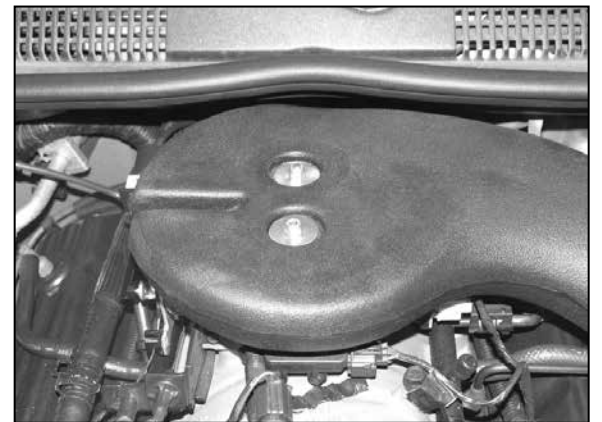
**NOTE: For extreme off road or dusty conditions, it is recommended that RTV silicone be applied to the gasket when it is installed.**



20. Install the provided stand off's onto the studs as shown.



21. Slide the hose clamp over the intake tube before putting the inlet through the heat shield and then install the intake tube as shown.



22. Secure the intake tube with the provided nut and washers as shown.



23. Position and tighten the hose clamp onto the saddle bracket, then install the crank case vent hose onto the small fitting on the intake tube and secure with provided hose clamp.



24. Install the air filter element onto the intake tube and tighten using the provided hose clamp.



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

26. 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.

27. 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. 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 periodically for excessive dirt build-up. When used in harsh terrain conditions or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter more frequently when used in harsh terrain conditions 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.

**LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES  
WHICH MAY NEVER BE USED, REGISTERED  
OR LICENSED FOR USE UPON A HIGHWAY.**

See [knfilters.com](http://knfilters.com) for CARB status on each part for a specific vehicle