

Chrysler 3.3/3.8L V6 Minivan Air Intake Install Guide

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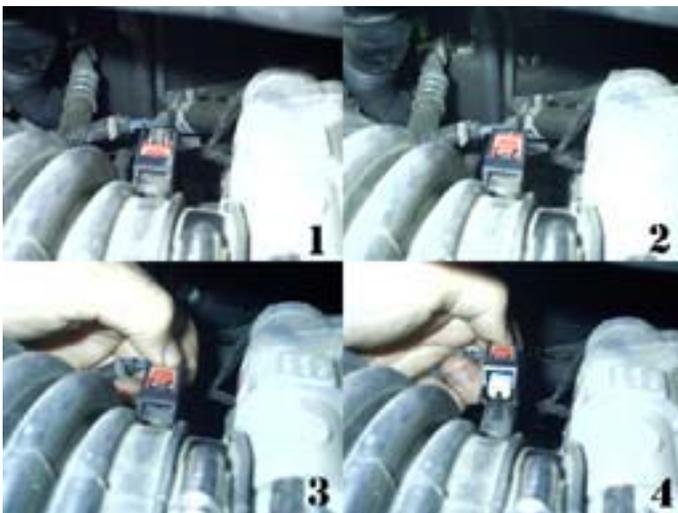
Thanks very much for purchasing this Steiger Performance Air Intake for your minivan! If you encounter any problems or have any questions or comments, please feel free to contact me via e-mail at jon@steigerperformance.com or snail mail at Steiger Performance, 836 King Road, Forestville, NY 14062.

Note: A full color version of this document is available at <http://www.steigerperformance.com>

Tools required: 5/8" hex socket or flat head screwdriver, 10mm hex socket or wrench



This is what we're starting with; a bone stock engine bay. The first step is to disconnect the negative battery cable. This will help to prevent any potential electrical problems, and also will "reset" the PCM so that the computer will be able to "re-learn" the engine with the new intake in place. To disconnect the battery cable, you will need a 10mm socket or wrench. (Note that this may erase your radio station presets, so you might want to write them down first, just in case.)



Disconnect the temperature sensor located at the back of the flexible coupling. To do this, you need to slide the red lock back, then you can squeeze the black lever at the back and unplug the connector.



Next, disconnect the PCV tube and loosen the two hose clamps before removing the flexible coupling, air box lid and air filter. To remove the air box lid, simply release the two clips, one is at the side of the airbox and the other is at the back. At that point, you can tilt the lid of the airbox up (as pictured at left) and slide it to the side slightly to disengage the tabs from the base of the airbox to remove it. The air filter then just lifts right out of the base.



Once you have removed the 10mm hex head screw at the front of the airbox (pictured at left), you will be able to grab the airbox and pull straight up to remove it from the engine bay. (There is a post in the bottom of the airbox which looks like a bolt, but it really isn't – the airbox is designed to just pull up off of that post.) After removing the airbox, you might want to replace the screw, just to be certain that it won't get lost.



The temperature sensor must be transferred from the flexible coupling to the new intake tube. Be sure not to damage the sensor when you remove it. It can be a bit tricky, but I have had very good success by inserting a small flat head screwdriver into the hole beside the sensor and then prying up while rotating the sensor. Or, put some light oil around the edge of the sensor and work it into the hole by spinning the sensor, then pull it out. After removing the sensor, install it into the intake tube. You will need to go

slowly and twist the sensor as you do this in order to prevent the rubber grommet from being pushed through into the tube itself.



Next, assemble the silicone connector as shown at left. There are two silicone pieces, one is 3" in length with a 3.25" ID and the other is 1.5 " in length with a 3" ID. The smaller piece fits inside the larger one. What you will end up with is a connector with a 3" ID at one end and a 3.25" ID at the other. (Note: This connector is normally pre-assembled for you; I have included the above info simply for reference.)



The 3" ID side of the connector fits onto the intake tube, and the 3.25" ID side connects to the throttle body. Put the connector in place on the intake tube and tighten the hose clamp.



Next, put this whole assembly in place on the throttle body and lightly tighten the throttle body hose clamp.



After removing it from its plastic bag, put the filter on the end of the tube and tighten that hose clamp. Now that everything is in place, you can move the intake around, loosen and rotate the hose clamps, etc. to get everything just the way you want it. You should probably check to be sure that the filter isn't resting on the fender because constant rubbing will wear away the paint. Once you get everything in its proper place and orientation, tighten down all of the hose clamps.



Connect the PCV hose to the nipple on the intake tube. You will probably want to use the supplied zip tie to hold the PCV hose away from the throttle linkage, just to be sure that it won't interfere with its operation. Suitable attachment locations may vary from engine to engine, but you should be able to locate an appropriate place. Loosening the stock zip tie on the front of the intake manifold will allow you to slide the PCV hose left and right to adjust the slack, if necessary.

Finally, plug the electrical connector from the wiring harness back into the temperature sensor, and slide the red locking lever into place.



Congratulations, you're done!

Reconnect the negative battery cable and go for a drive! It will probably take a little while before the computer has fully adapted to the new intake, but you should immediately notice a change in the engine's tone, volume, and throttle response. Depending on your driving habits, you will likely see an increase in gas mileage as well.

To return the vehicle back to its stock condition, simply reverse the above procedure.

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