



FILTERCHARGER[®] INJECTION PERFORMANCE KIT

— INSTALLATION MANUAL —

Mitsubishi 3000GT

Dodge Stealth

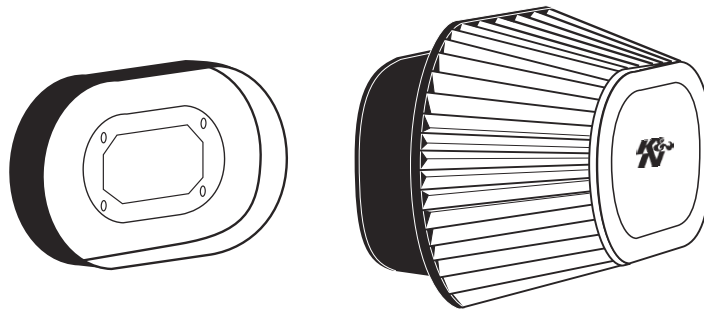
1991-1995

V6-3.0L

Standard & Twin Turbo

P/N 57-1500

CARB E.O. # D-269-8



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K&N Filtercharger® Injection Performance Kit #: 57-1500

Application: 1991-95 Mitsubishi 3000GT, Dodge Stealth V6-3.0L engine

Air-flow sensing device: Karman Vortex air flow meter

BASIC DESIGN CONCEPT

This K&N Filtercharger® Injection Performance Kit (hereafter referred to as: **FIPK**) is designed to be less restrictive than the OEM air filter system. Low restriction air filters allow the engine to have better throttle response as well as more power throughout the RPM band. K&N has designed this **FIPK** to exactly replace the OEM factory air cleaner case, with a precision engineered aluminum adapter and all the necessary mounting brackets, bolts, screws and nuts. Additionally, it is important to note, if the O.E.M. air cleaner case has emission control devices and/or hoses, that all these parts will be installed as necessary to the new assembly.

Each **FIPK** has a specially designed filter with woven cotton fabric sandwiched between 2 layers of wire mesh screen. The screen and fabric combination creates a grid-like effect which actually straightens out the incoming air as it passes through the filter. In addition to the filter, this kit has a uniquely designed adapter with a built-in velocity stack. This velocity stack is beneficial in further smoothing out the incoming air flow and allowing for a less restrictive entry into the engine. (Air moving in a straight direction moves faster than tumbling air thus creating an increase in air flow). See the figure below.

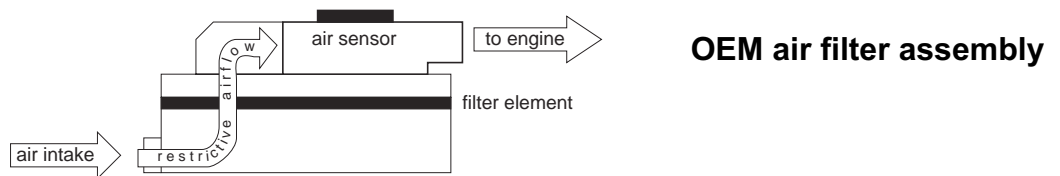
AIR CLEANER DESIGN EFFECTIVENESS

To design an effective performance air filter assembly, two factors must be considered: the air filtering element and the air filter adapter. On fuel injected, computer controlled vehicles, there can be a substantial gain in performance by using a less restrictive air filter assembly. Original equipment air filter assemblies tend to be more restrictive than the performance enthusiast would like, therefore, by changing to the less restrictive K&N **FIPK**, the air flow potential of the engine can be fully maximized without jeopardizing important emission standards. (see figures below)

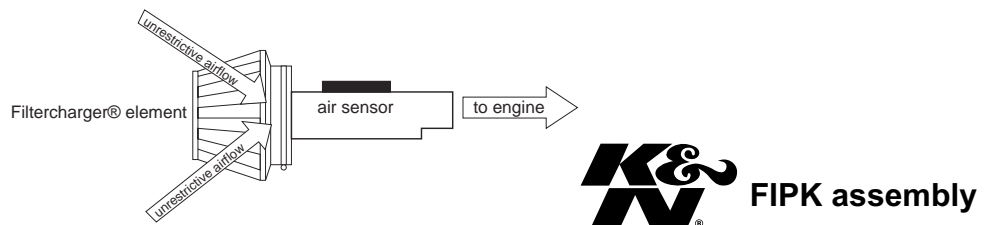
EMISSIONS LEGAL

The **FIPK** is street legal for use on the emission controlled vehicles that it was originally designed to fit. These kits replace the original air filter case and do not eliminate the emission controls. The high temperature label, (attached), contains the EO # assigned by C.A.R.B. that will allow a vehicle installed with the FIPK to pass the visual inspection at an authorized Smog Inspection station.

BEFORE F.I.P.K.

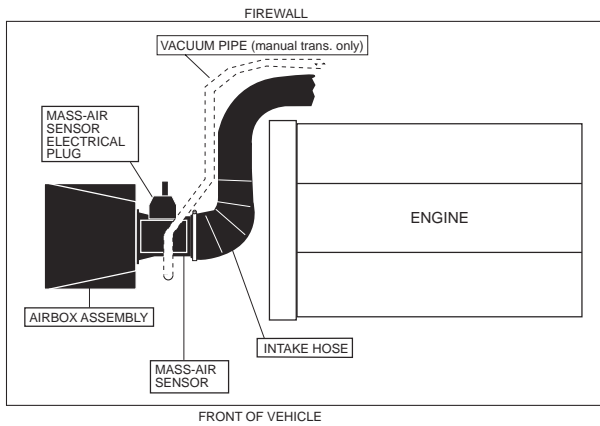


AFTER F.I.P.K.

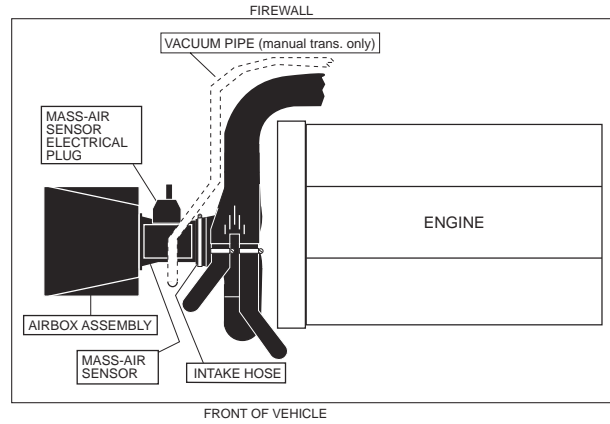


INSTALLATION INSTRUCTIONS

CAUTION! PLEASE READ CAREFULLY AND COMPLETELY BEFORE BEGINNING WORK ON YOUR VEHICLE. K&N suggests that you have a repair manual available for reference during installation of the K&N Filtercharger.



**NON-TURBO
ENGINE COMPARTMENT**



**TWIN-TURBO
ENGINE COMPARTMENT**

INSTALLATION

- 1) Disconnect the vehicle's negative battery cable.
- 2) Loosen the hose clamp where the rubber intake hose connects to the mass-air sensor.
- 3) On some vehicles with a manual transmission; you may need to unhook the vacuum pipe from the rubber hose junction. (see fig. 1)
- 4) Carefully remove the electrical plug connection from the mass-air sensor.
- 5) Unclip the airbox lid. Remove the airbox lid and the mass-air sensor from the car as a unit.
- 6) Unbolt the airbox assembly from the body. It is held in place with two bolts and one nut. Be careful not to drop any parts.
- 7) There is a small metal bushing in the grommet with the stud, carefully remove this with needle-nose pliers.
- 8) Remove the airbox with the snorkel tube attached. It is a tight fit, so be patient and work it out carefully.

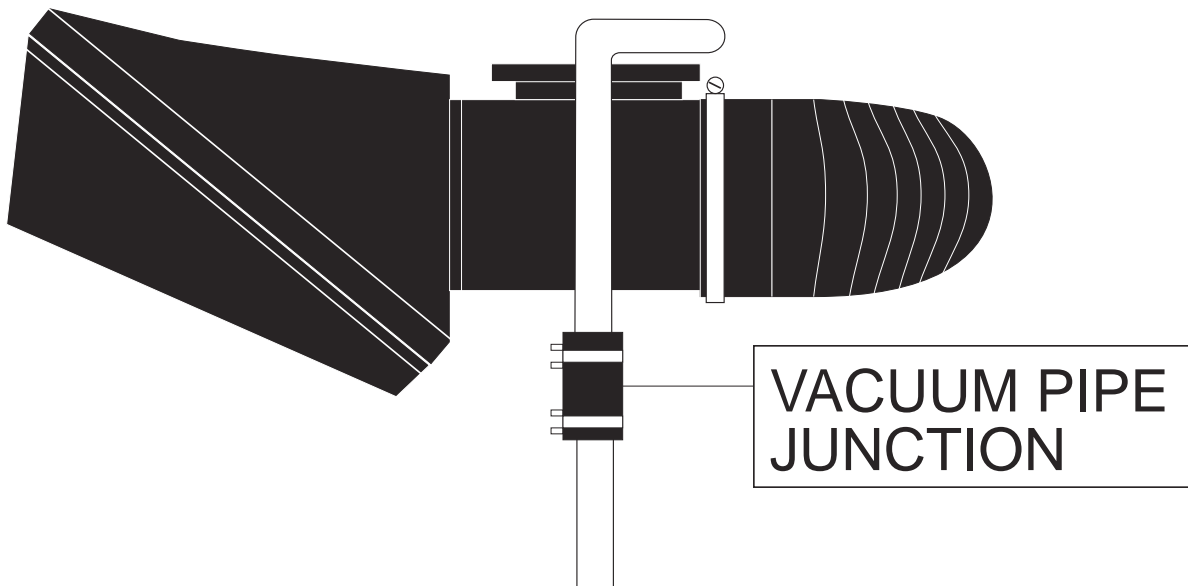


fig. 1

- 9) Remove the mass-air sensor from the airbox lid, which is held by four nuts.
- 10) Install the filter adapter to the mass-air sensor, re-using the stock rubber gasket. (see fig. 2)
- 11) Install the two "L" brackets as shown. Be certain that the brackets are positioned correctly, there is a slight angularity difference between the two. Leave all fasteners slightly loose at this time.
- 12) Install the mass-air sensor into the vehicle. Work the front bracket over the stud, as the sensor slides into the intake hose.

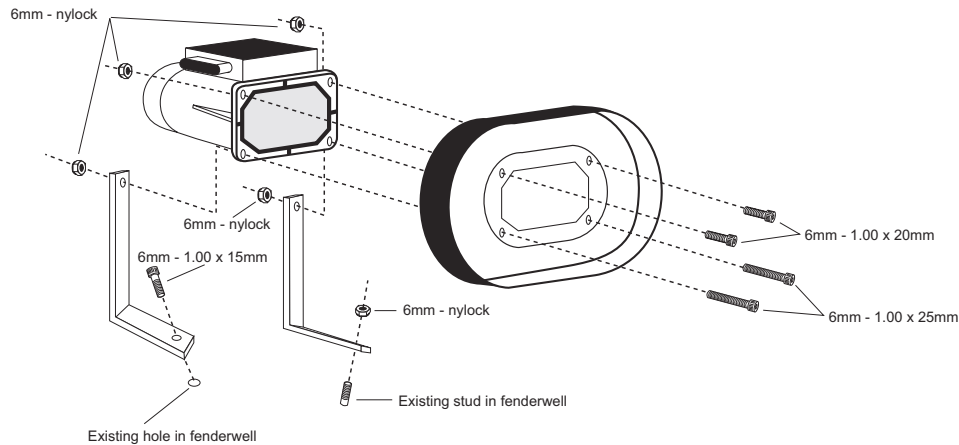


fig. 2

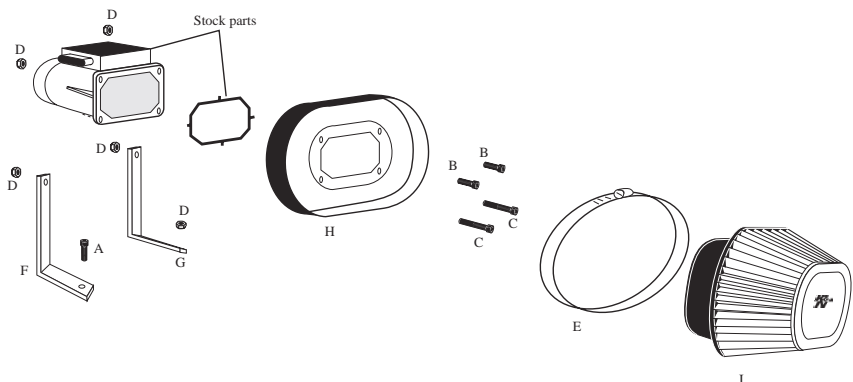
- 13) Install a nylock nut on the stud and a 15mm long allen bolt in the rear bracket. Gently tighten all fasteners (6) at this time.
- 14) Tighten the hose clamp on the intake hose.
- 15) Plug the electrical connector into the mass-air sensor.
- 16) Re-connect the vacuum pipe if the vehicle has a manual transmission. (see fig. 1)
- 17) Install K&N Filtercharger® onto adapter, do not over-tighten hose clamp!
- 18) Re-connect battery cable. Double check to make sure everything is tight and properly positioned before starting vehicle.
- 19) The C.A.R.B. exemption sticker, (attached) must be placed in a visible area 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.
- 20) It will be necessary for all FIPK's 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

Start the engine with the transmission in neutral or park, and the emergency brake on. Listen for any air leaks or odd noises. If there are air leaks, make sure the hose connections are secure. If there are any odd noises, check for the cause and repair before proceeding. The K&N Filtercharger® Injection Performance Kit will function identically to the factory air filter with the exception of being slightly louder than stock and much more responsive. If all preliminary checks are okay, then a road test is necessary. Listen carefully for rattling or other odd noises and fix as necessary. If the road test is fine, you can enjoy driving as normal with the added response and power. We suggest that the Filtercharger® element be checked periodically for dirt. This is now very easy due to the open element configuration. If the filter material is overly dirty, service it according to the instructions that are in the Recharger service kit that was included with the FIPK. If you have any questions or problems, inquire at your nearest K&N dealer, or direct to K&N Engineering at (909) 684-9762.

PARTS LIST

description	quantity
A 6mm-1.00 x 15mm allen bolt	1
B 6mm-1.00 x 20mm allen bolt	2
B 6mm-1.00 x 25mm allen bolt	2
D 6mm-1.00 nylock nut	5
E size 104 hose clamp	1
F rear "L" bracket	1
G front "L" bracket	1
H die-cast filter adapter	1
I Filtercharger® element	1



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