



Dodge Shaker Installation Instructions

- 1) On the 5.7L, pop off plastic engine cover by lifting up on it. On the 6.1L, Pop off the plastic 6.1 coil "valve" covers.
- 2) Unscrew from the engine the (4) engine cover ball mounts that hold on the cover on.
- 3) On the 5.7L, remove the 4 ball mounts and with a 3/16" drill bit, drill out the threaded holes where the ball mounts were screwed in. On the 6.1L, unscrew the 4 fuel rail bolts.
- 4) On the 5.7L, using supplied thread tap and a socket wrench, insert tap and cut new threads in the black plastic mounts. Make sure the tap is going in straight. If ever you would like to return the mounts to the original thread size to use the ball mounts and factory engine cover, just call us and we will walk you through it. The 6.1L mounting holes do not need any modification.
- 5) Install engine cover studs. Driver's Rear side stud is marked as DS, etc. Be very careful not to over tighten, or they may break off.
- 6) On the 5.7L, remove oil filler cap and slip on the rubber boot supplied with kit.
- 7) Do not install tubes to the bottom of the engine cover yet. Install engine cover in this manner. Tilt cover with bottom side facing you. Manuever the back of the cover under the transmission oil filler tube. Lower cover and guide the Passanger Rear stud into hole. As The cover is lowered, guide the remaining studs into holes making sure the passanger side of cover is going under the engine oil dip stick.
- 8) Bolt down the cover by with the (4) 1/4-20 flange nuts provided.
- 9) Screw on the shroud air box cover with the (2) 10-24 phillips screws.
- 10) Using scissors, cut the center out of the hood template and also the two squirter holes and front and rear edges.
- 11) Using 2" masking tape, cover the entire center section of hood.
- 12) Close the hood. Using masking tape, tape the hood template onto the hood. Make sure that the center line is correct by measuring from the edge of the sides of the hood to the center like on the template. Also make sure the rear edge is is aligned with the rear of the hood and the template is stretched tightly with no wrinkles.
- 13) Draw on the hood the exact location to be cut and remove template. Remove hood from car and set it up on styrofome blocks.
- 14) Using a 1" hole or larger, cut through the hood to open a place for the saw.
- 15) Using a reciprical air hack saw, a jig saw with a 6" blade or a sawsall, cut out the hood. You must hold the saw at a about a 10 degree slant so that the hole on the bottom of the hood will be larger than the top side.
- 16) Turn the hood upside down and set it up on styrofoam blocks. Remove insulation. Using a small 9D degree 3o grinder, grind the cut metal edges smooth until the bottom brace panel slides in.
- 17) Test fit the bottom brace and screw into position with (4) screws in the corners (locations marked in fiberglass)
- 18) Flip over hood and test fit trim ring. Take measurements from the windshield squirters to the trim ring on both sides and make sure it is centered.

- 19) If the trim ring can not be centered, the bottom brace will have to be repositioned. Repeat steps 16-19 until satisfied with the fit, and draw a line around the outside of the trim ring on the hood with a pen.
- 20) Screw in the (12) other screws into the bottom brace(All locations are marked on the fiberglass). Remove screws
- 21) Load PL Premium glue into caulking gun. Grind or scuff hood and apply entire tube on the bottom side of hood.
- 22) Install all (16) screws and clean up mess with mineral spirits or naphtha (Do Not get this glue on your hands. Use latex gloves. It will stain your hands!)
- 23) Cut down the hood insulation and reinstall under brace panel.
- 24) Flip over hood and make sure trim ring fits properly. It may need some slight sanding adjustments.
- 25) Load both epoxy adhesives into caulking guns, and test fit the (4) spring clamps and the 4" C clamp for the front.
- 26)Dispense about half the tube of each adhesive. You can measure the amount by putting ruler marks on the rod with a black marker to dispense exactly the same of each kind.
- 27) Thoroughly mix the epoxy with the squeegee. Work quickly as you have between 5-10 minutes before it begins to stiffen.
- 28) Align and clamp the trim ring. Clean up mess with alcohol.
- 29) After about 2 hours, use an exacto knife to cut around scoop and remove masking tape and paper.
- 30) Install the shaker scoop. Do not install the rubber gasket onto the engine cover yet. Install the hood back on the car.
- 31) Close the hood and check the fit. The engine cover stud nuts can be screw up or down. Also, if the scoop needs more adjustment, the studs can be bent towards the direction you want to move the shaker. This is a last resort, but on some cars may be necessary.
- 32) When happy with the fit, you can install the hoses on the bottom of the engine cover. Then 2 long ones go on the passenger side.
- 33) Screw down the air box cover, and bolt down the grilles into the scoop. You can now install the rubber gasket on the engine cover just to the outside of the studs. Some prefer to install it after painting the parts.