Part number PF9031

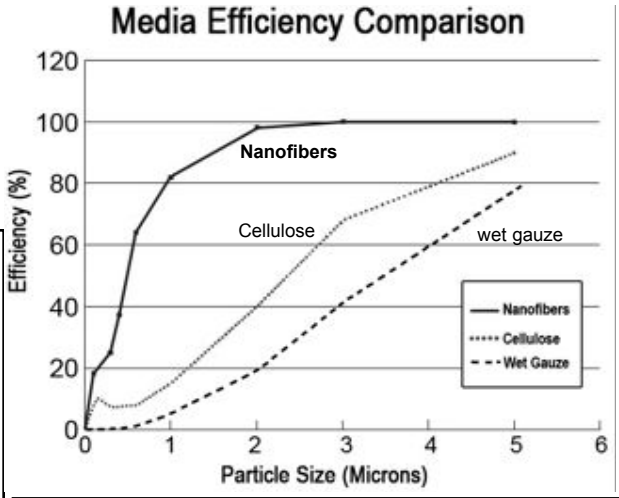
1999-03 Ford F250/F350 Super Duty
2000-03 Ford Excursion
7.3L V8 DSL

1- Custom cast aluminum intake (A)
1- Web nano-fiber super flow (B)(X-1029)
oval filter w/inverted cone
1- Pre-filter Hydro-shield (C) (#1039)
1- Center air plenum-**Contents:**(D&E)(#15036)
1- velocity stack w/ fins (#15030)
9- M4 x 12mm hd screws (#6074)

1- 4.00" Hump hose (F) (#3168)
1- 4 5/8"ODx2 1/4 long str. hose (G)(#3171)
2- Large clamps .072/.512 (H) (#4014)
2- Medium clamps .064/462 (I) (#4006)
1- Powder coated heat shield (J)(#11055)
4- M6 x 12mm socket head (K) (#6056)
1- 18" foam vinyl tim (L)(#6058)
1- Relay box bracket (M)(#20103)
1- 8 page instruction

Note: The Injen/AMSOIL air filter made from a synthetic Nanofiber media which has a 100,000 mile service life or four year warranty, whichever comes first.

Note:
The C.A.R.B Exempt sticker must be attached under the hood in a place where it is easily visible to an emissions inspector.



Nanofiber technology: Is an oil free filtration media that has been used exclusively in heavy duty applications, including the US Army's Abrams M1 tanks.

Congratulations! You have just purchased the best engineered and most advanced air intake system, equipped with Ea nanofiber 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 244 Pioneer Place Pomona, CA 91768 USA


Figure 1

Power-Box contents:

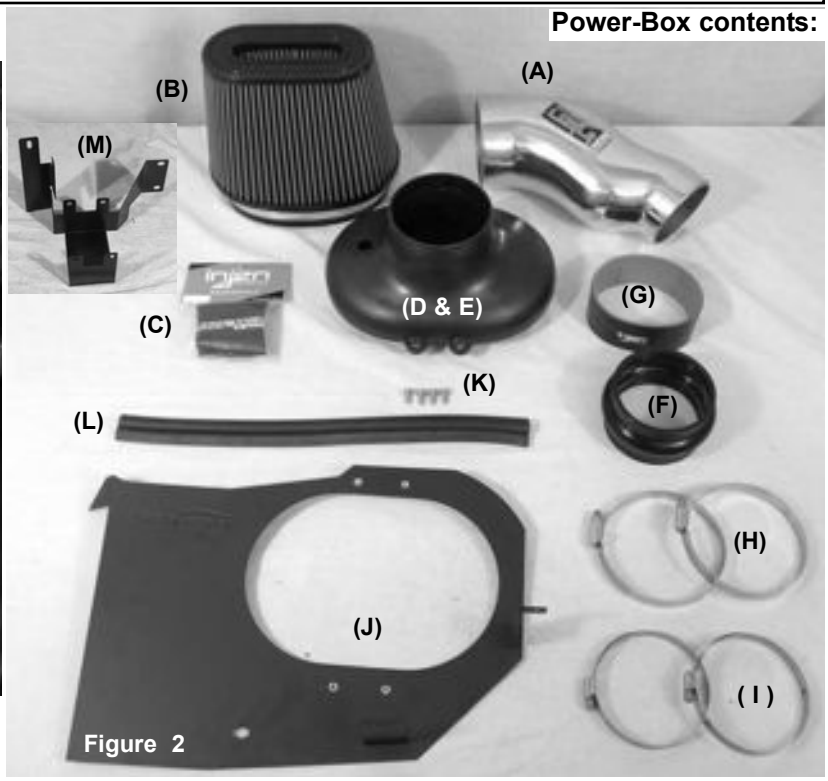


Figure 2

Note: In off-road, frequently dusty or other severe duty applications, clean and change the Injen/AMSOIL air filter more often as determined by operating conditions or as indicated by the air restriction gauge.


Figure 3

The stock air box cleaner and air duct to be removed.

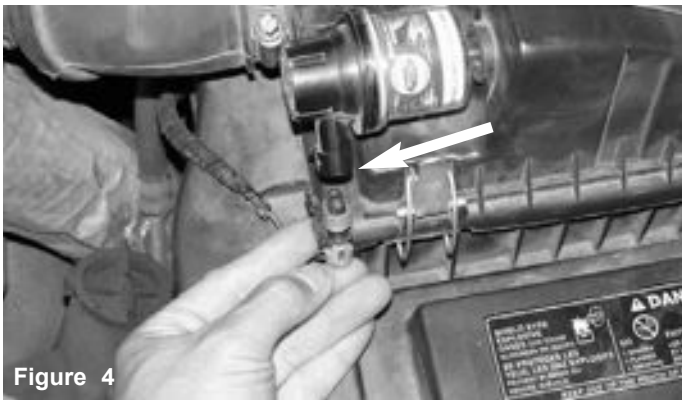


Figure 4

Depress the tab on the electrical harness clip and disengage it from the restrictor gauge as shown above.

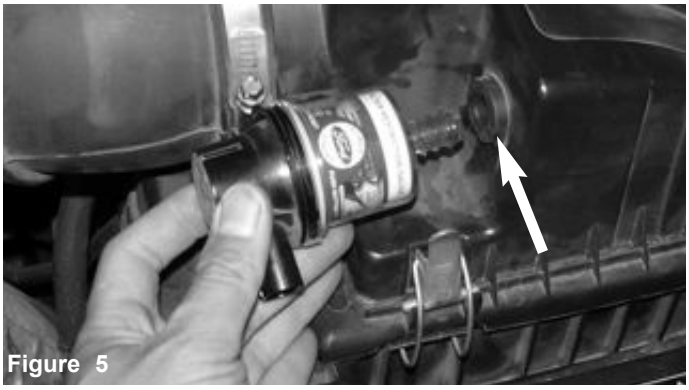


Figure 5

Pull the air restrictor gauge from the stock grommet to be used later in the instructions.


Figure 6

Once the restrictor gauge has been removed, continue to pull the grommet out out of the air box.


Figure 7

Loosen air duct clamp over the turbo inlet hard pipe. The air intake duct will be removed from the turbo inlet.

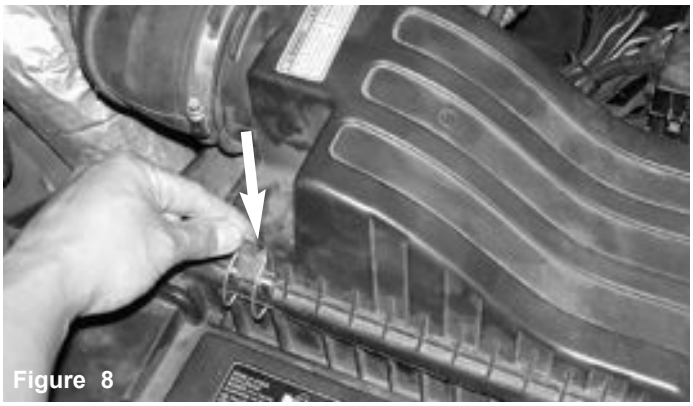


Figure 8

Unlatch the first metal clamp from the upper air box as shown above.

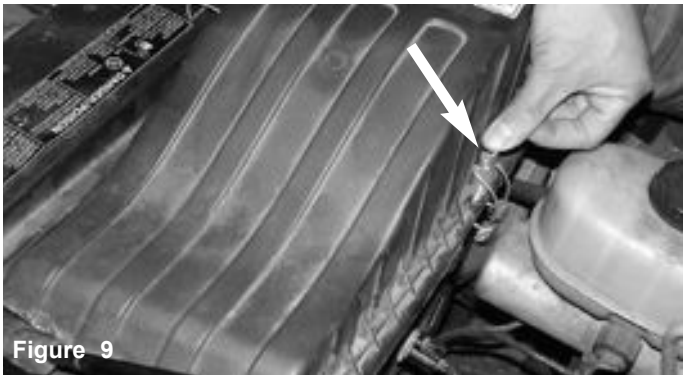


Figure 9

Unlatch the second metal clamp from the upper air box.

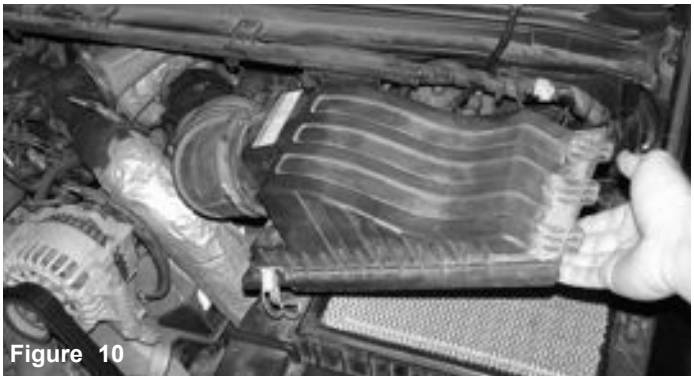


Figure 10

Once you have unlatched the metal clamps from the upper air box continue to separate the upper air box top from the lower air box.

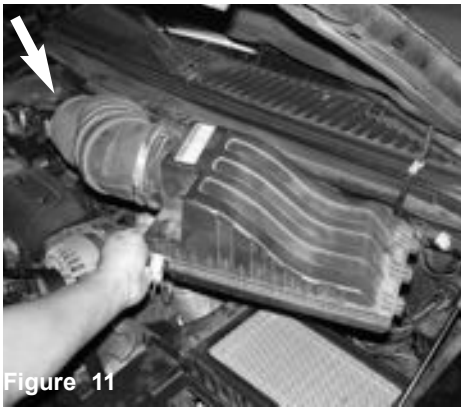


Figure 11

Pull the air intake duct from the turbo inlet then pull the entire upper assembly out of the engine compartment.

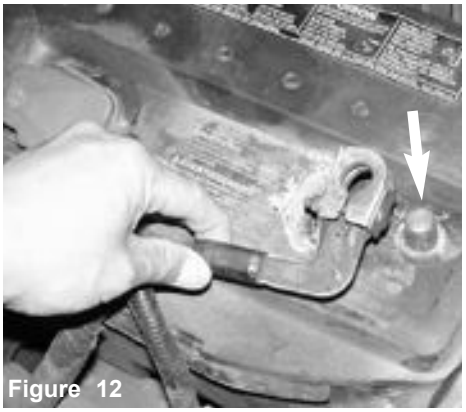


Figure 12

Loosen the negative battery terminal and remove the terminal from the battery post.

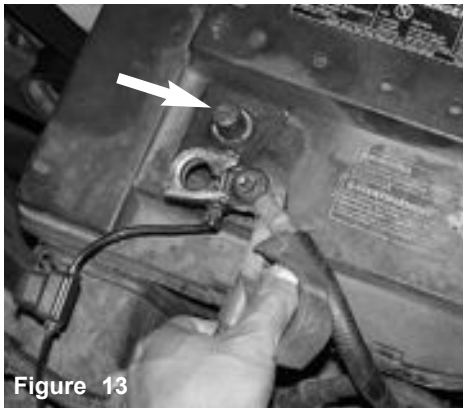


Figure 13

Loosen the positive battery terminal and remove the terminal from the battery post.


Figure 14

Once you have removed the battery terminals, continue to pull the battery cover away from the battery.

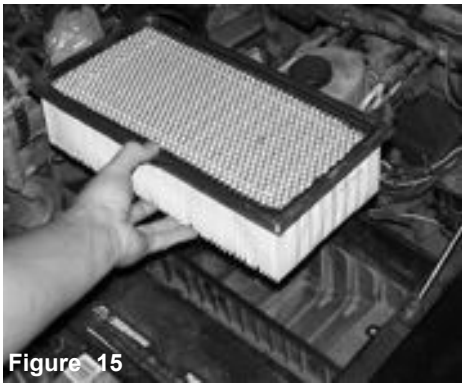


Figure 15

Remove the filter panel from the lower air box cleaner.

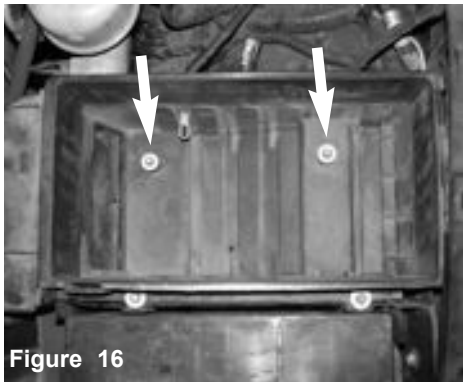


Figure 16

Use a 10mm socket to remove the two 10mm bolts.


Figure 17

The 10mm bolts are now being loosened and removed

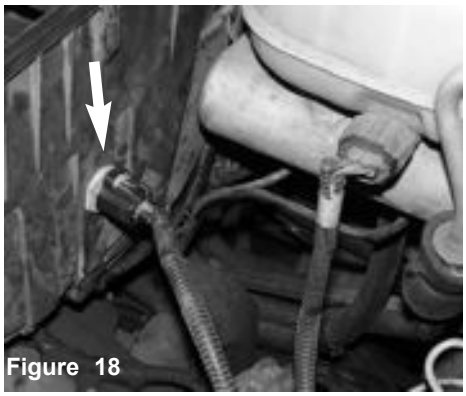


Figure 18

The air temperature sensor will be removed from the lower air box cleaner.


Figure 19

The air temperature sensor is now pulled away from the air box as shown above.


Figure 20

The lower air box cleaner is now ready to be pulled out of the engine compartment.

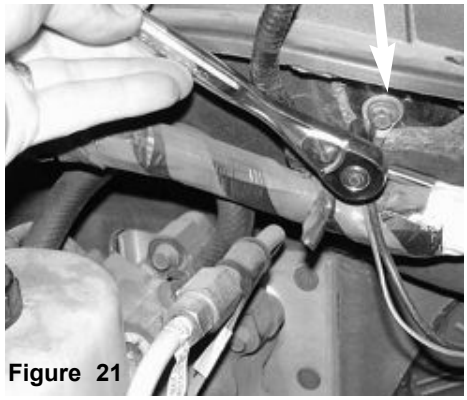


Figure 21

The 10mm ground screw is loosened from the firewall.

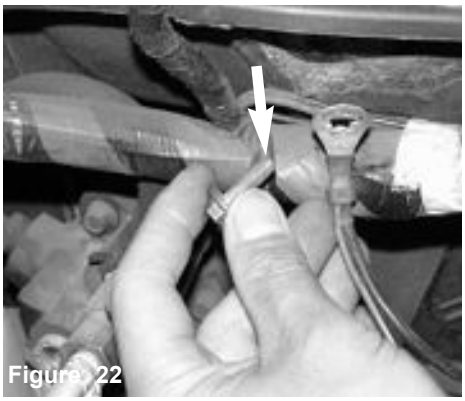
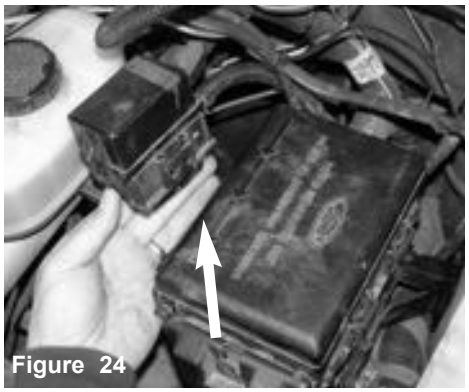


Figure 22

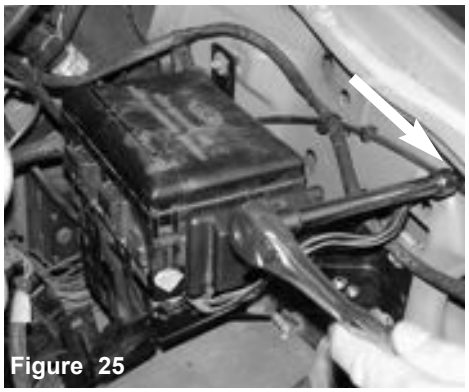
The 10mm ground screw is now removed. Note, the screw will be reused later in the instructions.

Pages 4-5 applies to 1999-2001 PowerStokes equipped with the small and large fuse/relay box. PowerStrokes equipped with the same set up as shown in figure 22 will require the X-20102 relocating fuse box bracket.

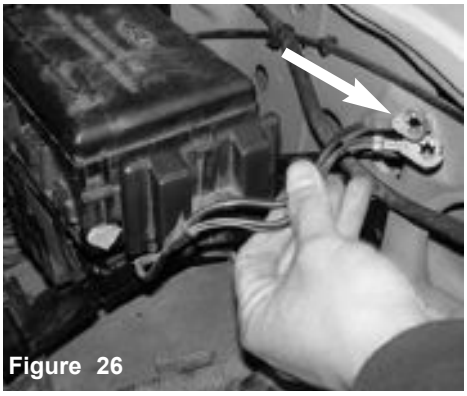
The stock fuse/relay box shown above.



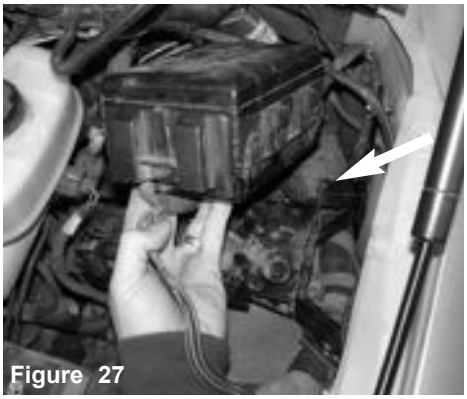
The small fuse box is dislodged from the stand-off located in front of the relay box.



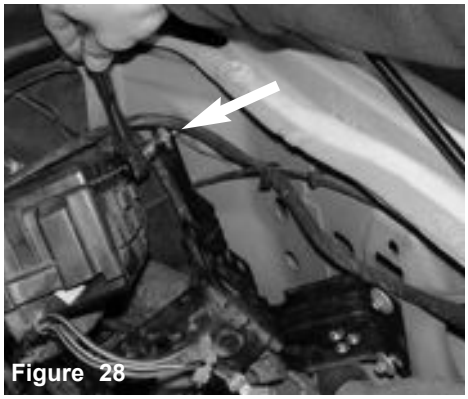
The bolt with the ground wire is loosened prior to removing the ground.



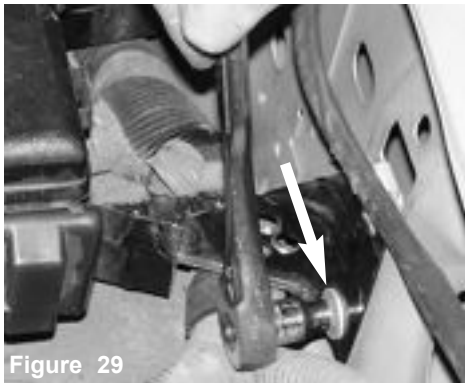
The ground wire is shown removed from the driver side fender well.



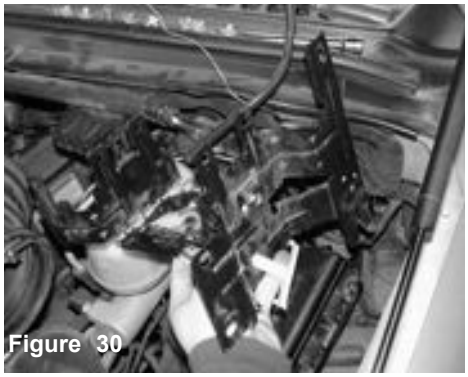
The large relay box is now ready to be detached from the stock brace.



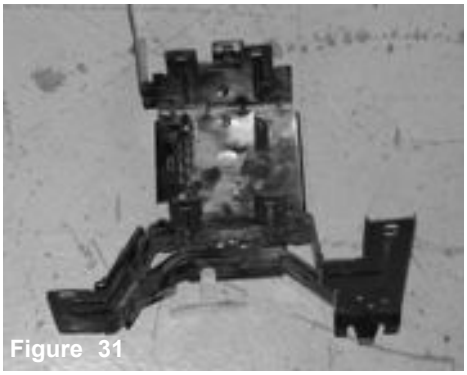
The second bolt by the firewall is loosened and removed



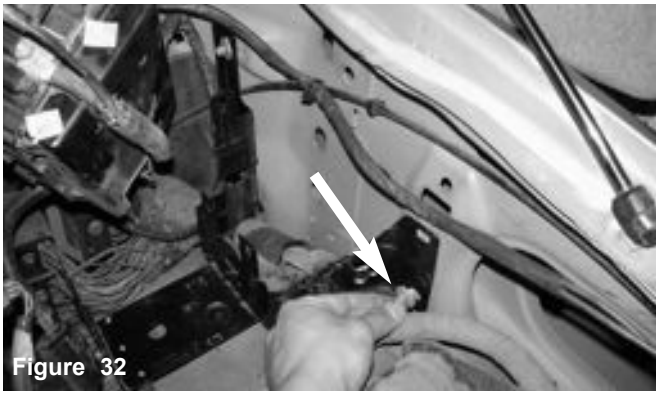
The third bolt is loosened and removed



The stock relay bracket is ready to be pulled out of the engine compartment.



The stock relay box is removed.



The new relay bracket is aligned to the bolt pattern and the stock bolts are used to re-attach the bracket.

The new relay bracket is aligned to the bolt pattern and the stock bolts are used to re-attach the bracket.


Figure 34

The large relay box is aligned to the stand-offs, two on each side, then pressed down onto the stand-offs.


Figure 35

The large relay box is installed on the stand-offs. The relay box sits lower and the fuse box by the fender well.

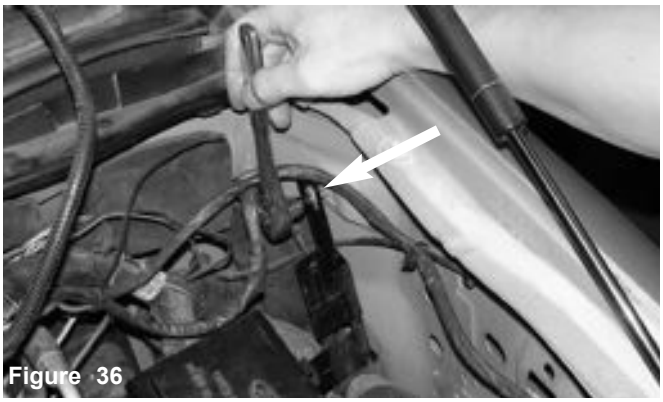


Figure 36

Prior to installing the small fuse box, the bolt by the firewall is tightened.

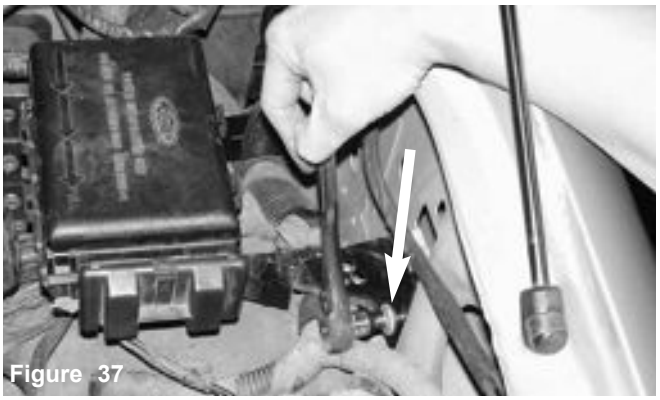


Figure 37

The second lower bolt to located to the front is also tightened as shown above.


Figure 38

The front upper upper bolt is aligned over the ground wires and to the fender well.


Figure 39

The last bolt is also tightened.

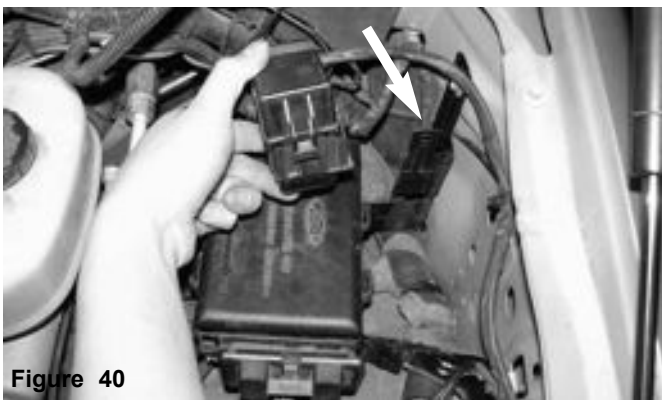
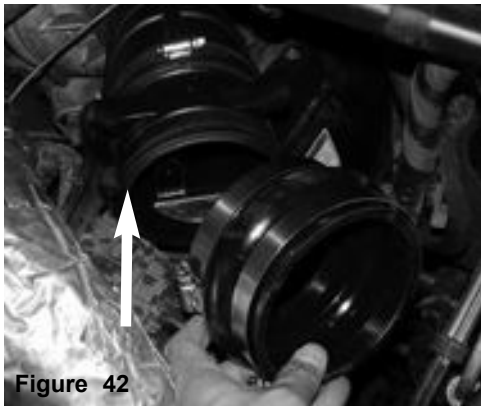


Figure 40

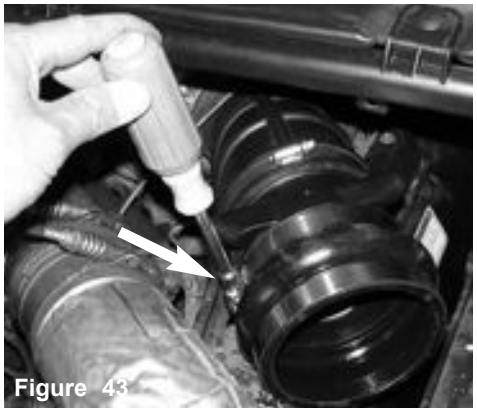
The small fuse box is pressed over the single stand-off by the fender well.


Figure 41

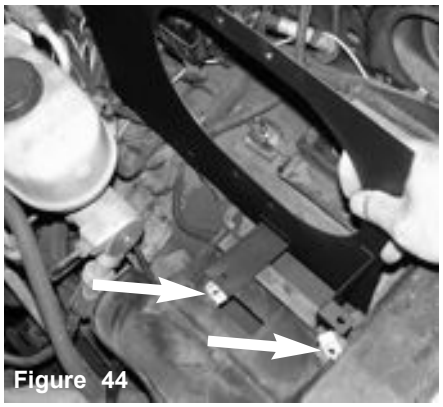
The new bracket is now installed and both fuse/relay box are re-installed.



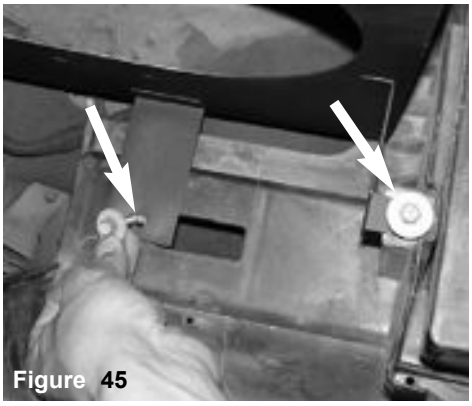
The two clamps are placed over the step hose, the step hose is inserted over the turbo inlet tube.



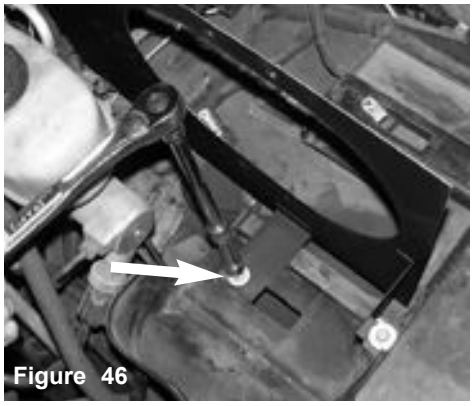
Once you have placed the step hose over the turbo inlet. continue to tighten the clamp over the turbo inlet.



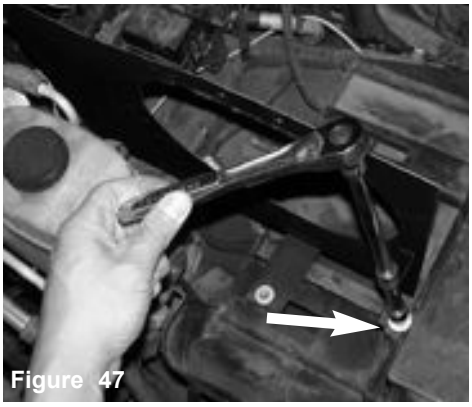
The new heat shield is now lowered in place and lined up over the two pre-tapped holes.



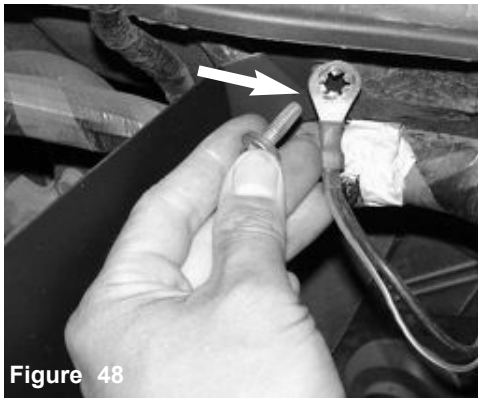
The two stock 8mm bolts are used to secure the heat-shield.



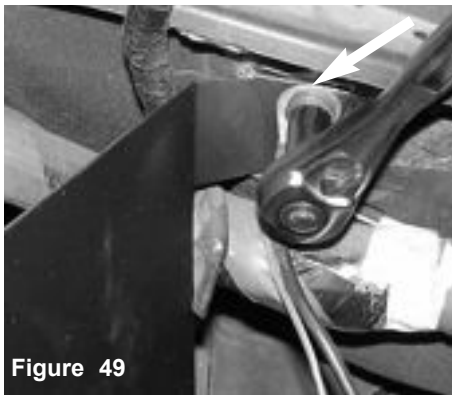
The heatshield 8mm bolts are fastened over the heat-shield brackets.



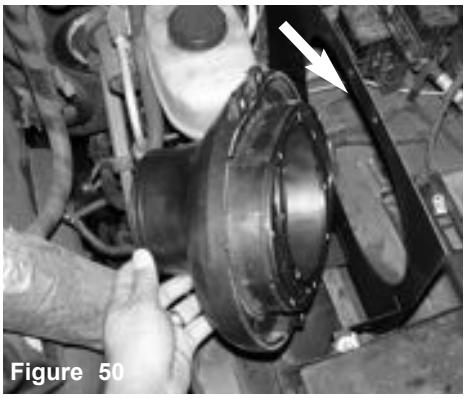
The second 8mm bolt is also tightened.



The 5 /16 bolt is used to fasten the heatshield and ground wire to the firewall.



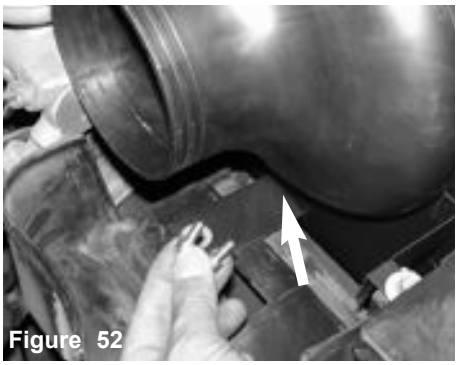
A 5/16 socket is used to tighten the 5/16 bolt to the firewall.



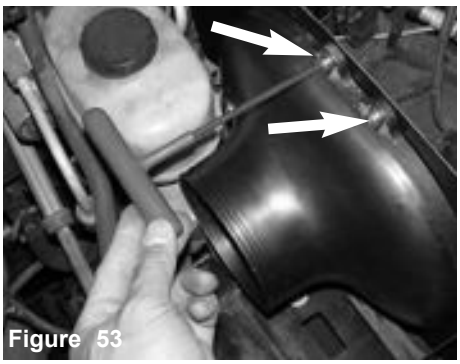
The velocity stack is now lined up to the heatshield bolt pattern.

Warning: Do not attempt to disassemble part# W-PBDVC. Product warranty will be voided if it is determined that the W-PBDVS has been tampered with. Contact Injen customer service for service or repair.

The 2- m6 flange bolts are screwed into the heatshield press nuts.



The remaining two m6 bolts are screwed into the heatshield bottom press nuts.



A 6m allen is used to torque the m6 bolts to the heat-shield.


Figure 54

The 4 1/2" straight hose is slipped over the end of the plenum. A small amount of light oil maybe needed to slip the hose over the plenum.

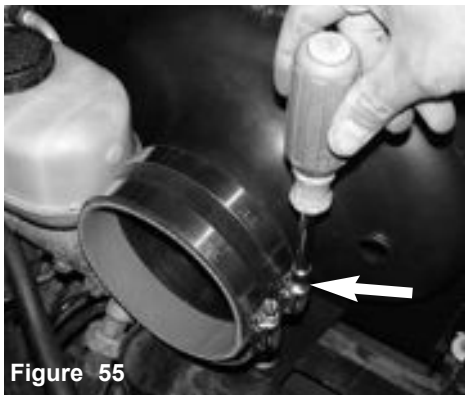


Figure 55

The clamp over the plenum is tightened at this point.

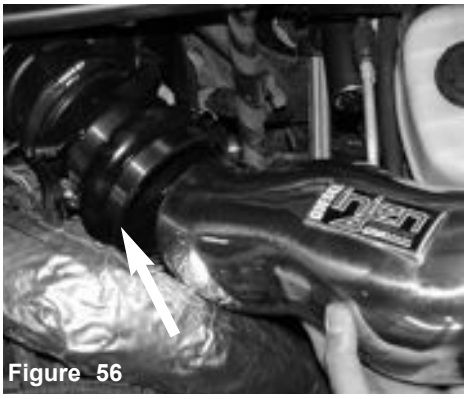


Figure 56

The case aluminum intake is slipped into the turbo hump hose.


Figure 57

Once you have inserted the lower end into the step hose, continue to insert the inlet side into the plenum hose.

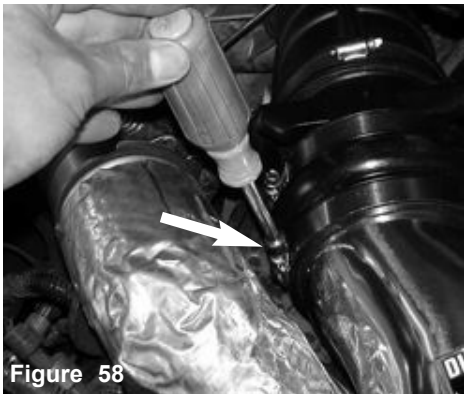


Figure 58

Adjust the entire cast intake for best fit then continue to tighten the clamp over the intake.

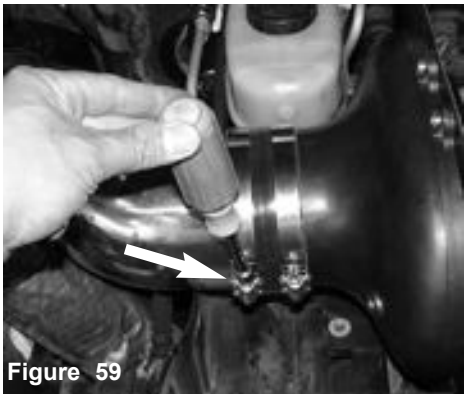


Figure 59

The clamp over the inlet side is tightened.

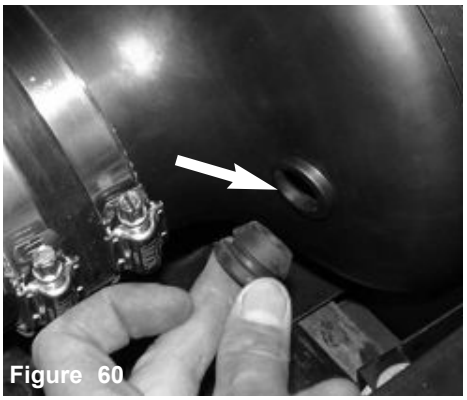


Figure 60

The stock grommet is pressed into the pre-drilled hole.

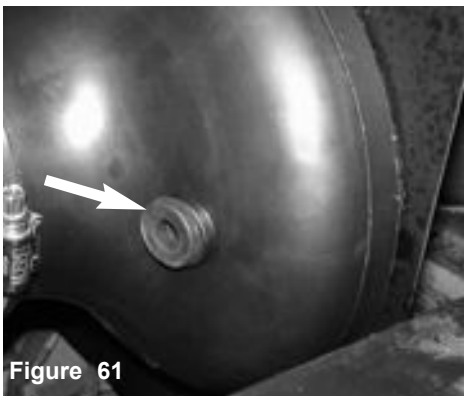


Figure 61

The grommet is now in place and ready for the restrictor gauge.

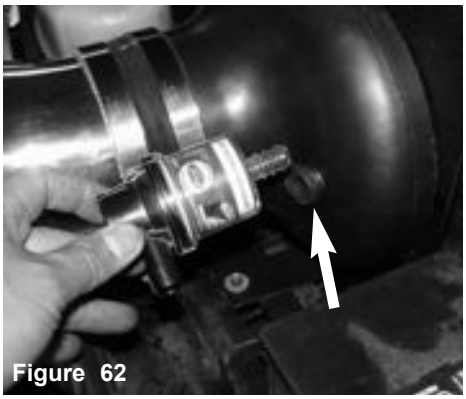


Figure 62

The restrictor gauge is carefully inserted into the grommet.

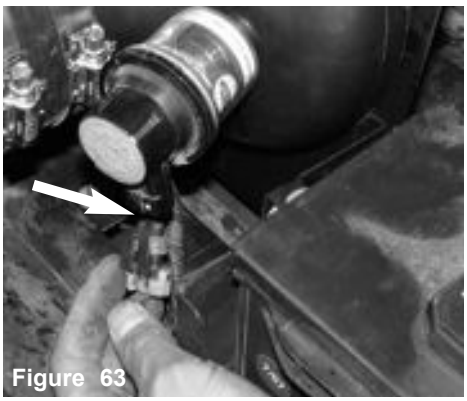


Figure 63

The electrical harness is pressed over the restrictor gauge male plug.

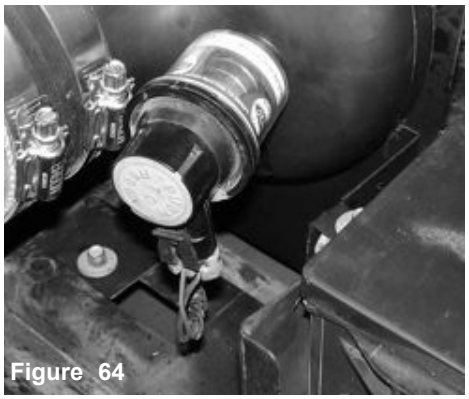


Figure 64

The restrictor gauge is now installed.

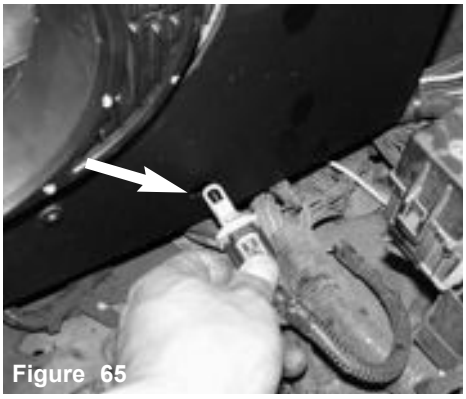
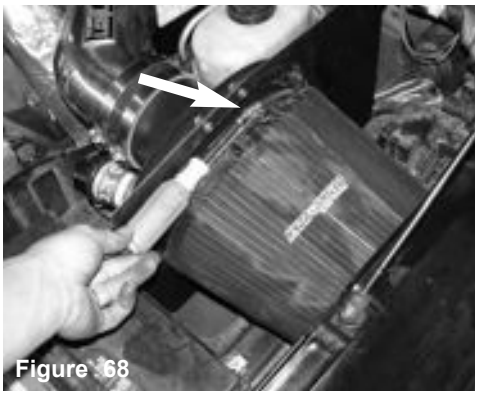


Figure 65

The air temperature sensor is lined up to the stamped hole.

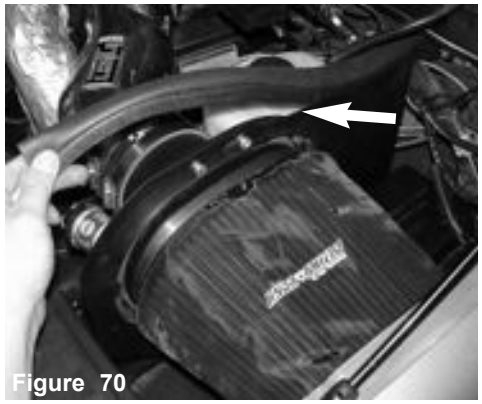
The electrical harness is inserted in the heatshield stamped hole.

The hyrdro-shield is slipped over the Injen/AMSOIL filter, once you have fitted the hydro-shield, continue to press the filter over the velocity stack.



The filter clamp is tightened once you have adjusted the filter over the velocity stack.

.The 18" foam vinyl trim is pressed along the edge of the heat shield as shown above



Continue to lay the vinyl trim on the edge of the heat shield until it lies flat.

Prior to pressing in the end of the vinyl trim, use wire cutters to trim the end.

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.

Congratulations! You have just completed the installation of the World's first tuned intake system, the Power-Flow intake, featuring MR Technology. 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 now 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.