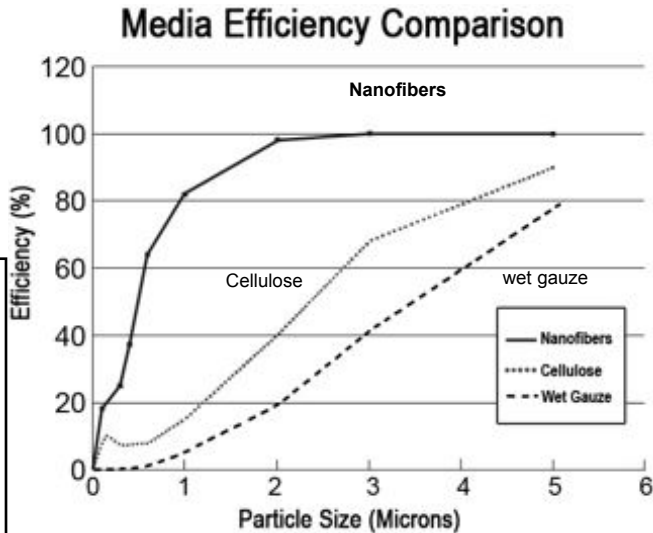




Part number PF9050
2003-07 Ford Power-Stroke
& 03-05 Excursion V8 6.0L

- 1- Custom cast aluminum intake
- 1- Large oval filter with inverted top made from Ea nano-fiber media (#1023)
- 1- Power Box-contents: **W-PBDF-1**
 - 1- Aluminum skin plate (A) (#11040)
 - 1- Main body (B) (#15007)
 - 1- Side air plenum (C) (#15006)
 - 1- Front pre-filter screen (D) (#15011)
 - 1- Air box mounting pad (E) (#15012)
 - 2-M8x16mm low head screws (F) (#6076)
 - 9- M4 x 12mm socket head screw (G) (#6074)
 - 1- Velocity stack w/ Fins (I) (#15030)
- 4- m6 x 12mm socket head (H)(#6056)
- 1- 7 1/2"- 25mm heater hose (#3165)
- 1- 4" straight hose (#3161)
- 1- 5 1/2" OD x 2" long straight hose (#3160)
- 2- Medium clamps .064/.462 (#4006)
- 2- X-Large clamps .612/.88 (#4020)
- 2- small clamps .016 (#4017)
- 1- T20 tamper resistant torx bit (#6021)
- 2- fender washers (#6010)
- 1- 6 page instruction

Note: Early model Power-Stroke may be equipped with an air temperature sensors, use Part number PF9049
 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.

This application only applies to ford Power-Stroke with mass air flow sensors

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
Note: This intake system was tested with an Injen air filter made from synthetic Nanofiber media which has a 100,000 mile service life or four year warranty, whichever comes first.

Note: Disconnect the negative battery terminal before beginning the installation process.



Figure 1

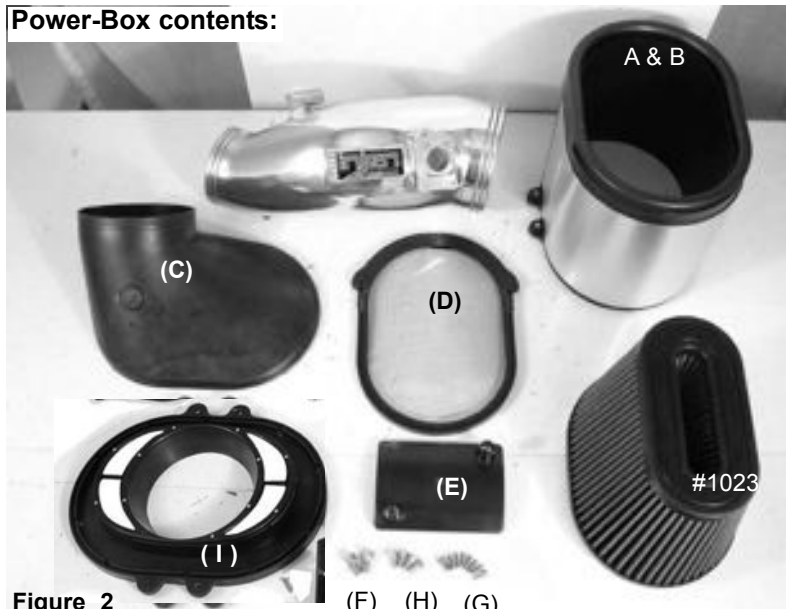


Figure 2

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

Depress the tension clamp on the overflow hose and remove it from the radiator overflow tank.



Figure 4

The overflow hose is now disconnected from the overflow tank. This will allow you to remove the stock air intake tube and air box cleaner from the engine compartment.

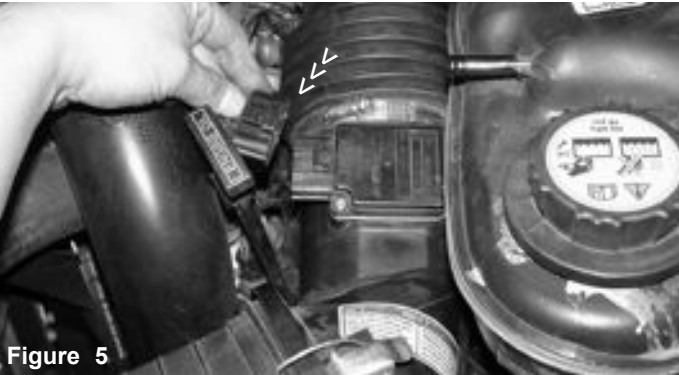


Figure 5

Depress the tab on the electrical harness clip and remove it from the mass air flow sensor as shown above.



Figure 6

Depress the tab on the harness clip and remove the harness from the air restrictor gauge.



Figure 7

Pull the air restrictor gauge from the stock grommet as shown above.



Figure 8

Loosen the clamp on the turbo inlet tube connected to the flex hose.



Figure 9

Once the clamp has been loosened, continue to separate the flex hose from the turbo inlet tube.



Figure 10

Once all clamps and hoses have been removed from the air box cleaner, continue to pull the entire air box out of the engine compartment.



Figure 11

Loosen the clamp on the turbo that attaches the inlet air tube to the turbo.

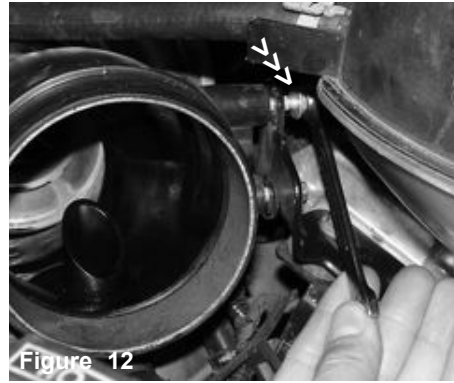


Figure 12

Use an open end wrench to loosen the bolt on the turbo air inlet bracket.

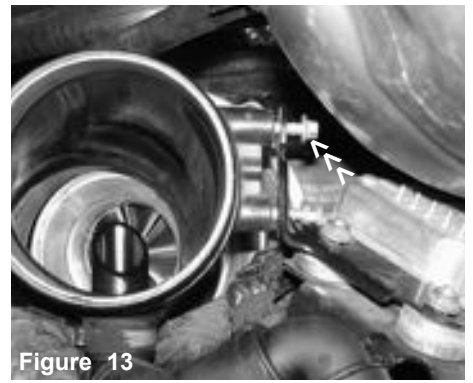


Figure 13

The bolt on connecting the bracket to the turbo inlet is removed.



Figure 14

A flat head screwdriver is used to pry the recirculating breather hose from the recirculate box.

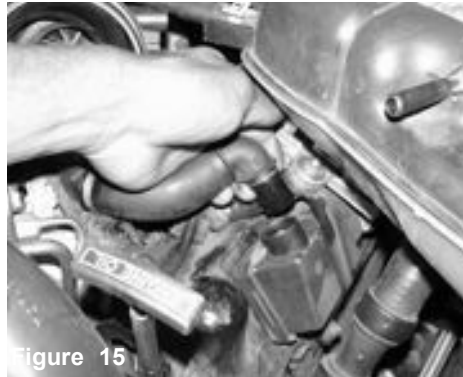


Figure 15

Once you have pried the two apart, continue to pull the recirculation Tube from the circulator box.



Figure 16

The bolt is loosened and the bolt is pulled out. Now your ready to pull the air inlet tube out.



Figure 17

The two nuts on the bracket are loosened and removed.



Figure 18

Once you have removed the flange nuts continue to pull the bracket, which will not be used with this application



Figure 19

The fender washers are slipped over the studs as shown above.



Figure 20

The stock nuts are used to fasten the washers in place.



Figure 21

The 10mm open end wrench is used to tighten the m6 nuts in place.



Figure 22

The fender washers and m6 stock nuts are used to fasten the washers in place.

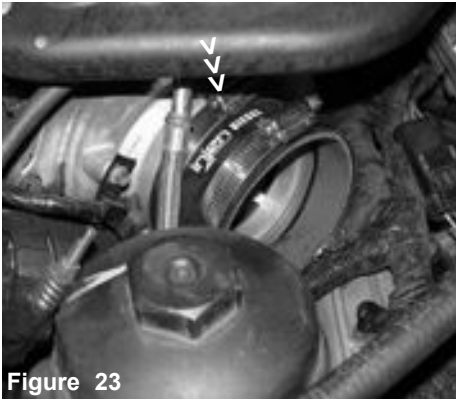


Figure 23

The 4" straight hose is pressed over the turbo inlet. Use two power-bands, tighten the clamp the is over the cast intake.



Figure 24

The 25mm hose is pressed over the air recirculate port.

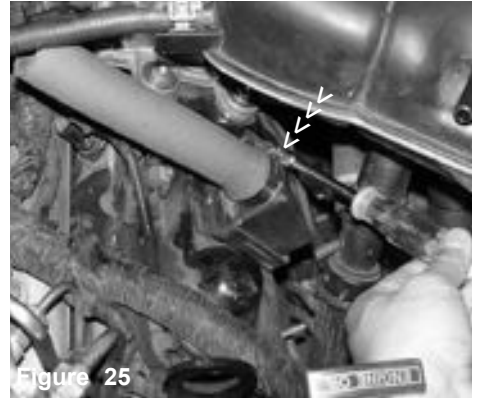


Figure 25

Continue to tighten the clamp on the end of the 25mm breather hose.



Figure 26

Use the T20 torx bit in this kit to loosen and remove the bolts on the mass air flow sensor.



Figure 27

Once you have removed the bolts, continue to pull the mass air flow sensor out of the sensor housing.



Figure 28

Press the 5 1/2" hose over the end of the intake. Use two power bands and tighten the clamp over the cast intake for now.



Figure 29

The 5 1/2" straight hose is now installed over the cast intake.



Figure 30

The mass air flow sensor is inserted into the machined sensor adapter. Rub a small amount of light oil around the O-ring to prevent the O-ring from kinking or tearing.



Figure 31

Use the stock bolts to fasten the mass air flow sensor over the machined sensor adapter.

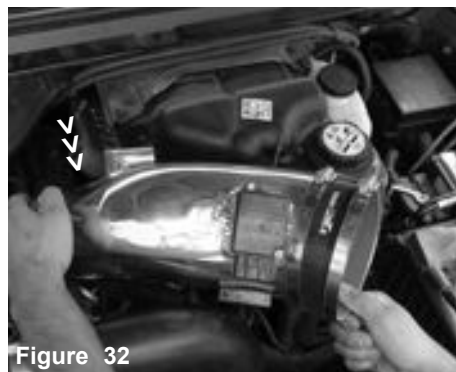


Figure 32

The assembled cast intake is lowered into the engine compartment. the smaller end is pressed into the turbo hose!



Figure 33

The 25mm air recirculating hose is pressed over the 90 degree intake port.



Figure 34

The clamp on the air recirculating breather hose is tightened with a nut driver.



Figure 35

The air recirculating breather hose is now firmly clamped over the intake port.



Figure 36

The stock grommet is firmly pressed into the 3/4" hole in the plenum.



Figure 37

The stand-offs on the air box mounting pad are lined up with the stock grommets, once you have aligned the stand-offs to the grommet, continue to press them into the grommets.

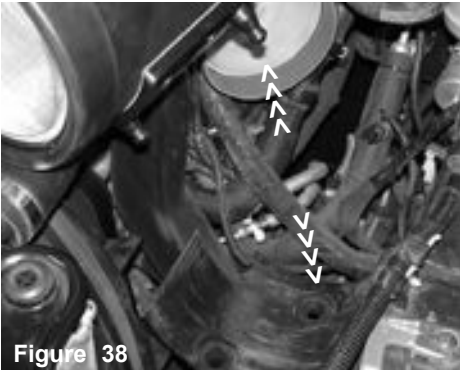


Figure 38

The entire air box assembly is lowered into the engine compartment and the stand-offs are pressed into the grommets. The plenum outlet is aligned and pressed into the 5 1/2" hose located on the cast intake.

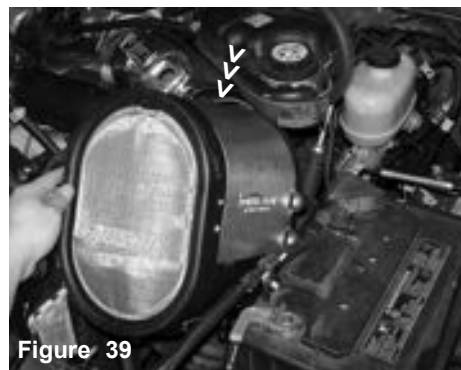


Figure 39

The plenum outlet is pushed into the 5 1/2" straight hose and the stand-offs on the mounting plate are pressed into the stock grommets. Gently push down on the air box until the stand-offs fully immerged.



Figure 40

The Injen/AMSOIL air box should now be sitting flush over the stock grommets and the plenum should be pressed into the 5 1/2" straight hose.



Figure 41

Reconnect the electrical sensor clip to the mass air flow sensor. Press the harness clip over the mass air flow sensor until you hear them snap together.



Figure 42

The electrical sensor harness is connected to the mass air flow sensor.



Figure 43

The air restrictor gauge is now pressed into the stock grommet, The base on the restrictor gauge should be sitting flush over the grommet.



Figure 44

The electrical harness clip is aligned and pressed over the air restrictor gauge.



Figure 45

The electrical harness clip and mass air flow sensor are now properly connected.



Figure 46

The overflow hose is reconnected to the port on the overflow tank. Use the stock tension clamp to secure the hose in place.



Figure 47

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.



Figure 48

Congratulations! You have just completed the installation of the best engineered intake system, featuring eA Nano-fiber dry filter. 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.