

MOMENTUM *GT*

advanced FLOW engineering Cold Air Intake System

Instruction Manual P/N: 50-70122D / 50-70122R

Make: Ford
Make: Ford

Model: Ranger
Model: Everest

Year: 2024
Year: 2024-2025

Engine: I4-2.3L (t)
Engine: I4-2.3L (t)



9

- Please read the entire instruction manual before proceeding.
- Ensure all components listed are present.
- For technical support please call 951-493-7185.
- Ensure you have all necessary tools before proceeding.
- Do not attempt to work on your vehicle when the engine is hot.
- Retain factory parts for future use.

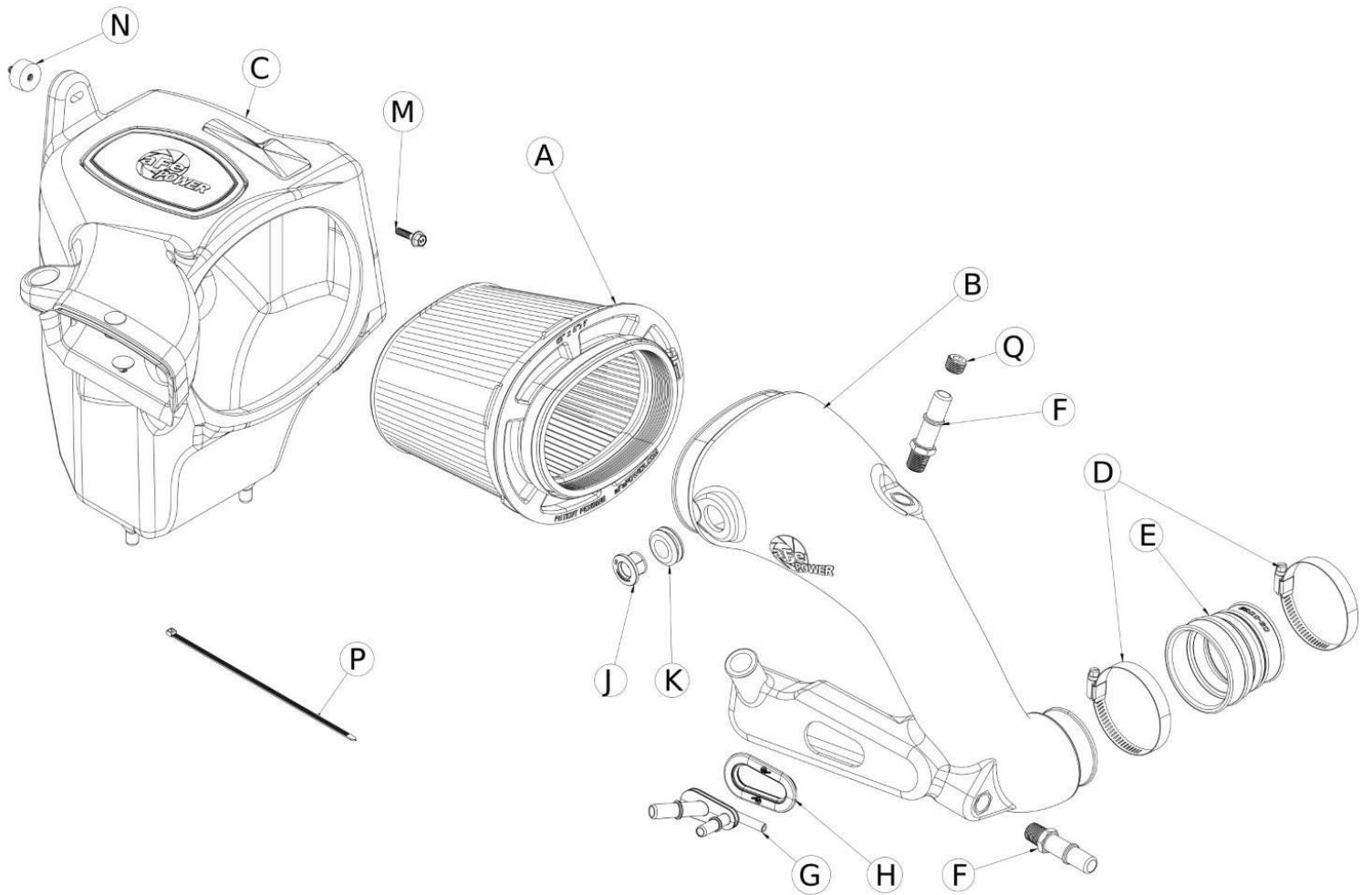
Label	Qty.	Description	Part Number
A1	1	Air Filter (Pro 5R)	20-91205R
A2	1	Air Filter (Pro DRY S)	20-91205D
B	1	Intake Tube	05-5070082B1
C	1	Housing	05-5070122B2
D	2	Clamp, 044 (2-5/16" - 3-1/4")	03-50019
E	1	Coupling, Silicone	05-01732
F	2	Fitting, SAE 15.82 - 5/8" to 3/8" NPT	05-01339
G	1	Fitting, CCV Vacuum: (12.61" & 9.89")in, 7.8" out	05-01698
H	1	Grommet, Silicone; 05-01698 Fitting	03-50751
J	1	Fitting, Air Temp Sensor	05-01454
K	1	Grommet, Rubber	03-50167
M	1	Screw, Flange Hex Head: M6 x 1.00 x 1.25mm	03-50774
N	1	Isolation Mount, M6 Stud and Insert x 1/2"H	03-50664
P	1	Ties, Nylon Cable: 12"	05-60167
Q	1	Plug, Hex Hd Socket 3/8" NPT, (S/S)	03-50158

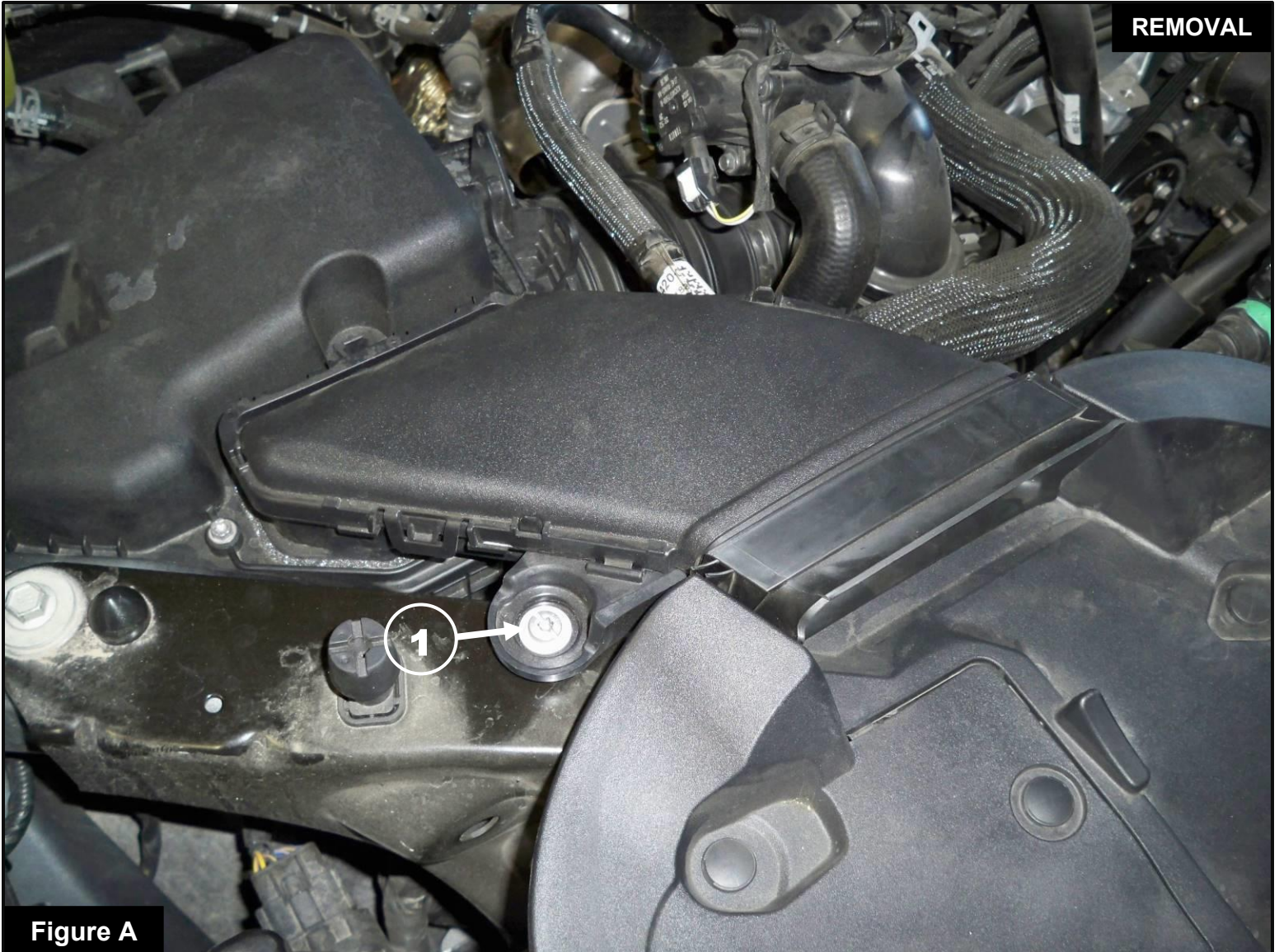
Installation will require the following tools:

Panel clip remover, Torx 30 screwdriver, 7mm & 8mm nut driver, 8mm & 10mm socket and driver, 20mm wrench or adjustable wrench, side cutter & tongue pliers, green size angled disconnect tool, 5/16" Allen wrench

Warranty Information available at <https://afepower.com/contact#warranty>

Emissions Disclaimer: This product is not currently CARB exempt and is not available for purchase in California or for use on any vehicle registered with the California Department of Motor Vehicles.



**Figure A****Refer to Figure A for Step 1**

Step 1: Using a Torx 30 screwdriver, remove the screw ① holding the scoop duct. Remove the scoop duct and set it aside with the screw.

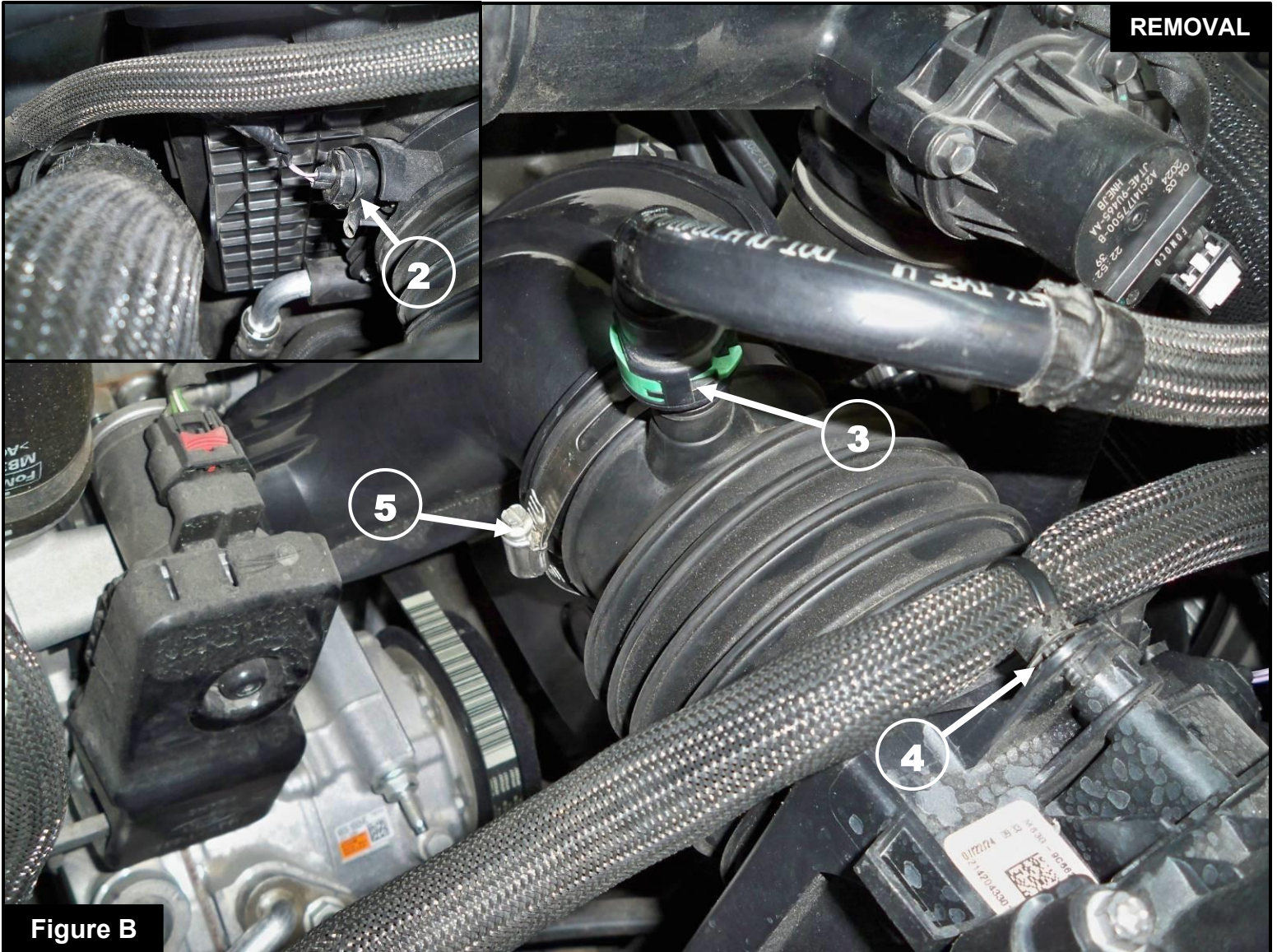


Figure B

Refer to Figure B for Steps 2-5

Step 2: Disconnect the IAT sensor electrical connector ②.

Step 3: Disconnect the quick release vent connector ③.

Step 4: Release the retainer clip ④ and position aside the coolant reservoir hose.

Step 5: Using a 7mm nut driver, loosen the clamp ⑤ at the factory intake tube. Detach intake tube from the factory airbox.

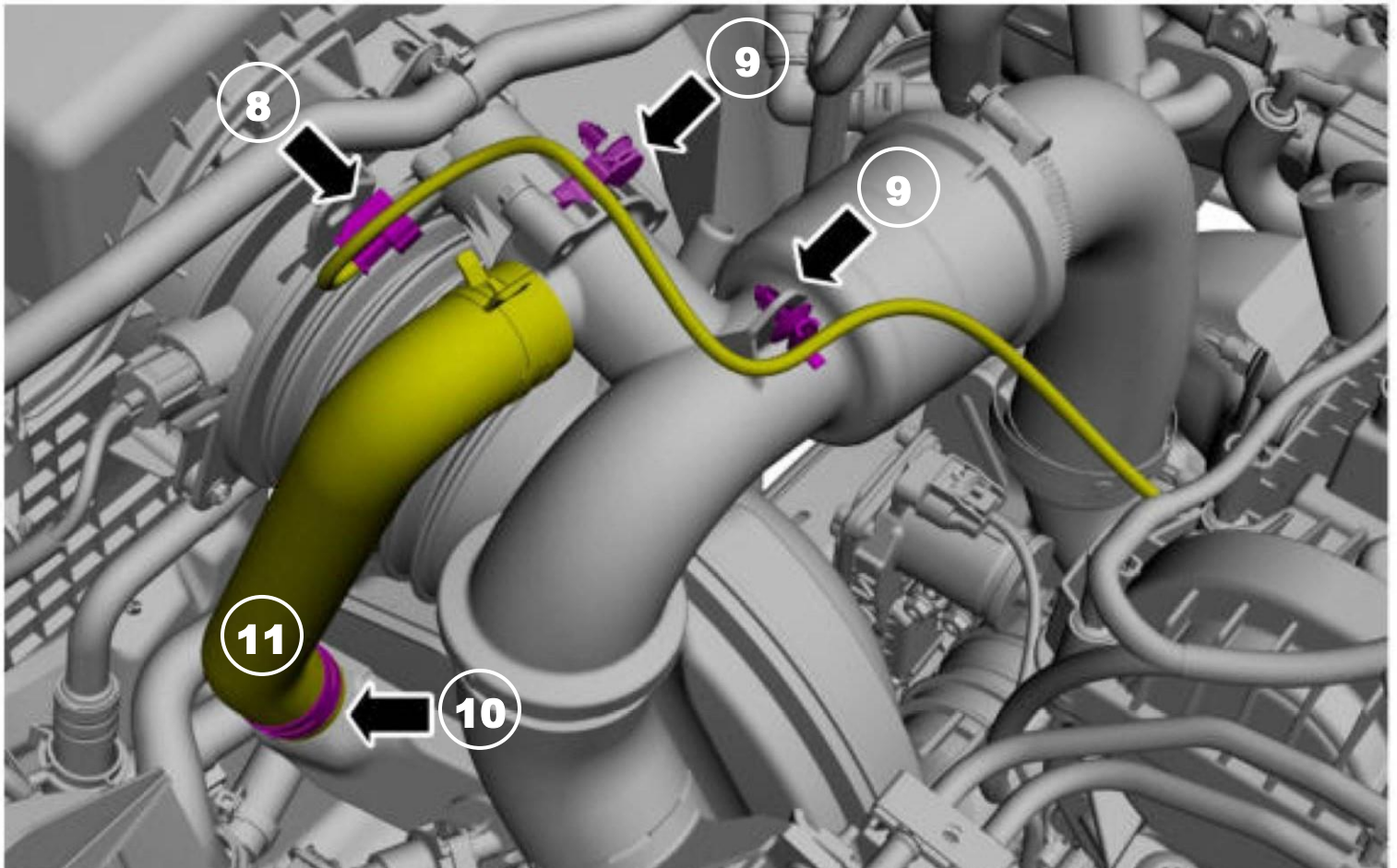


Figure C

Refer to Figure C for Steps 6-7

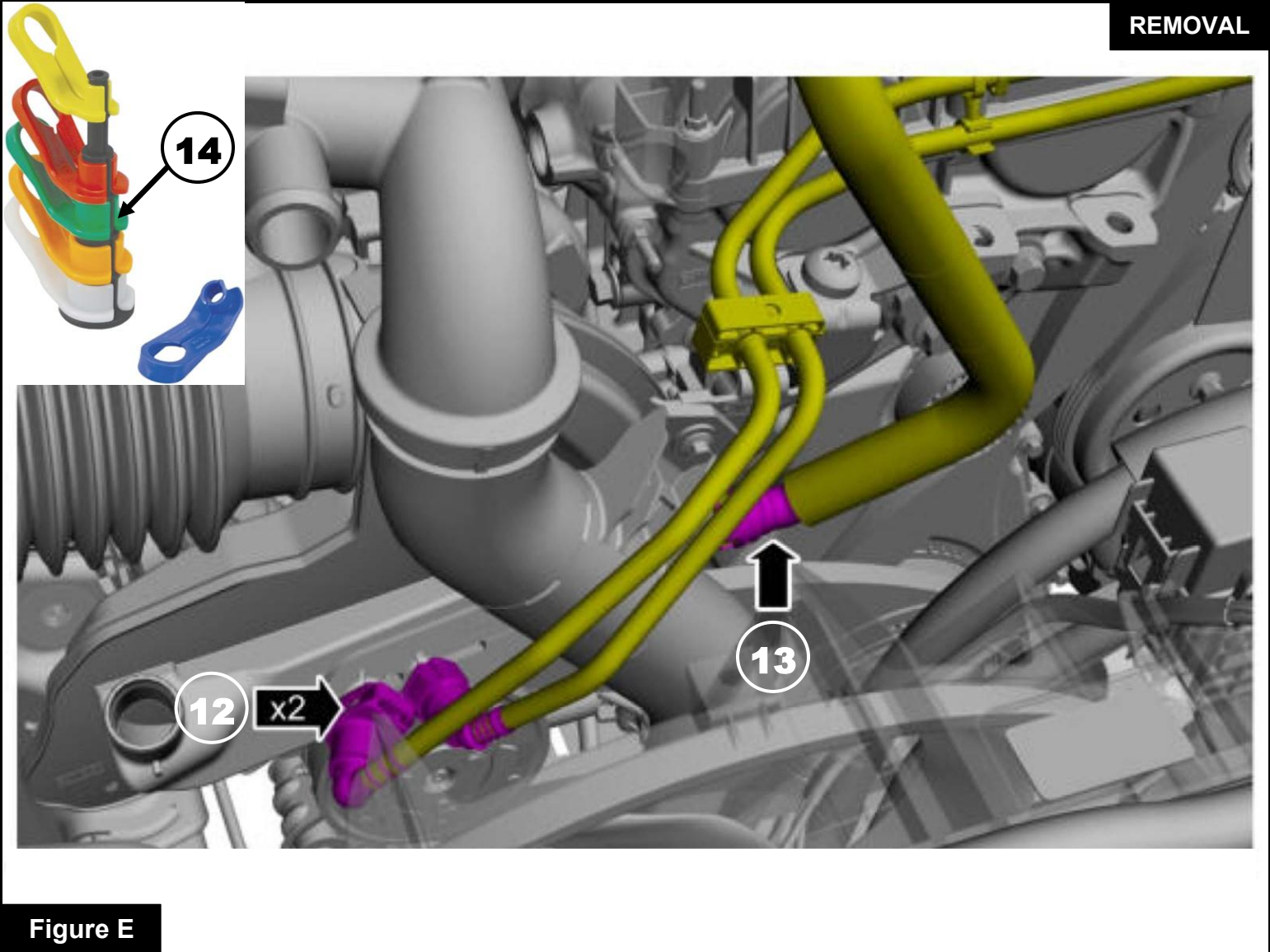
Step 6: Using an 8mm socket and driver, remove the screw ⑥ holding the factory airbox.

Step 7: Detach and remove the factory airbox from the isolators ⑦. If the isolators are pulled out and are stuck in the lower half of the factory airbox, remove them and insert them back on the mounting bracket.

**Figure D****Refer to Figure D for Steps 8-9**

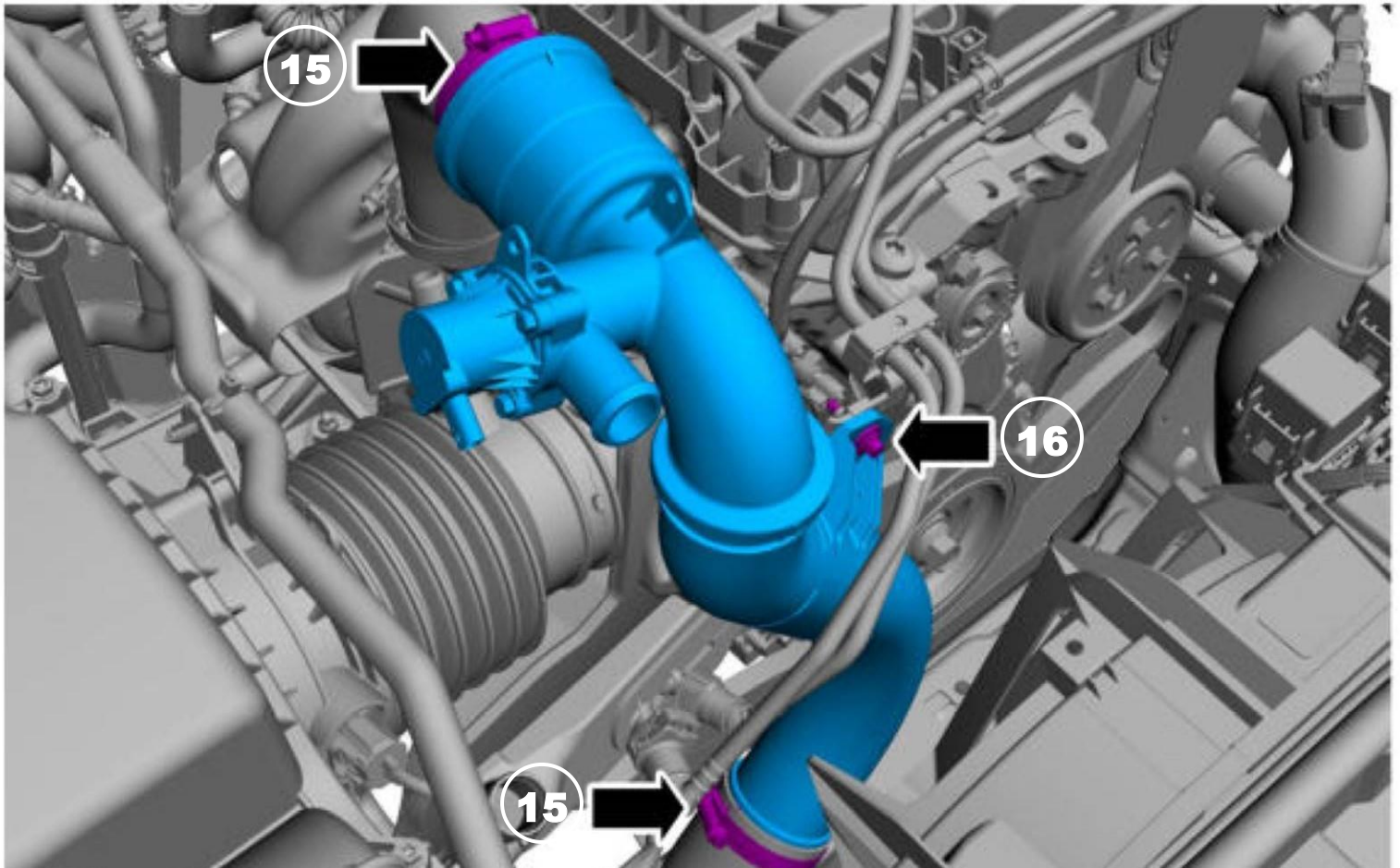
Step 8: Disconnect the bypass valve electrical connector (8) and release the retainer clips (9).

Step 9: Using tongue pliers, loosen the clamp (10) and disconnect the bypass valve hose (11).


Figure E
Refer to Figure E for Steps 10-11

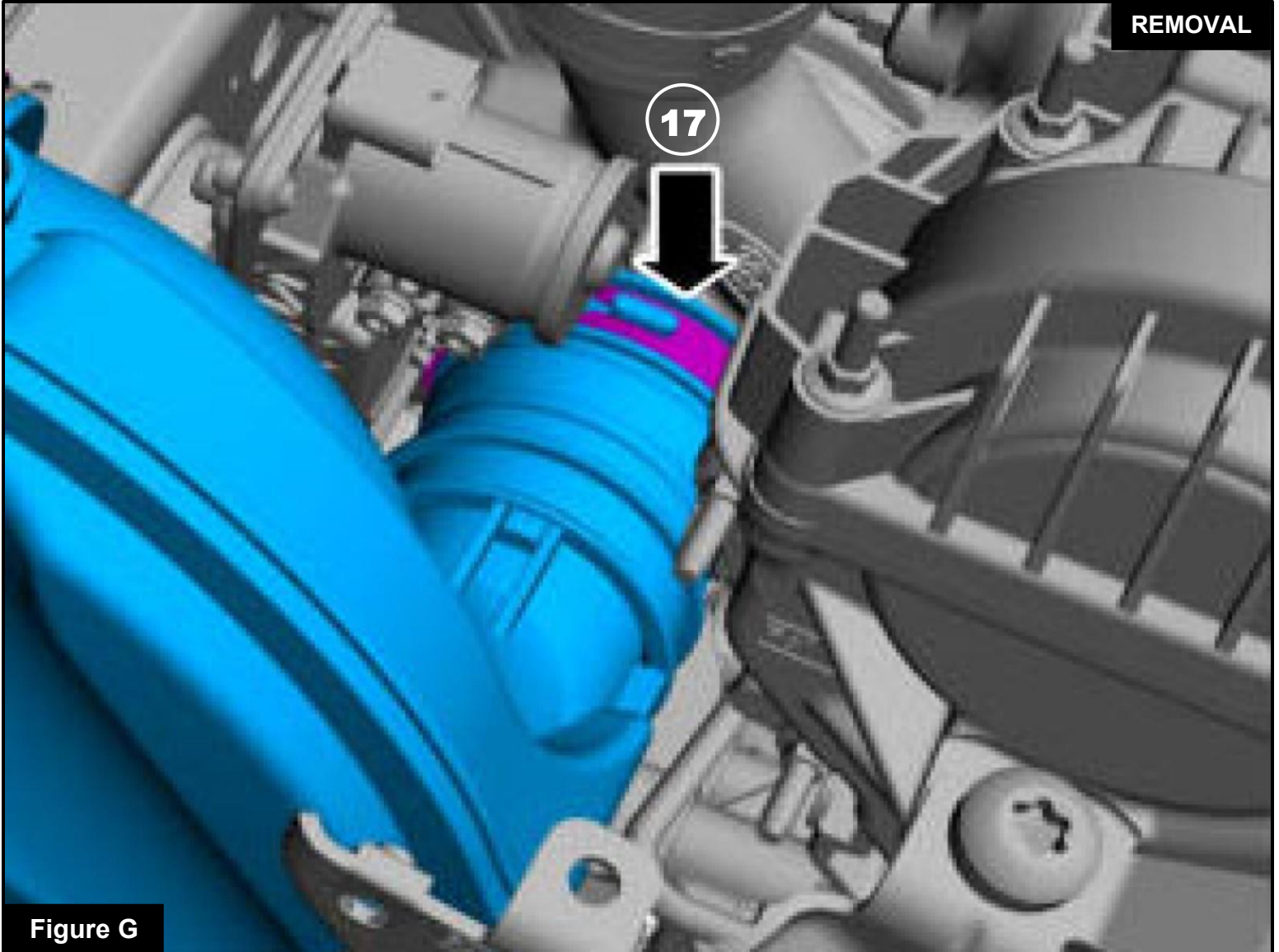
Step 10: Disconnect the quick release connectors (12) for the fuel vapor hoses and set aside.

Step 11: Disconnect the crankcase vent tube connector (13) by using a green size angled (14) disconnect tool as shown. If necessary, cut the lock tabs from the permanent connector (orange color locking clip) using side cutter pliers to remove. Replace the crankcase vent tube if the tabs were cut.

**Figure F****Refer to Figure F for Steps 12-13**

Step 12: Using a 7mm nut driver, loosen the CAC inlet pipe clamps (15).

Step 13: Using an 8mm socket and driver, remove the screw (16) holding the CAC inlet pipe. Remove the CAC inlet pipe.

**Figure G****Refer to Figure G for Step 14**

Step 14: Using a 7mm nut driver, loosen the clamp ⑰ at the turbo and remove the factory intake tube.

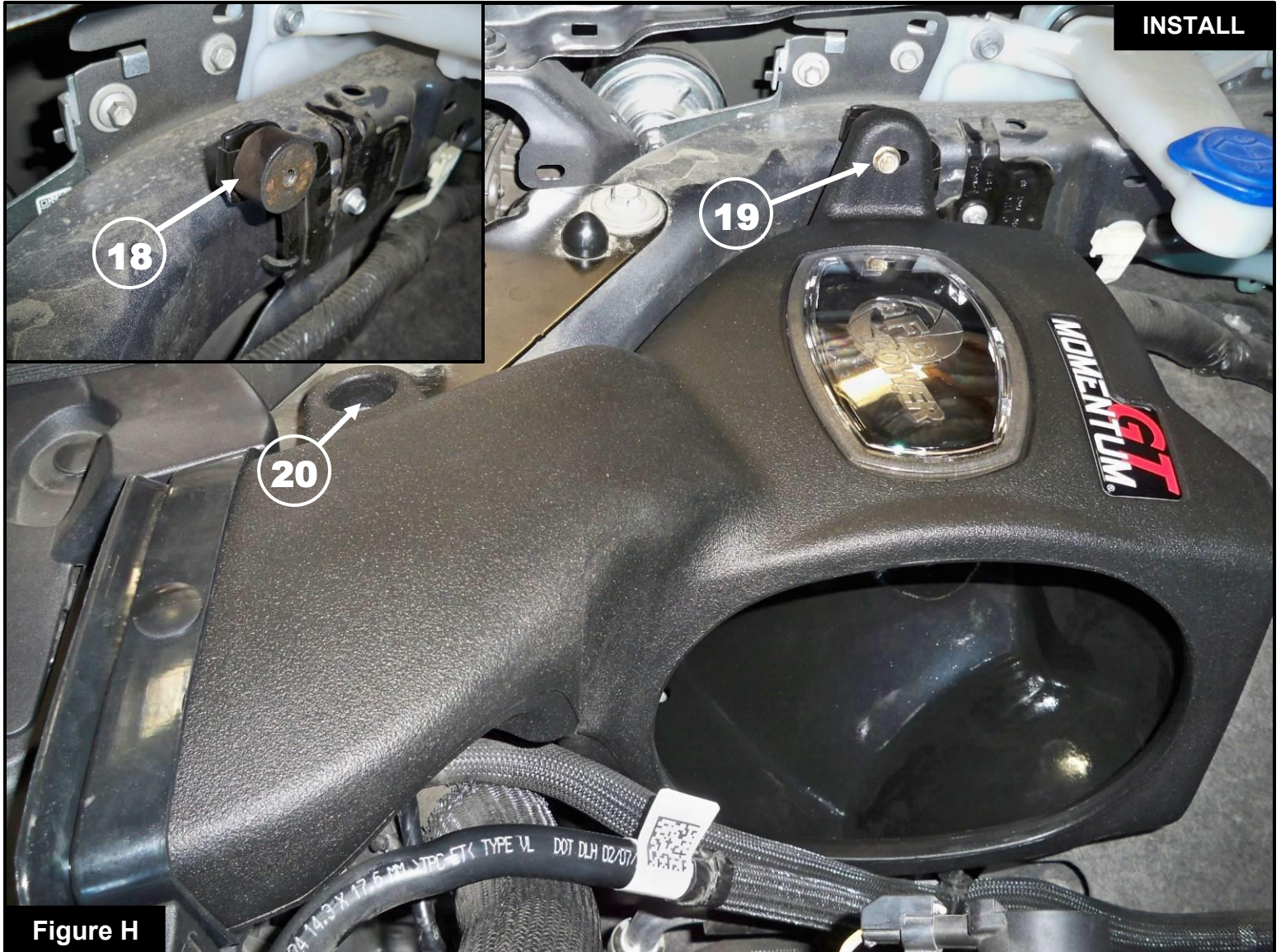


Figure H

Refer to Figure H for Steps 15-18

Step 15: Screw in the supplied rubber isolator (18) as shown (where the screw was removed in Step 6).

Step 16: Install the aFe POWER housing into the vehicle. Make sure housing pins are aligned and all the way through the isolators.

Step 17: Using a 10mm socket and driver, install the supplied screw (19) to secure the aFe POWER housing and tighten.

Step 18: Using a Torx 30 screwdriver, install the screw (20) removed in Step 1 to secure the aFe POWER housing.



Refer to Figure I for Step 19

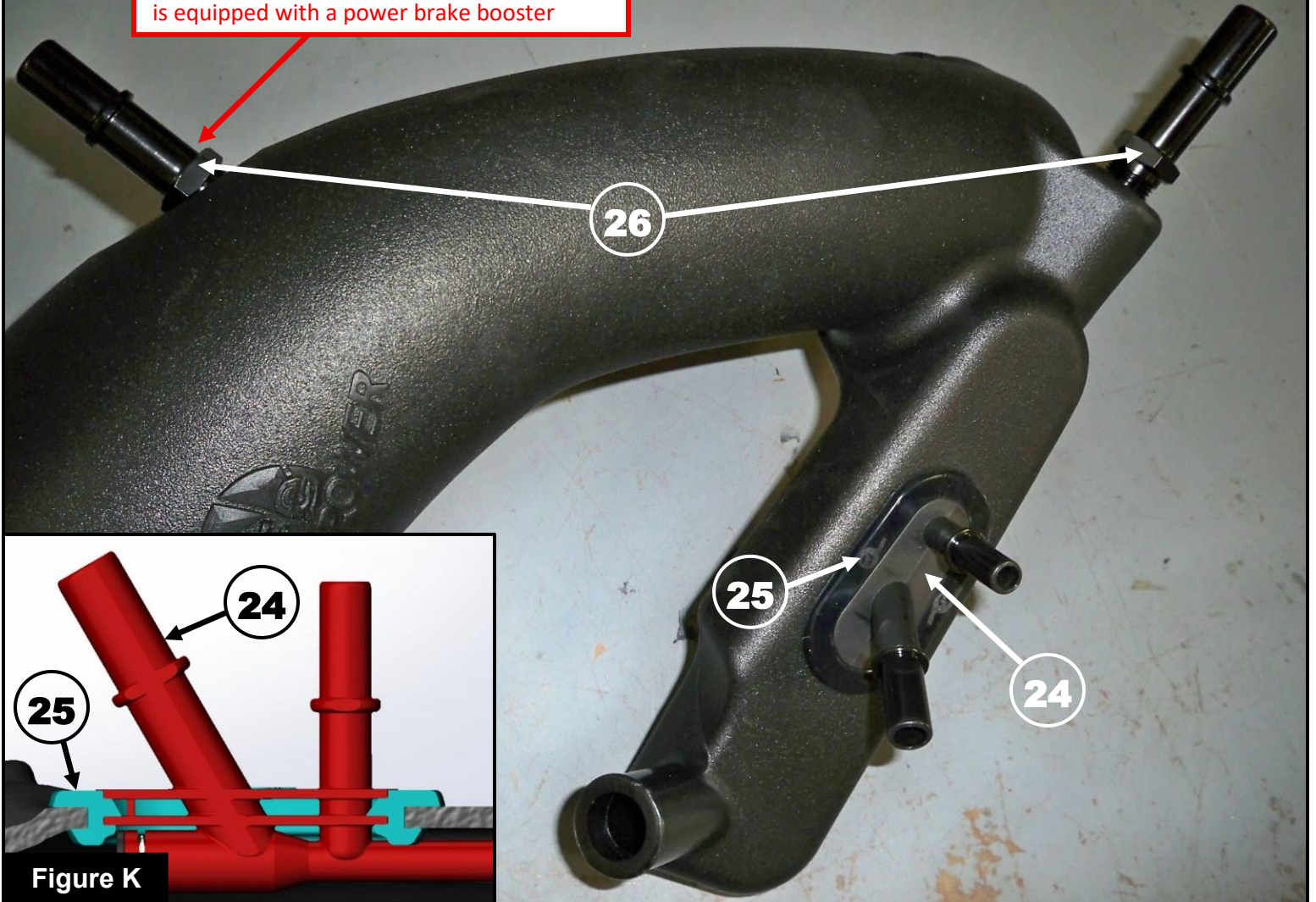
Step 19: Slide the aFe POWER filter and clamp into the aFe POWER housing and push them in until it locks into place. Do not tighten the clamp at this time.

**Figure J****Refer to Figure J for Steps 20-21**

Step 20: Install the supplied coupling (21) onto the turbo with one of the supplied #44 clamps (22) and tighten the clamp using an 8mm nut driver.

Step 21: Place the other #44 clamp (23) onto the coupling and slightly snug so it will not fall off.

Use 3/8" NPT plug instead of fitting if vehicle is equipped with a power brake booster



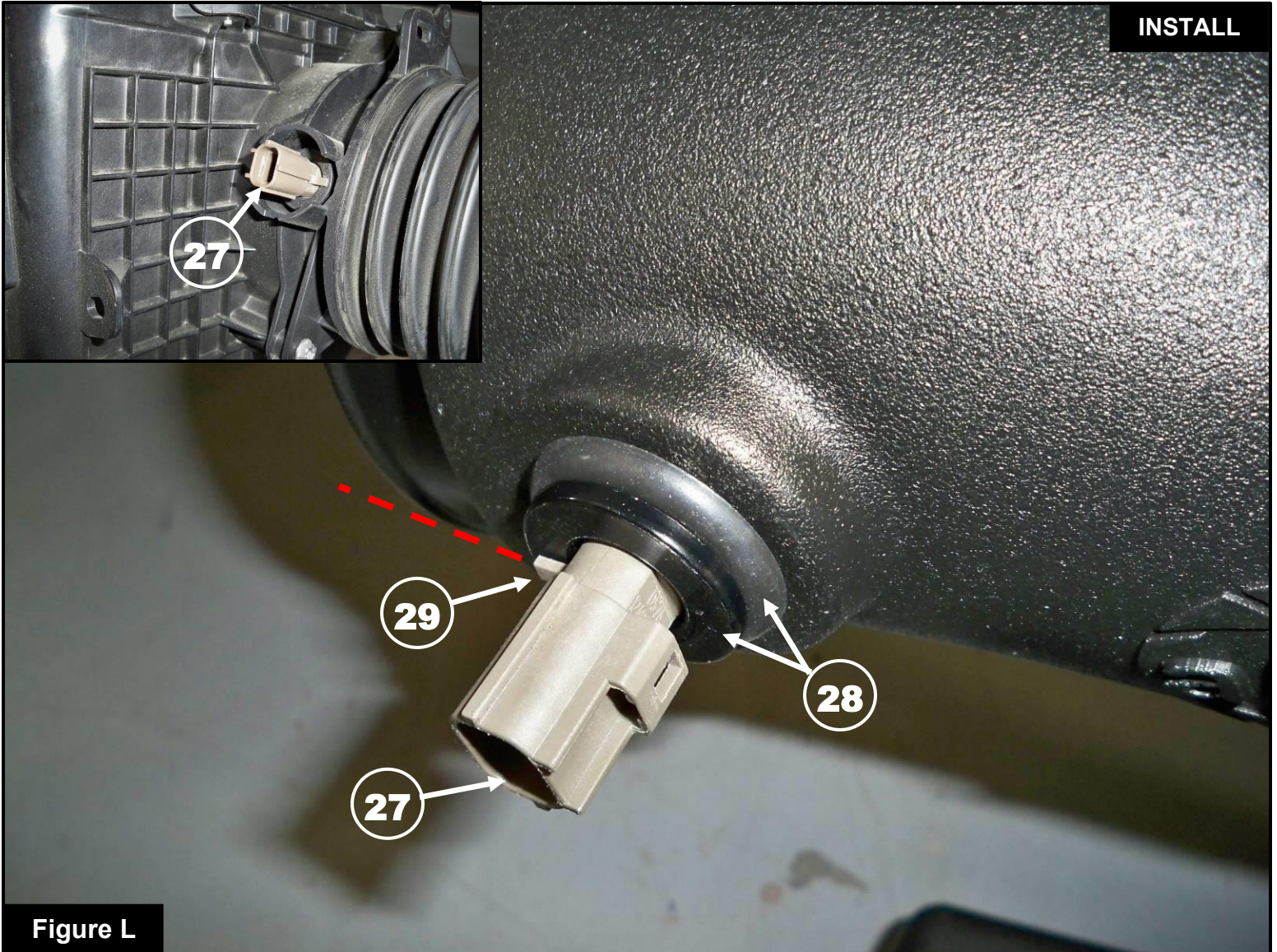
Refer to Figure K for Steps 22-24

Step 22: Install the supplied plastic fitting (24) into the fitting grommet (25). Make sure the inside thicker bead of the grommet is fully seated in between the two flat surfaces of the fitting (as shown in the drawing). The logo side of the grommet should seat flat to the fitting as shown.

Step 23: Install the fitting and grommet assembly into the aFe POWER intake tube. Make sure the grommet is fully seated to the intake tube so there are no leaks around the grommet area.

Step 24: Using a 20mm wrench or adjustable wrench, install the supplied aluminum vent fittings (26) into the aFe POWER intake tube. Do not overtighten, some threads will still be exposed.

NOTE: If vehicle has a power brake booster use the 3/8" NPT plug provided instead of the aluminum fitting (as indicated).

**Figure L****Refer to Figure L for Steps 25-27**

Step 25: Remove the IAT sensor (27) from the factory airbox by rotating $\frac{1}{4}$ turn counterclockwise and gently pulling out.

Step 26: Install the provided grommet and temp sensor fitting (28) into the aFe POWER intake tube.

Note: Lubricant can be used to facilitate the installation of the fitting into the grommet.

Step 27: Install the IAT sensor into the temp sensor fitting by rotating $\frac{1}{4}$ turn clockwise until it locks into place. *Being careful not to damage the AIT sensor*, rotate the temp sensor fitting to have mounting tab (29) pointing in the direction of the tube opening.

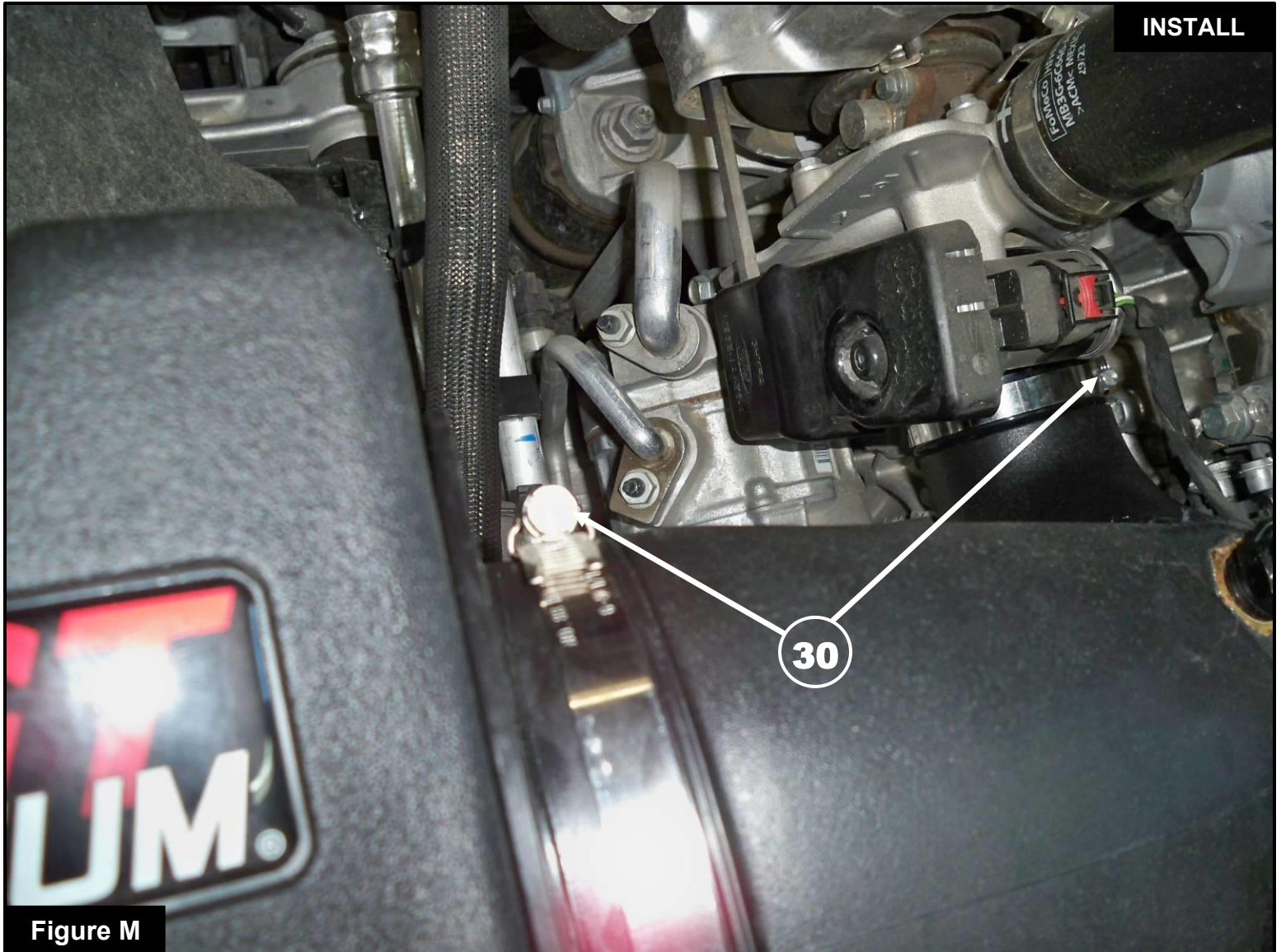


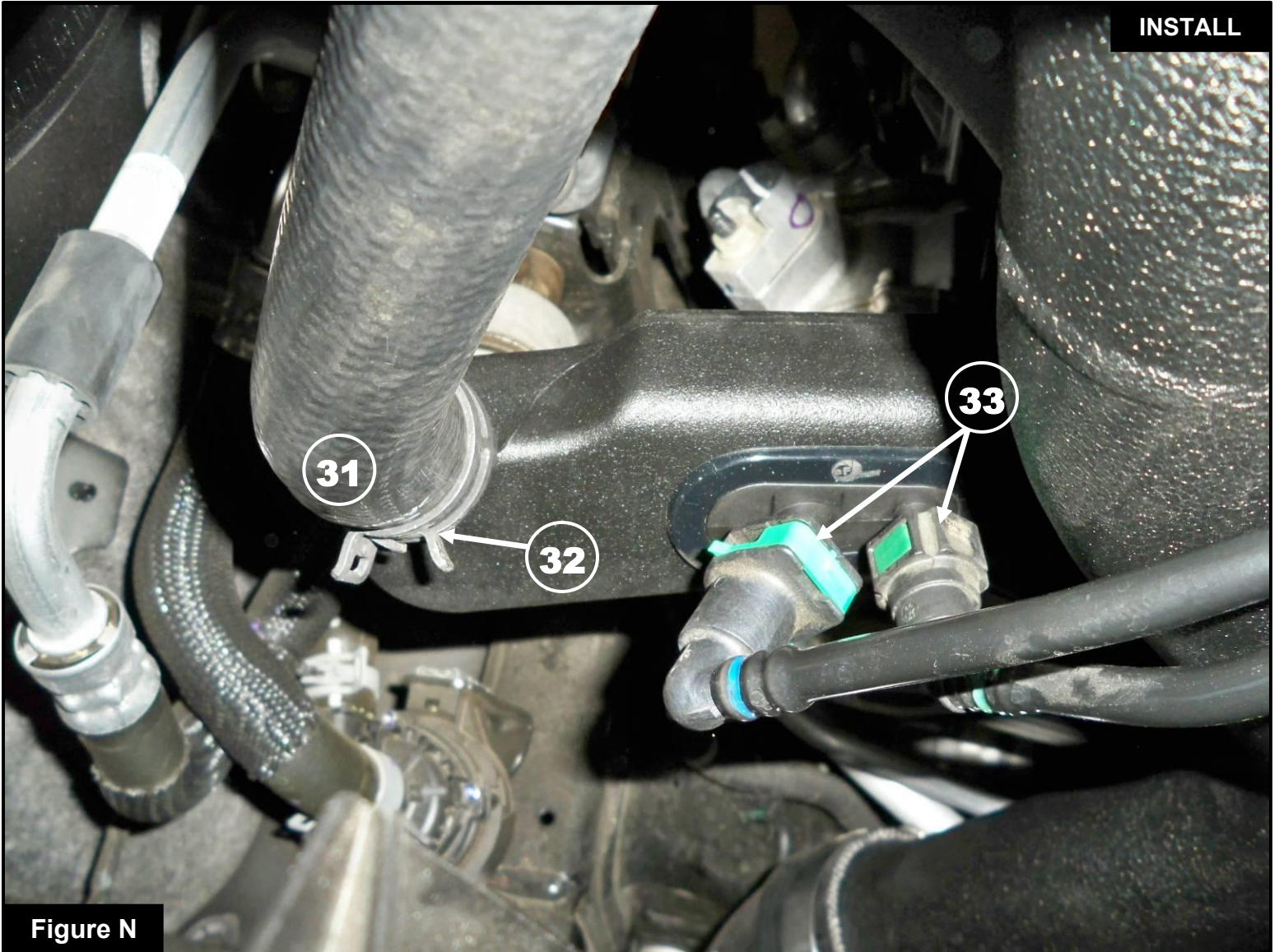
Figure M

Refer to Figure M for Steps 28-30

Step 28: Install the aFe POWER intake tube into the coupling first and then into the air filter (make sure to place the coolant hose over the filter/intake tube). Align the tube correctly and tighten the clamps ③0 using an 8mm nut driver.

Step 29: Install the CAC inlet pipe. Align the pipe correctly and reinstall the screw removed in Step 13. Using an 8mm socket and driver, tighten down the screw.

Step 30: Using a 7mm nut driver, tighten the CAC inlet pipe clamps.

**Figure N****Refer to Figure N for Steps 31-32**

Step 31: Connect the bypass valve hose (31) and install the clamp (32) to secure.

Step 32: Connect the quick release connectors (33) for the fuel vapor hoses.

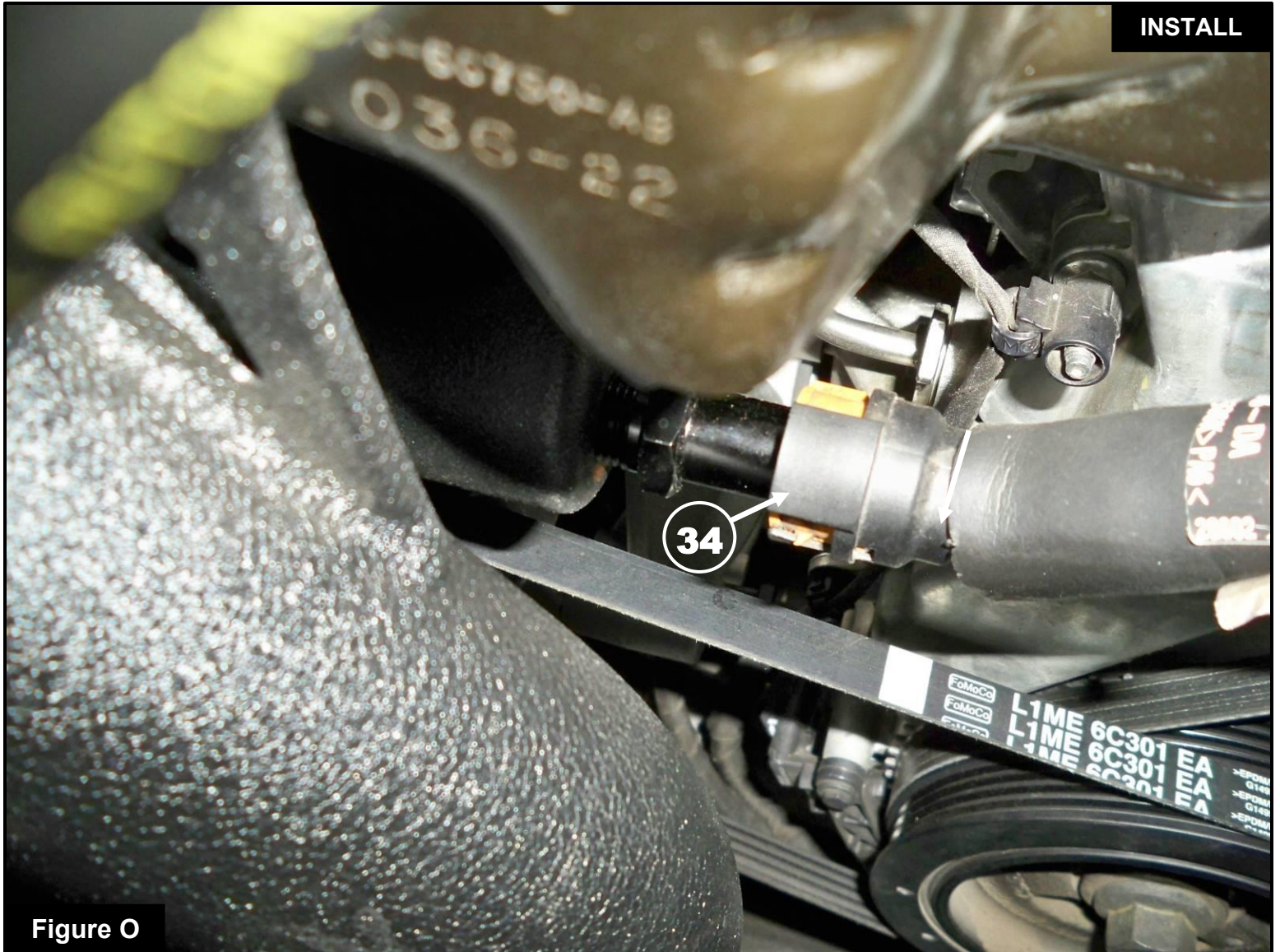


Figure O

Refer to Figure O for Step 33

Step 33: Connect the crankcase vent tube connector (34). If the crankcase vent tube was previously cut, install a new crankcase vent tube.

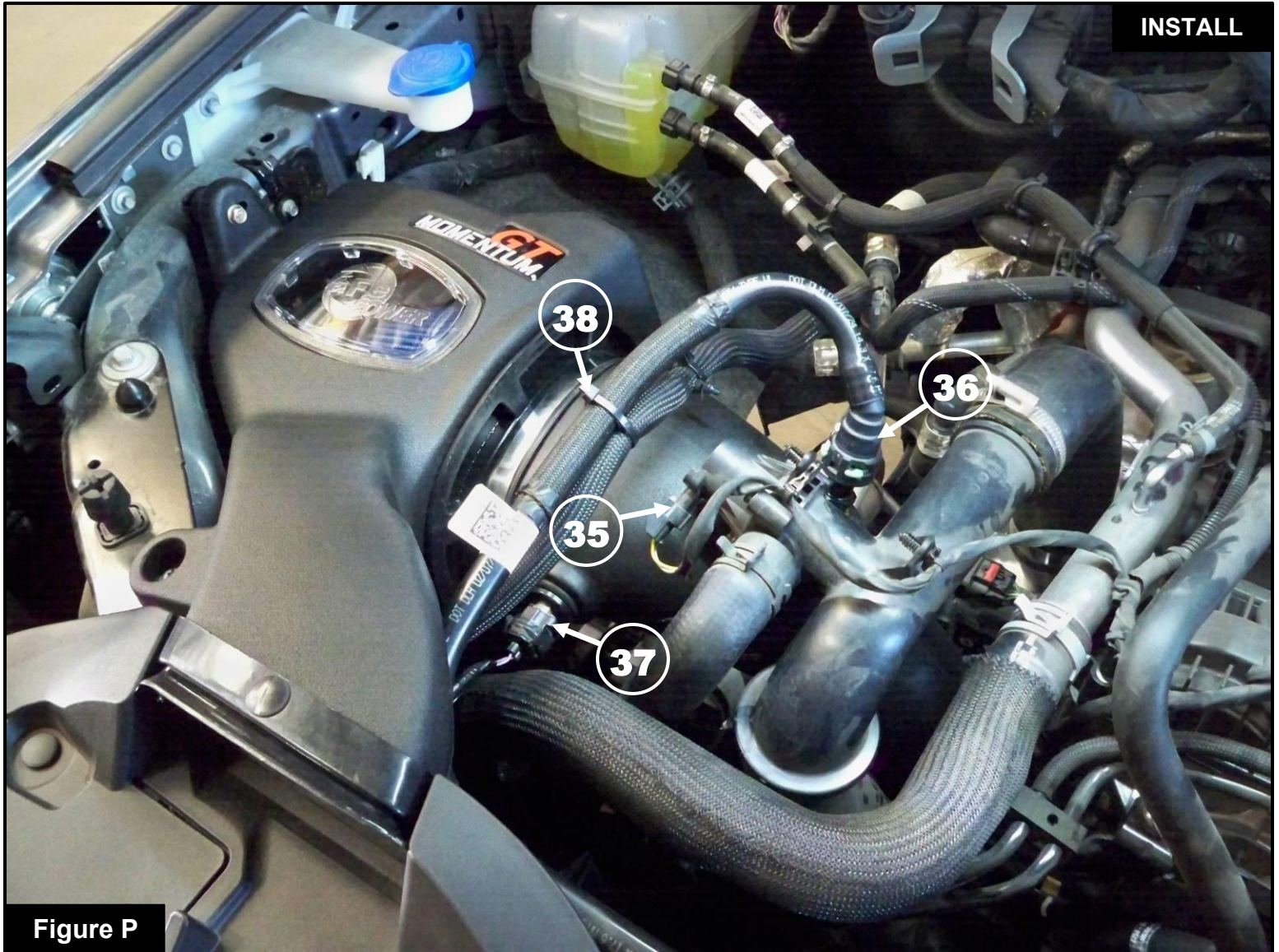


Figure P

Refer to Figure P for Steps 34-38

Step 34: Connect the bypass valve electrical connector (35) and retainer clips removed in Step 9. (See Step 9 for factory setup).

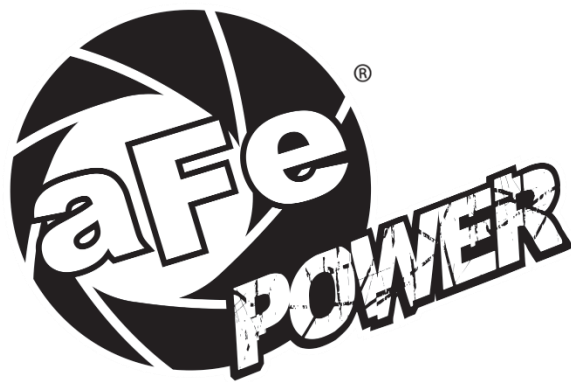
Step 35: Connect the quick release vent connector (36).

Step 36: Connect the IAT sensor electrical connector (37).

Step 37: Secure the coolant hose with the provided cable tie (38).

Step 38: Check all the components are tight and secure. Your installation is now complete. Thank you for choosing aFe POWER!

NOTE: Check all bolts, clamps, and connectors after 100-200 miles.



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