



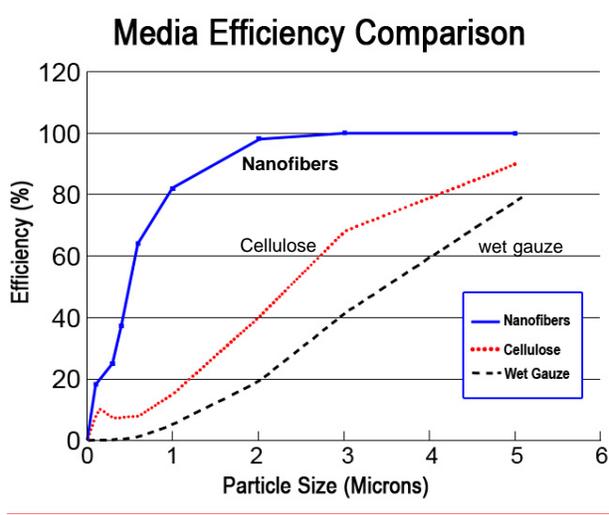
Part number PF7075
 05-07 Chevy Duramax V8 6.6L LBZ, LLY
 (VIN D) see 8th digit VIN
 Will not fit 2004-05 LB7 (VIN 2)

1- Custom cast aluminum intake
 1- Large oval filter with inverted top made from Ea nano-fiber media

1- **Power Box**-contents: **W-PBDC-1**

- 1- Aluminum skin plate (A)(#11043)
- 1- Main body (B)(#15007)
- 1- Top air plenum (C)(#15005)
- 1- Front pre-filter screen (D)(#15011)
- 1- Air box mounting pad (E)(#15013)
- 2- m8x16mm low head screw (F)(#6076)
- 10- M4 x 12mm socket head screw (G)(#6074)
- 4- m6 x 12mm socket head (H)(#6056)
- 1- velocity stack with ViT valves, springs and ViT retainer ring (I)(W-PBDVS)
- 1- 45 degree restrictor gauge grommet (J)(#15002)
- 2- m4x10mm button head screw (K)(#6047)
- 1- 4.25 x 4.50" Step hose (#3163)
- 1- 5 1/2" OD x 2" long straight hose (#3160)
- 1- Large clamps .072/.512 (#4014)
- 2- X-Large clamps .612/.88 (#4020)
- 1- Medium clamps .064/.462 (#4006)
- 1- 5 page instruction

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.



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. Injen/AMSOIL is now making it available to diesel applications and vary soon will be available for the gas auto/light truck market

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 1

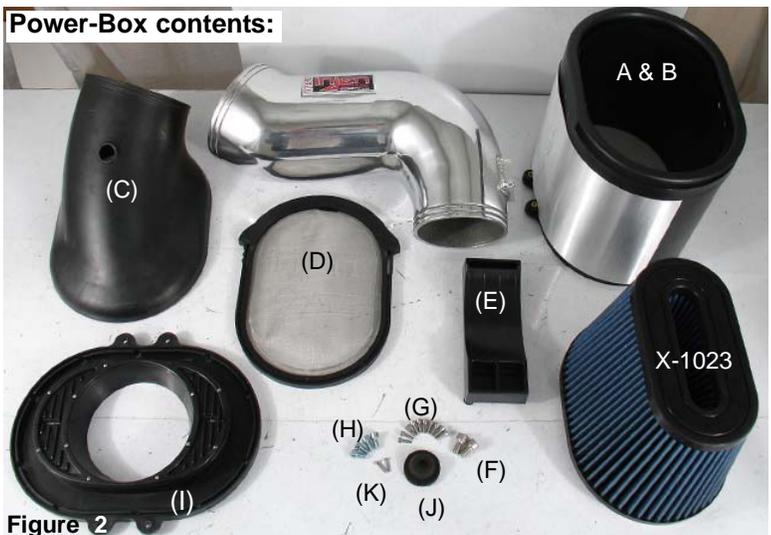


Figure 2

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



Figure 3
Stock engine compartment



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

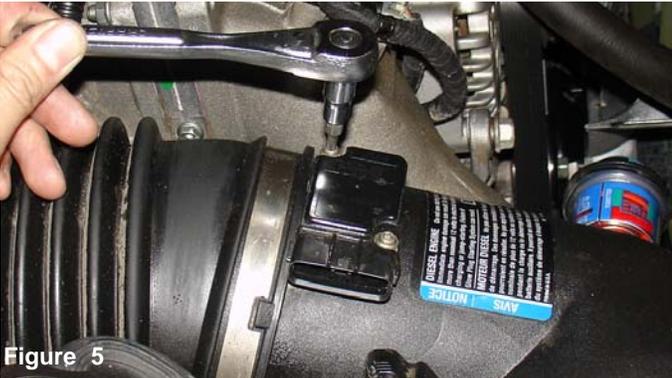


Figure 5
Use the T20 torx bit to loosen and remove the bolts on the mass air flow sensor.



Figure 6
Once you have removed the bolts, continue to pull the mass air flow sensor out of the sensor housing.



Figure 7
Loosen clamp on the turbo inlet tube connected to the air intake duct.



Figure 8
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. Pull up on the air box to disengage air box pegs from the grommets.



Figure 9
Pull the air restrictor gauge from the stock grommet as shown above.



Figure 10
The pegs on the air box mounting plate are designed to be inserted into the three stock grommets that are circled above.

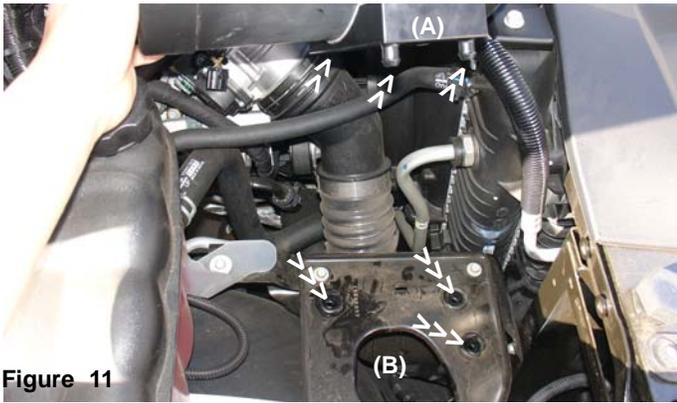


Figure 11

The pegs on air box mounting plate (A) are designed to be pressed into the stock grommets for easy installation (B).



Figure 12

The Injen/AMSOIL air box should now be aligned over the stock grommets then lowered into the grommets.



Figure 13

The new performance air box should be sitting flush in the grommets and the plenum should be facing in the direction of the turbo inlet tube.



Figure 14

Another view of the Power air plenum designed to direct and speed up air flow. The new performance air box should be sitting flush in the grommets and the plenum should be facing in the direction of the turbo inlet tube.



Figure 15

The new step hose is inserted over the turbo inlet tube. Two clamps are placed over the step hose. The clamp that is over the turbo inlet tube is tightened at this point.



Figure 16

The new step hose is now installed over the turbo inlet tube.



Figure 17

The mass air flow sensor is pressed into the machined sensor housing located on the cast intake. Rub a small amount of light oil around the O-ring to prevent the O-ring from kinking up in the sensor opening.



Figure 18

Use the m4 x 10mm button head bolts in this kit to fasten the mass air flow sensor to the machined sensor adapter. A 2.5mm allen



Figure 19
The cast intake is lowered and aligned with the step hose over the turbo inlet.



Figure 20
Once you have aligned the cast intake to the step hose, continue to press the intake into the hose (A) The power-band on the intake side is semi-tightened to hold the intake in place (B).



Figure 21
The 5 1/2" straight hose is slipped over the end of the cast intake. Press the straight hose no more than 1" or half the length of the straight hose.



Figure 22
Place one power-bands over the 5 1/2" straight hose and tighten the clamp to prevent the hose from slipping off (A). Place the remaining power-band over the opposite end of the 5 1/2" straight hose but do not tighten this clamp at this point (B).

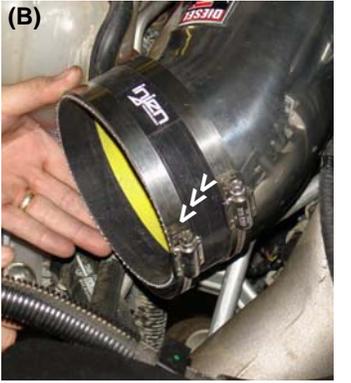


Figure 23
The air box is lifted in order to align the air box plenum to the cast air intake straight hose.



Figure 24
Once you have installed the straight hose over the end of the intake, continue to press the hose over the intake plenum.



Figure 25
Once you have inserted the cast air intake into the air plenum, continue to adjust the power band for best fit, then begin to tighten clamp.



Figure 26
Tighten the clamp on the turbo inlet side once you have adjusted the cast intake.



Figure 27

Press the Injen/AMSOIL grommet into the the 3/4" pre-drilled hole located on the plenum. Note: The grommet has been designed to be rotated for proper clearance of the air restrictor gauge. .



Figure 28

The stock air restrictor gauge is now pressed into the Injen/AMSOIL grommet (A). Once you have inserted the restrictor gauge into the grommet, continue to rotate grommet and restrictor gauge until you have found the best position (B).

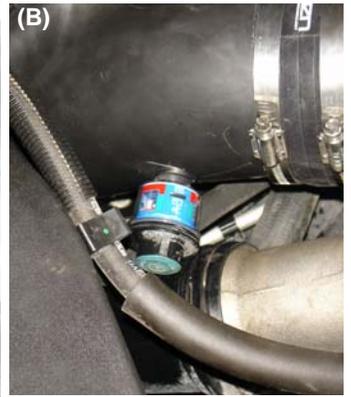


Figure 29

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 30

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



Figure 31

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 32

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 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.