



Part number PF9019

2003-04 Ford Expedition V8 5.4L

1999-02 Ford Expedition V8 4.6L

- 1- MR Tech Power-Flow intake system
- 1- 3" connecting straight hose (#3044)
- 1- 3 3/4" connecting straight hose (#3036)
- 1- 1" rubber bridge w/ dual plugs (#6051)
- 1- 1525 Sensor grommet (#6014)
- 1- **Power Box- contents: PB375D-8**
 - 1- 8" Inverted top filter (A) (#1022)
 - 1- Main body, top and screen (B) (#15015)
 - 1- 3.75" velocity stack inlet (C) (#15017)
 - 1- Rect. front pre-filter screen (D) (#15018)
 - 4- m6 x 20mm button head bolts (E) (6073)
- 1- **5 1/8" power box brkt (K) (#20061)**
 - 1- 2 1/2" long 17mm hose (#3080)
 - 1- 2" long 15mm hose (#3079)
 - 1- T-20 Torx bit (#6021)
- 2- Power-bands (.462) .064 (#4006)
- 2- Power-bands (.362) .048 (#4004)
- 1- 5 page Instruction



Note: The installation of this cold air intake does require mechanical skills. Removal of the front bumper requires loosening and removing several plastic plugs and screws that may be difficult. It is recommended that this system be installed by a professional mechanic. Be sure to disconnect the negative terminal before proceeding.

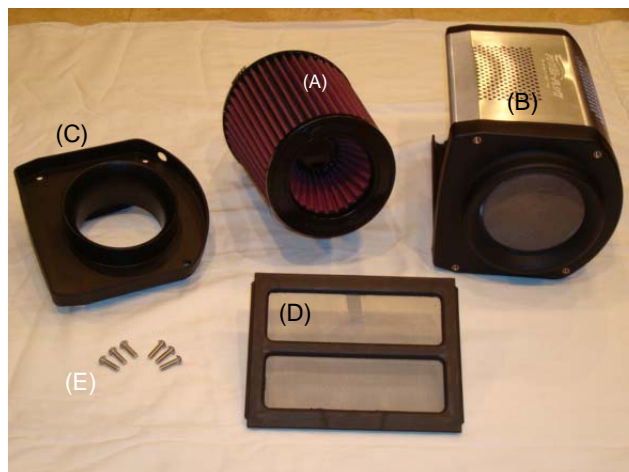
Congratulations! You have just purchased the worlds first tuned intake system.

MR Technology, An air intake evolution!

Patent pending



Power-Box contents:





Loosen clamp on the throttle body and disconnect the two vacuum lines on the air box near the throttle body then unclip harness (A) in order to removed the entire air intake box assembly. Now carefully remove air intake duct and air box from the engine compartment.



Loosen the V-clamp around air box and separate the two halves. Remove the Air Temperature sensor from the stock intake.



Remove the MAF sensor housing from the air intake box as shown above.



Using the T-20 torx bit in this kit remove the screws holding the MAF sensor to the plastic housing.



Insert the MAF sensor into the machined MAF sensor adapter welded to the tuned intake.



Insert the 1525 sensor grommet into the pre-drilled hole until the grommet groove is flush to the hole inner diameter (A). Use the stock screws to fasten the MAF sensor to the machined adapter (B).



Remove plug from the air intake box (A) and remove the entire harness assembly in one piece.



Reconnect the harness assembly to the female end of the main harness.



Press the 3" straight hose over the throttle body and use two clamps. Tighten the clamp on the throttle body side for now.



Place the clamping mechanisms right side up. This will keep the mechanism from hanging up to the cable pulley which could cause damage to yourself and others.



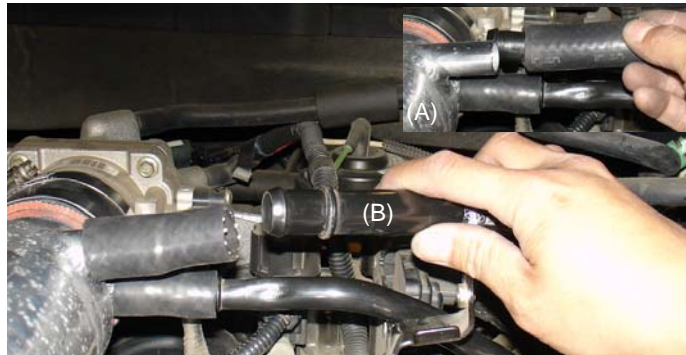
The stock grommets will be reused with this intake unit. The rubber prongs on the bridge will be inserted into the plungers. **The bridge will go onto the box first to be used later in the instructions.**



Take the Tuned intake and press the 3" side into the hose on the throttle body. Do not over tighten the clamp on the hose until the installation is complete.



Press the 2" 15mm hose over the 5/8" port on the intake (A). Insert smaller hard pipe into the 15mm hose as shown above (B).



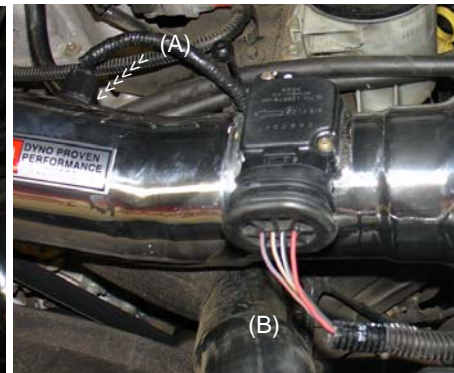
Press the 2 1/2" long 19mm hose over the 3/4" port on intake(A). Insert the larger hard pipe into the the 19mm hose as shown above (B).



The final installation of the hard pipes should look the same as above once you have completed the previous steps.



Now that the intake is in place, insert the air temperature sensor into the grommet (A). Re-check the screws used to fasten the MAF sensor to the sensor adapter (B).



The air temperature sensor is fully inserted into the grommet (A). Take the harness and press it into the MAF sensor until it snaps in place.



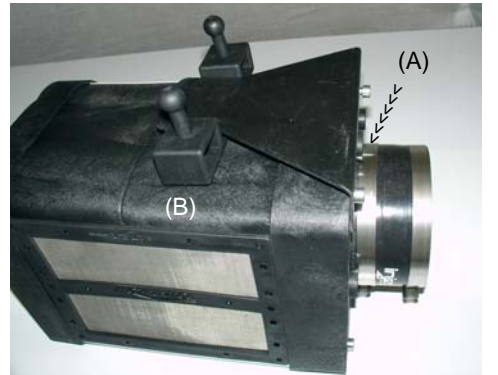
Place the Power-box with the velocity stack facing up and the rectangular pre-filter screen facing forward. Now remove the 65mm screws to the left as shown in this picture, this is where the bracket will be attached.



The Power-box bracket is lined up to the bolt pattern where it will be attached.



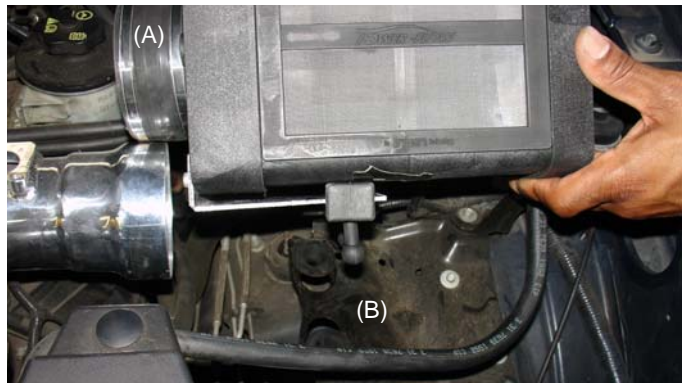
Once the bracket is sitting flush on the Power-box continue to re-insert the 65mm screws as shown in this picture. Use the allen wrench to firmly tighten the screws to the bracket and base.



Press the 3 3/4" straight hose over the velocity stack and use two large clamps (A), tighten the clamp on the velocity stack at this point (A). Slide the rubber bridge between the Power-box body and bracket (B).



Lower the Power-box into the engine compartment and press the hose over the end of the tuned intake shown above.



Once the hose has been placed over the intake end(A), continue to press the prongs into the stock grommets or plungers (B).

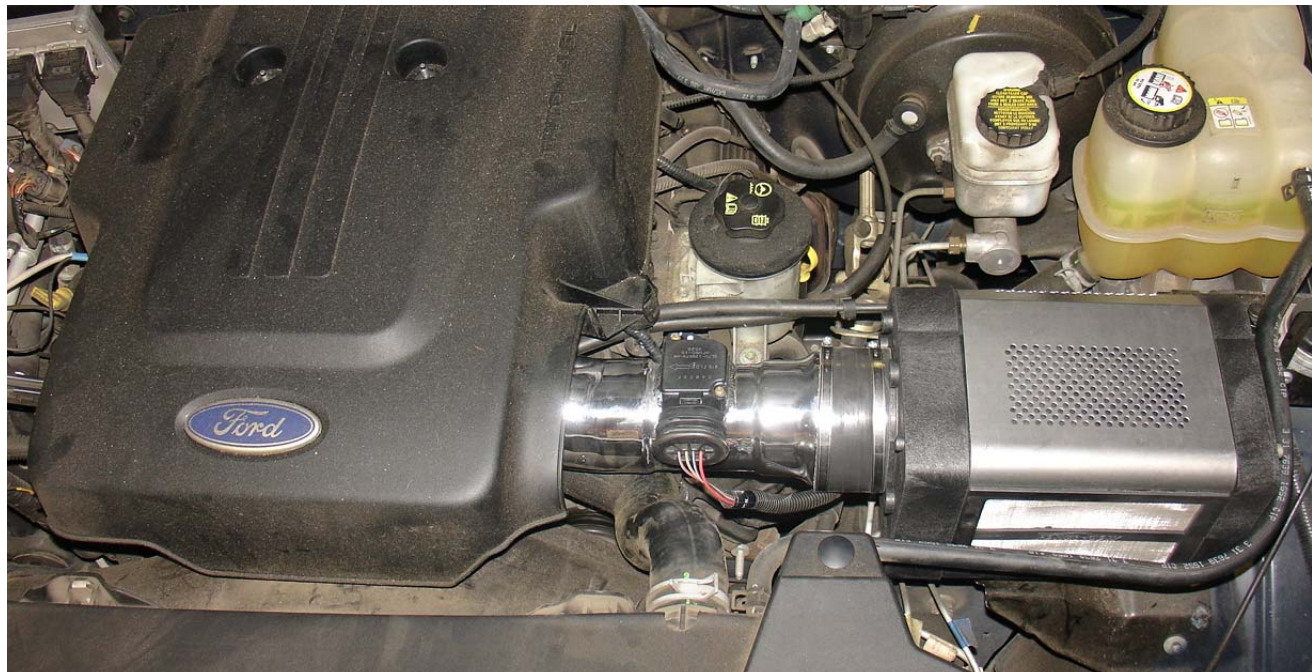


Congratulations! You have just completed the installation of this Power-Flow intake system. Periodically, check the fitment of the intake track and Power-box in order to avoid damage to the intake system that could void the warranty.



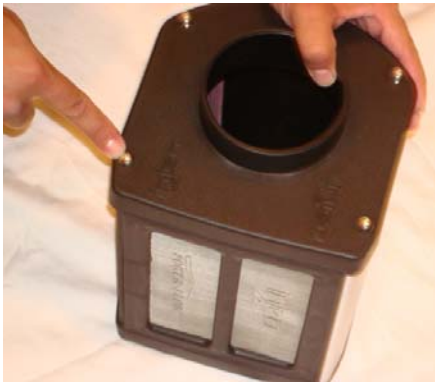
Extremely important
DO NOT PLACE CLAMP MECHANISM TO THE SIDE (A). Clamp mechanism will obstruct throttle pulley function that will cause accelerator to malfunction.

The clamping mechanism is in the correct position away from throttle pulley.

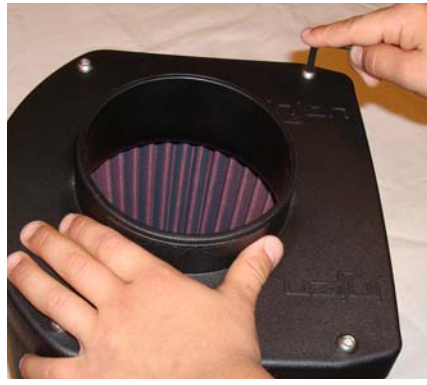


You have purchased the Worlds first tuned intake system available anywhere. The Power-Flow intake system features Injen's patent pending MR Technology used to tune the intake and Power-Flow box. With Power-Flow, calibrating of the MAF sensor is not required because the intake tube comes pre-calibrated for you.

Assembly and disassembly instructions for the Power Box for the purpose of cleaning screens and filter.



Here are the four-m6 x 20mm bolts that will be removed from the velocity stack base located on the corners of the base.



Unbolt the four- m6 x 20mm screws from the velocity stack base located to the center of the base. Now separate the base from the velocity stack.



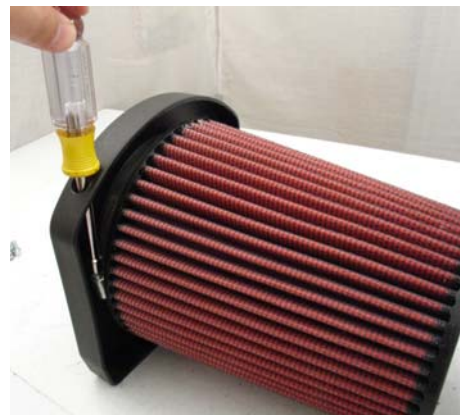
The four m6 x m20 bolts have been removed from the top of the velocity stack,



Pull the velocity stack base with the filter that is attached to the velocity stack.



The velocity stack with filter is now out of the power box body.



Loosen the clamp on the filter neck in order to separate the filter from the velocity stack.



Once you have loosened the filter neck clamp, continue to pull the filter from the velocity stack,



The rectangular pre-filter screen is now slipped out of the channel along the body of the power box.



Here is a group shot of the components that goes into the power-box. The filter and screens can now be cleaned with a simple shop-vac.

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 filter. 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.