



Part number PF9026

2004-05 Ford F-150 V8 5.4L 3V

- 1- **MR Tech** Power-flow intake system
- 1- 3 1/2" 90 degree elbow (#3144)
- 1- 3 3/4" straight hose (#3036)
- 2- F-150 plug-in grommets (#6059)
- 1- 3 7/8" powerbox bracket (#20062)
- 1- 1/2" rubber bridge grommet (#6050)
- 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)
- 4- Power-bands (.412) .056 (#4005)
- 1- m6 vibra-mount (#6020)
- 1- flange nut (#6002)
- 1- Fender washer (#6011)
- 1- 16" long 10mm breather hose (#3077)
- 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, Leading the way!

Patent pending

POWER-FLOW: An air intake evolution

Power-Box contents:

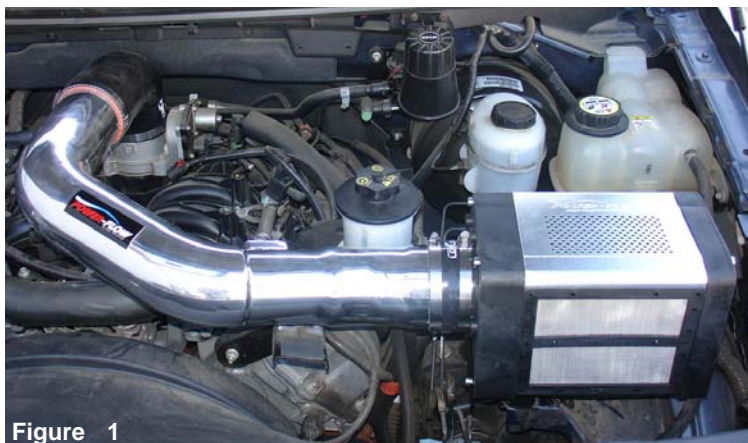


Figure 1

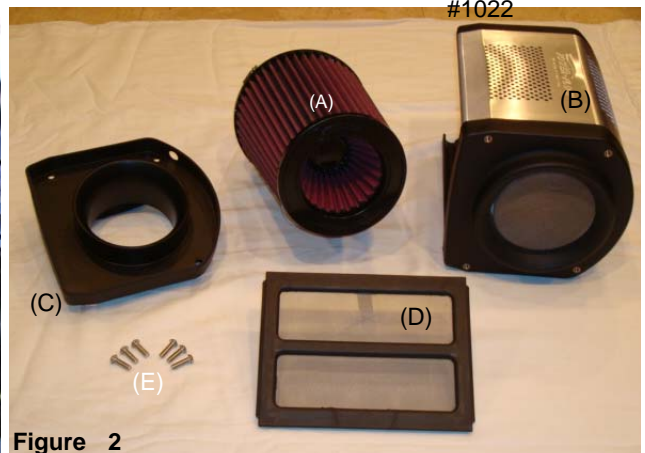


Figure 2



Figure 3

Remove four m6 bolts that are used to secure the entire air intake box and air intake duct in place. There are two bolts on each side of the air intake box.



Figure 4

Prior to removing the air intake duct and air intake box, there will be one more m6 bolt that will be required to be removed (A). The entire intake assembly is then removed from the throttle body and engine compartment.



Figure 5

The Injen 16"-10mm vacuum hose is pressed over the crank case port as shown in this picture, leave the other end open for now.



Figure 6

Insert the two plungers like grommets into the factory pre-drilled holes located over the wheel well fenders. Press down into the pre-drilled holes until grommets are firmly flush with the edge of the holes.



Figure 7

Take the 3 1/2" 90 degree elbow and insert short end of elbow over the throttle body. Once the elbow is located over the throttle body, place a large clamp over each end of the silicone elbow but do not tighten either end of the clamps yet.



Figure 8

Take the m6 vibra-mount and screw it into the air box brace as shown above.



Figure 9

Screw vibra-mount into stock air box brace until it completely bottoms out.



Figure 10

Remove the two screws that secure the MAF sensor to the air intake track. Now remove the MAF sensor from the air intake duct.



Figure 11

Now insert MAF sensor into the tuned machined MAF sensor adapter that is welded on the intake tube. Use the stock screws to tighten and secure the sensor to the MAF sensor adapter.

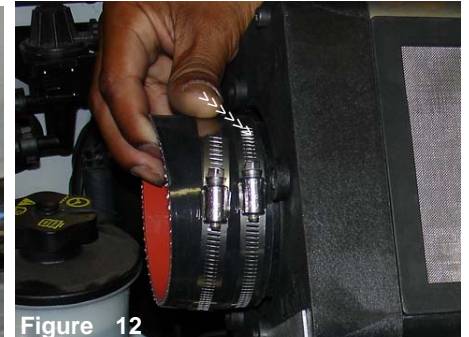


Figure 12

Take the 3 3/4" straight hose and press it over the Power-box velocity stack inlet port. Again, place two large clamps over each end of straight hose.

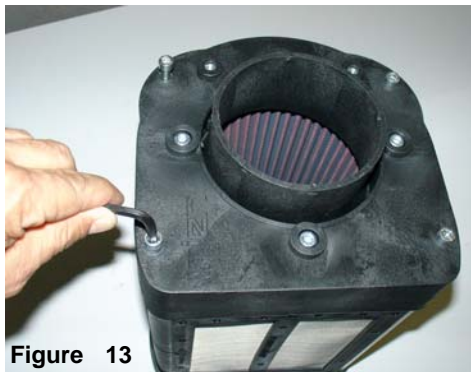


Figure 13

With the rectangular screen facing you, remove the 2 bolts on the left side of the Power-box as pictured above



Figure 14

Take Power-Flow bracket and line it up to the bolt pattern on the box as shown above.



Figure 15

Re-install the 65mm bolts removed earlier and continue to bolt down bracket to the velocity stack base.



Figure 16

Insert the two 65mm bolts and screw into Power-box until they are fully tightened and the bracket is firmly secured.

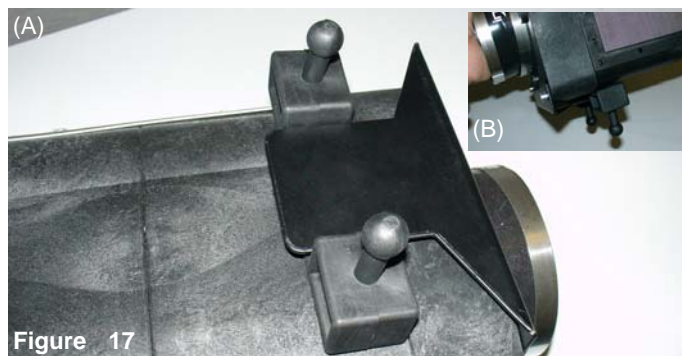


Figure 17

The one inch rubber bridge is placed under the bracket tongue as shown in this picture (A). Figure (B) illustrated how and where the bridge will be located under the Power-box prior to inserting into the grommets.



Figure 18

With the Power-box fully assembled, place intake box over the battery tray and press bridge prongs into the two grommets.



Figure 19

The Power-box is now firmly in place and ready for the installation of the intake tube.



Figure 20

Line up the Power-Flow intake and insert ends into the silicone hose on the throttle body (A) and into the hose on the power-box (B).



Figure 21

Press the 3/4" end of intake into the straight hose located on Power-box velocity stack.



Figure 22

Align intake bracket to the vibra-mount stud until in seats flush to the vibra-mount.



Figure 23

With the Power-Flow intake pressed into the Power-box hose, semi-tighten both clamps to hold the box and intake in place.



Figure 24

The m6 flange nut and fender washer are used to secure the intake bracket in place.

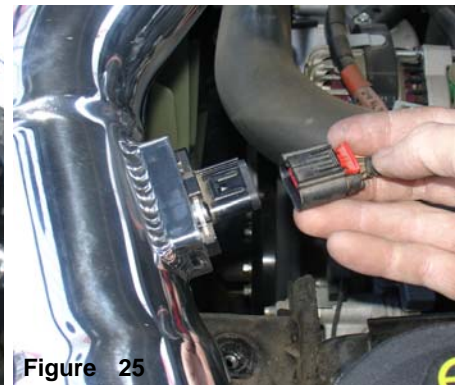


Figure 25

Locate harness clip and press over MAF sensor until you hear a click, which indicates a good connection.

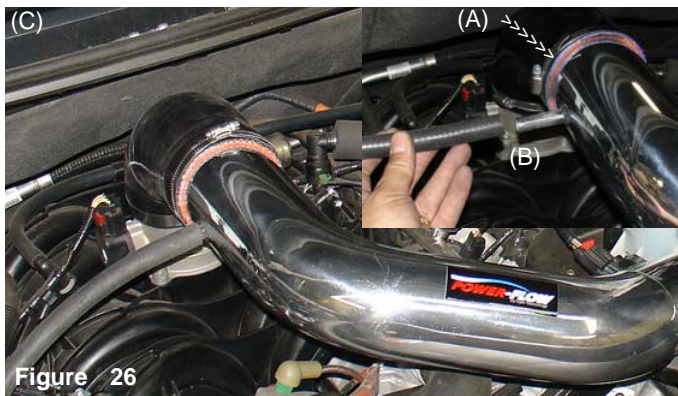


Figure 26

The remaining 16"- 10mm hose is pressed over the intake port (B) the intake track has been inserted into the 3 1/2" elbow and the clamp is tightened (A) A complete install of the intake is shown above and the vacuum hose is pressed over the 1/2" intake port (C).



Figure 27

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.



Figure 28

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 system comes tuned for use.

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.



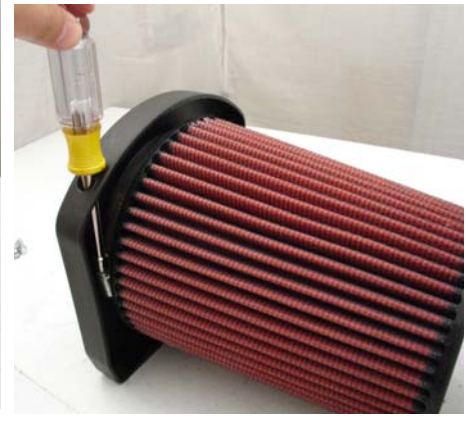
The four m6 x m20 bolts have been removed from the top of the velocity stack,



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.