

Part number PF9025
05-06 Ford Mustang GT V8
4.6L

1- Two piece air intake system with MR Technology (Tuned intake)

1- Cast alum. oval bellow (#12032)
 1- 8" Inverted top power filter (#1022)
 1- Powder coated heat shield (#11035)

Kit bag:

1- 4" OD velocity stack (#6045)
 1- 4 1/2" straight hose (#3131)
 1- 3 7/8" straight hose (#3132)
 1- 4" straight hose (#3129)
 1- 23" foam rubber shield trim (#6058)
 2- Power-Bands (.512) .072 (#4014) T/B hose
 4- Power-Bands (.462) .064 (#4006) for mid-section and Velocity. stack
 1- 15" long 10mm breather hose (#3077)
 4- m6 x 12mm hex cap screw (#6056)
 1- T-20 torx bit (#6021)
 1- 5 page Instruction

Note: The C.A.R.B. Exempt sticker must be attached under the hood in a manner such that it is easily viewed by an emissions inspector.

Congratulations! You have just purchased the best engineered, dyno-proven air intake system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology 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 the dealer you purchased this product from. 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:
 The following 2005 models not equipped with the HC absorber are permitted, intake **part# 6R33-9C662-BG** (manual trans) and intake **part# 6R33-9C662-CG** (auto trans)

Note: On those models equipped with a Hydrocarbon trap, the state of California requires that the Hydrocarbon trap be reinstalled in order to make it legal for California highway use, please read installation procedures for proper installation of the hydrocarbon trap. 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! US Patented #7,359,795



Figure 1



Figure 2



Figure 3
Stock engine compartment

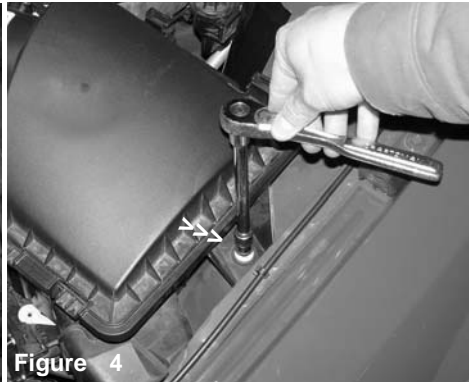


Figure 4
Loosen and remove m6 bolt holding the air box cleaner to the fender well.

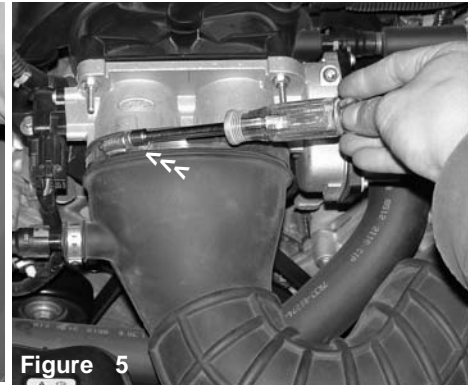


Figure 5
The oval air intake duct clamp is loosened.



Figure 6
Once the clamp and bolt have been removed, continue to remove the entire air box assembly from the engine compartment.



Figure 7
Use the T20 torx bit in this kit to remove the two screws holding the mass air flow sensor in place.



Figure 8
Carefully, remove the mass air flow sensor from the sensor housing.

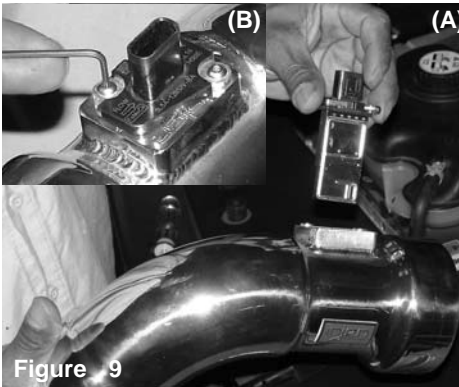


Figure 9
Gently, insert the MAFS into the machined sensor adapter located on the primary intake (A). The stock screws are used to fasten the sensor in place (B).

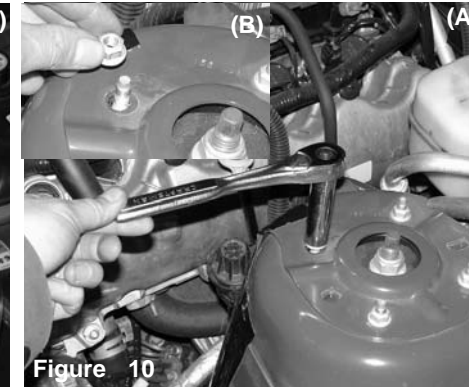


Figure 10
Loosen and remove the m8 nut located on the driver side strut tower mount (A). The m8 flange nut is removed to make room for the heat shield bracket (B).

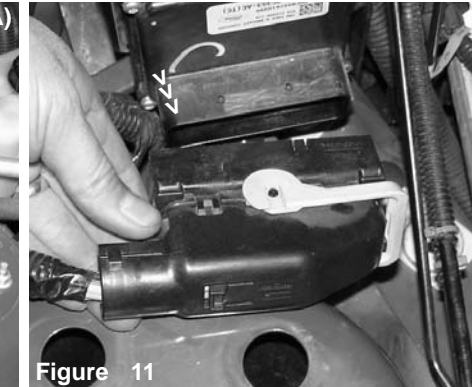


Figure 11
Unlatch the white brace holding harness to the ABS solenoid. Set the harness to one side until the heat shield has been installed.

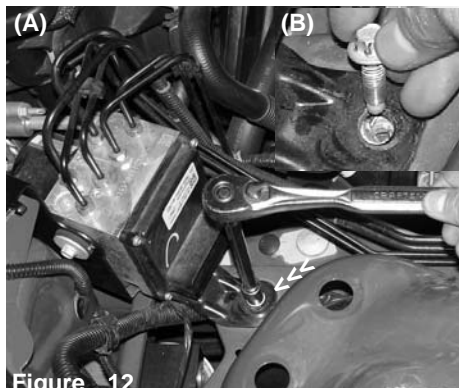


Figure 12
Loosen and remove the m6 bolt that secures entire ABS mounting bracket (A). The m6 bolt is now removed (B).

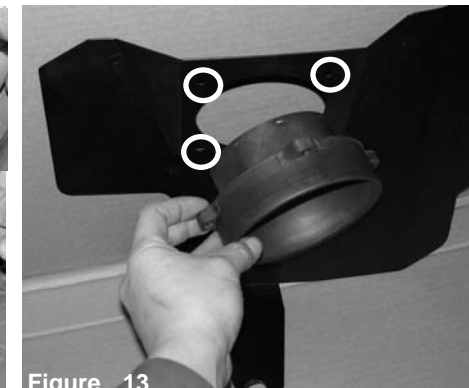


Figure 13
The bolt pattern on the composite velocity stack is aligned to the heat shield bolt holes.



Figure 14
The velocity stack m6 inserts are aligned and the velocity stack is sitting flush with the heat shield.

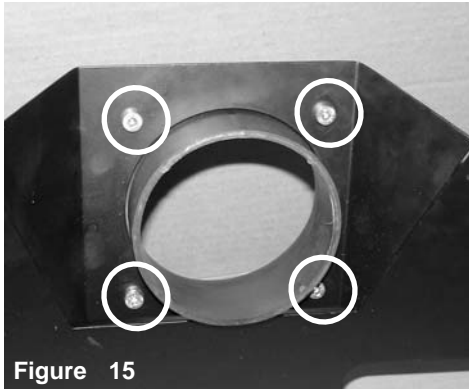


Figure 15

The four m6 x 12mm hex screws in the kit are used to fasten the velocity stack to the heat shield.



Figure 16

An allen wrench is used to fasten all four m6 bolts to the heat shield.

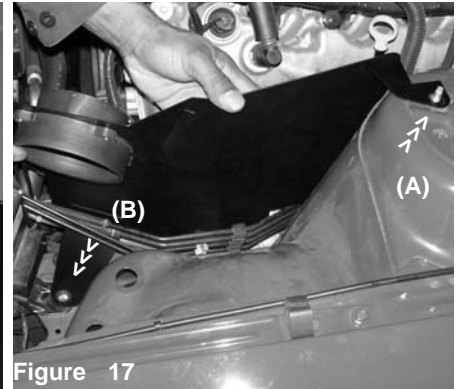


Figure 17

The assembled heat shield is now lower the engine compartment. The upper bracket is aligned to the strut tower mount m6 bolt (A). The lower bracket is aligned over the ABS assembly (B).



Figure 18

Upper heat shield bracket secured: The m6 nut that was removed earlier is now replaced to secure the heat shield bracket in place.

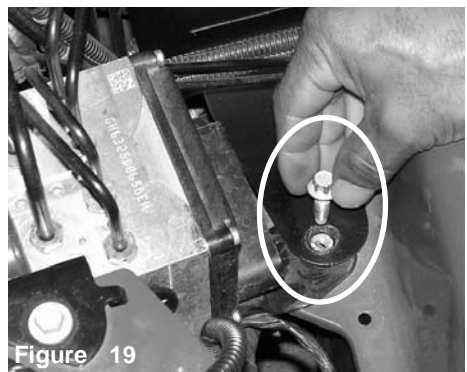


Figure 19

Lower heat shield bracket fastened: The m6 bolt that was removed from the ABS bracket is replaced and used to fasten the lower heat shield bracket in place.

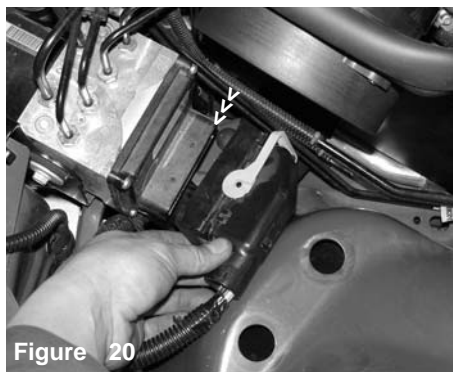


Figure 20

After the m6 bolt has been re-installed to secure the heat shield bracket to the ABS solenoid bracket, continue to re-attach the ABS harness to the ABS solenoid.



Figure 21

Once the ABS harness connector has been re-attached continue to pull and lock the latch.



Figure 22

Place the 8" filter over the velocity stack and tighten filter neck clamp. Check to make sure there is at least 1/4" clearance around the filter.



Figure 23

The filter should not be too close to the ABS lines, adjust the heat shield until you find desired clearance.



Figure 24

The 4 1/2" straight hose is press over the oval throttle body. Place two clamps on the throttle body hose, tighten the clamp on the throttle body side.



Figure 25

Take cast aluminum intake bellow is inserted into the 4 1/2" hose located on the throttle body.



Figure 26

The cast intake bellow is now properly aligned and sitting flush over the throttle body. The clamps are now tightened over the cast bellow.



Figure 27

Align the 15"- 10mm hose over the crank case port (A), Press the hose directly over the valve cover port until it is sitting flush with the base of the crank case (B).



Figure 28

Align the opposite end of the 15"- 10mm hose over the cast intake port (A). Press firmly over the intake port until the vacuum hose is flush with the base of the cast intake (B).



Figure 29

Use a pair of needle nose pliers to pull the hydrocarbon trap from the rubber air duct.



Figure 30

Hydrocarbon trap coating is very fragile; care should be taken during the removal in order to avoid damage to the coating.



Figure 31

The hydrocarbon trap is now aligned to the cast bellow. The hydrocarbon trap will be inserted between the locating prongs inside of the tube.



Figure 32

Carefully insert hydrocarbon trap between locating prongs. These angled prongs are used to position hydrocarbon trap in a suspended state which allows for a controlled air flow around the edges.



Figure 33

Press the 3 7/8" hose over the end of the cast bellow, place two clamps over the hose and tighten the clamp located over the cast intake bellow.



Figure 34

Align and press the 4" hose over the heat shield velocity stack end. Place two clamps over the hose and continue to tighten the clamp over the velocity stack.

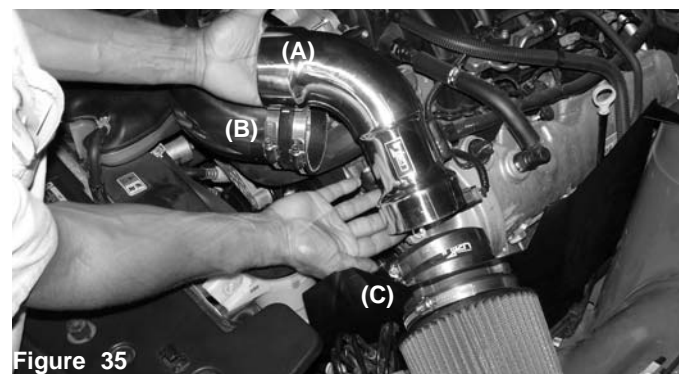


Figure 35

Installing the primary intake (A): The short end of the intake is pressed into the hose on the intake bellow (B). The longer end is pressed into the velocity stack hose (C)



Figure 36

The entire intake and heat shield assembly is now installed: Align the entire intake for best possible prior to tightening the clamps on the heat shield velocity stack



Figure 37

Now tighten the clamps on the cast intake below as shown in this picture. Note, the design of the primary intake. MR Technology is at work assuring a well tuned intake system.

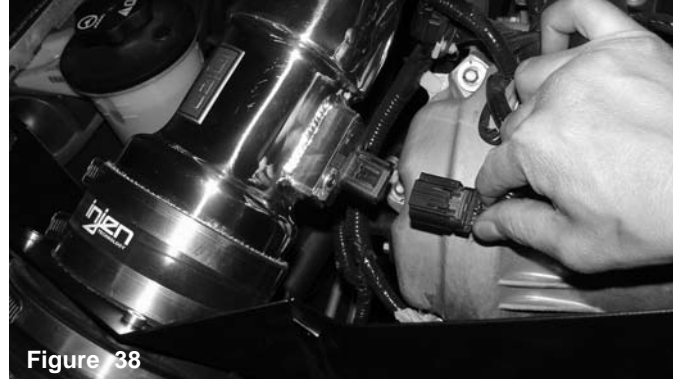


Figure 38

Align the electrical harness to the mass air flow sensor, press the harness clip over the MAFS until it snaps in place.



Figure 39

The 23" foam vinyl trim is pressed over the heat shield top edge. Start on either side and carefully follow the contour of the heat shield and firmly press down on the vinyl trim.



Figure 40

The entire intake, heat shield and vinyl trim has been installed. Congratulations! You have just completed the installation of the World's first Tuned Intake System.



Figure 41

Top shot of the new Power-Flow MegaRam intake system. This intake system is pre-tuned to follow factory setting air/fuel, no need to recalibrate the mass air flow sensor.



Figure 42

MR Technology is the World's First Tuned air Intake System. This intake is a direct bolt-on system that does not require the use of a pre-calibrated air mass sensor. Periodic, re-aligning of the intake system is required for any possible shifting that may occur under normal driving conditions.

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 (can be bought 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.