



advanced FLOW engineering

Installation Guide

Part #: 50-10272

Magnum FORCE™ Intake Systems

Make: Ford

Model: Powerstroke

Engine: V8 - 7.3L TD Direct Injection

Year: 1994 - 1997

Tools Required:

- 7/16 socket, extension, ratchet
- 1/2 socket or wrench
- 5/16 nut driver or medium flat screwdriver

Parts Included:

- Air filter #24-90009 (1)
- Isolation mount (1)
- Filter housing (1)
- Nut, M8 Hex (2)
- Edge trim, 39" (1)
- Washers, M8 Lock (2)
- Hole trim, 15" (1)
- Washers, Flat (2)
- Intake Tube, Silver (1)
- Hump Coupler, 4" (1)
- Clamps, #064 (2)
- Rubber Grommet (1)

Removal Instructions:

1. Remove intake scoop from filter box over battery. Loosen band clamps from filter box & duct coupler & remove air intake duct. **DO NOT** remove the duct from coupler to turbo inlet.

2. Remove 7/16 nut & washer from top rear side of filter box near fender. There is also an air temp sensor mounted in the side of the filter box near the inner fender. Unplug this wire by pushing the retaining latch & pulling on the connector (**see photo A**).

3. The filterbox can now be pulled off its (2) front rubber mounts by pulling straight up. It may help to lubricate the mounts for easier removal. Once the filterbox is out of the vehicle the sensor can be removed with a 1/4 turn & pull. You will also need to remove & transfer the rubber mounts to the new filter housing. The Filter Indicator & rubber grommet must also be removed for reuse.

Assembly Instructions:

1. Install the long Edge Trim from the lower front corner to the top upper corner (**see photo B**). Install the short Hole trim with the cut seam towards the bottom of the hole. Install the rubber mounts thru the bottom of the panel. Install rubber isolation mount on tube bracket but do not tighten at this time.

2. Temp sensor- There are (2) styles of sensors. The smaller sensor is held in place with a rubber grommet inserted thru the metal tab (**see photo E**). The larger sensor is unscrewed from its adapter & inserted thru the metal tab, & the plastic adapter is then reassembled to keep it in place.

3. The Filter Housing can now be lowered into place over the studs & the rear top mount nut & washer tightened. The Air Temp Sensor wire harness can now be plugged in.

4. The rubber hump coupler can now be installed onto the duct coupler on the engine & secured with one of the large band clamps (**see photo F**). The intake tube can now slip thru the filter housing from the engine side of the panel & into the rubber hump coupler with a twisting motion. The tab on the intake tube should rotate onto the isolation mount. The nuts & washers can now be tightened on the isolation mount. The band clamps on the hump coupler can now be tightened fully.

5. The grommet & filter indicator can now be installed into the intake tube (**see photo C**). Note: If your indicator and grommet is too loose in the tube, it can be sleeved tighter with thin wall vinyl tube over the sensor.

6. The pre-oiled Air Filter can now be lowered into place & tightened. **DO NOT** use any oil or grease to mount the filter. In some cases it may be necessary to wipe off any excess oil from the clamp area to keep the clamp from shifting while tightening.

7. Your installation is now complete. Make sure all clamps are tight & all electrical connections are secure.

Start your engine and check for unusual noises. If you have any questions in regards to this installation, please feel free to call our toll free support line. **877-512-8111**.



Photo A



Photo B



Photo C



Photo D



Photo E



Photo F

Note:

Filter Cleaning and Re-oiling: When cleaning your **aFe** filter, use the "Restore Kit" **aFe** PN 90-50001 (aerosol blue oil) or PN 90-50501 (squeeze bottle blue oil).

For Filter Replacement: PN 24-90009 (black w/ blue media)

06-80026

**P.O. Box 1719
Corona, CA 92878
Support: 877-512-8111
www.afefilters.com**