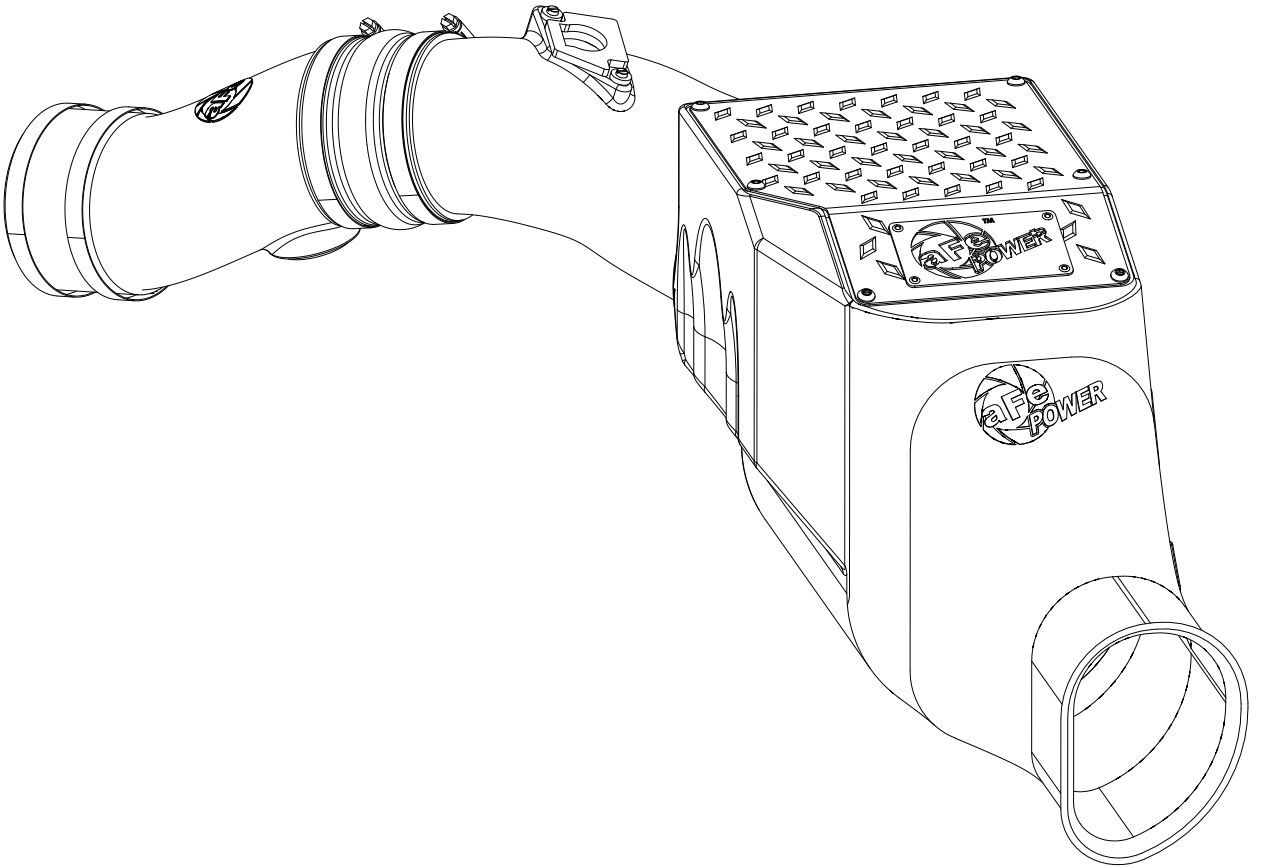


Stage 2-Si

advanced FLOW engineering

Instruction Manual P/N: 51-81022-E

Make: **Ford** Model: **Excursion** Year: **2003-2005** Engine: **V8-6.0L (td)**
Make: **Ford** Model: **F-250/F-350/F-450/F-550** Year: **2003-2007** Engine: **V8-6.0L (td)**



- **Please read the entire instruction manual before proceeding.**
- **Ensure all components listed are present.**
- **If you are missing any of the components, call customer support at 951-493-7100.**
- **Ensure you have all necessary tools before proceeding.**
- **Do not attempt to work on your vehicle when the engine is hot.**
- **Retain factory parts for future use.**

Label	Qty.	Description	Part Number
A	1	Pro DRY S Air Filter	21-91050
B	1	Housing	05-01080
C	1	Primary Intake Tube	05-01112
D	1	Secondary Intake Tube	05-00847
E	1	Spacer, Urethane	05-01125
F	1	Straight Hump Coupling	05-01413
G	1	Straight Coupling	05-00715
H	1	Cover	05-81022-SA01
I	4	Clamp 064	03-50006
J	1	MAF Gasket	05-00114
K	1	Grommet	03-50128
L	1	Grommet	03-50139
M	6	Button Head Screw	03-50113
N	2	Screws	03-50142
O	2	Nylon Spacer	03-50089
P	3	Hex Head Screw	03-50072
Q	3	Fender Washer	03-50074
R	1	Torx Bit	03-50066
S	1	12oz. Cleaner Spray	90-10011

Installation will require the following tools:
4mm Hex Key, Pliers, 7/16" Socket, 7/16" Open End Wrench, 5/16" Socket or Nut Driver, T25 Torx Bit, Ratchet, Extension, Phillips & Flat-Head Screw Driver

Warranty Information available at: https://afepower.com/contact#warranty


B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
A
M
N
O
P
Q
S



Figure A

Refer to Figure A for steps 1-4

Step 1: Unplug harness from MAF sensor (1).

Step 2: Unclip the harness from the stock intake tube (2).

Step 3: Using nut driver, loosen the clamp on the coupler attached to the stock intake (3).

Step 4: Using pliers, loosen clamp on snorkel and remove (4).



Figure B

Refer to Figure B for steps 5-7

Step 5: Using pliers, remove coolant reservoir line (5). (**Engine must be cool before removal).**

Step 6: Unplug the harness connected to the filter minder (6).

Step 7: Remove the filter minder from the stock intake box. (Refer to Filter Minder Picture Inset)



Figure C

Refer to Figure C for steps 8-9

Step 8: Unclip the (4) clamps from the stock air box (7).

Step 9: Remove the center of the intake box that contains the stock filter (8).



Figure D

Refer to Figure D for step 10

Step 10: Remove items (9) & (10) to complete the removal of the stock intake system.



Figure E

Refer to Figure E for steps 11-14

Step 11: Using 10mm open-end wrench, remove the two nuts on the bracket (11).

Step 12: Unclip the wiring harness that is attached to the bracket (12).

Step 13: Using the nut driver, loosen the clamp that is securing the coupler to the turbo (13).

Step 14: Cut off the OE crimped clamp (as indicated in the inset picture above) on the crank case line at the bottom of the tube (14).



Figure F

Refer to Figure F for steps 15-16

Step 15: Reinstall the bracket back in the factory location and secure with the factory nuts.

Step 16: Clip the wiring harness back into the bracket (15).



Figure G

Refer to Figure G for steps 17-19

Step 17: Insert the grommet (K) into the intake tube (D).

Step 18: Place the straight coupling (G) onto the end of the tube as shown.

Step 19: Place two Clamps 064 (I) on the coupling as shown (do not tighten).



Figure H

Refer to Figure E &H for steps 20-21

Step 20: Install the intake tube onto the turbo charger as shown (do not tighten).

Step 21: Reinstall the crank case line that you removed in Figure E, Step 14.

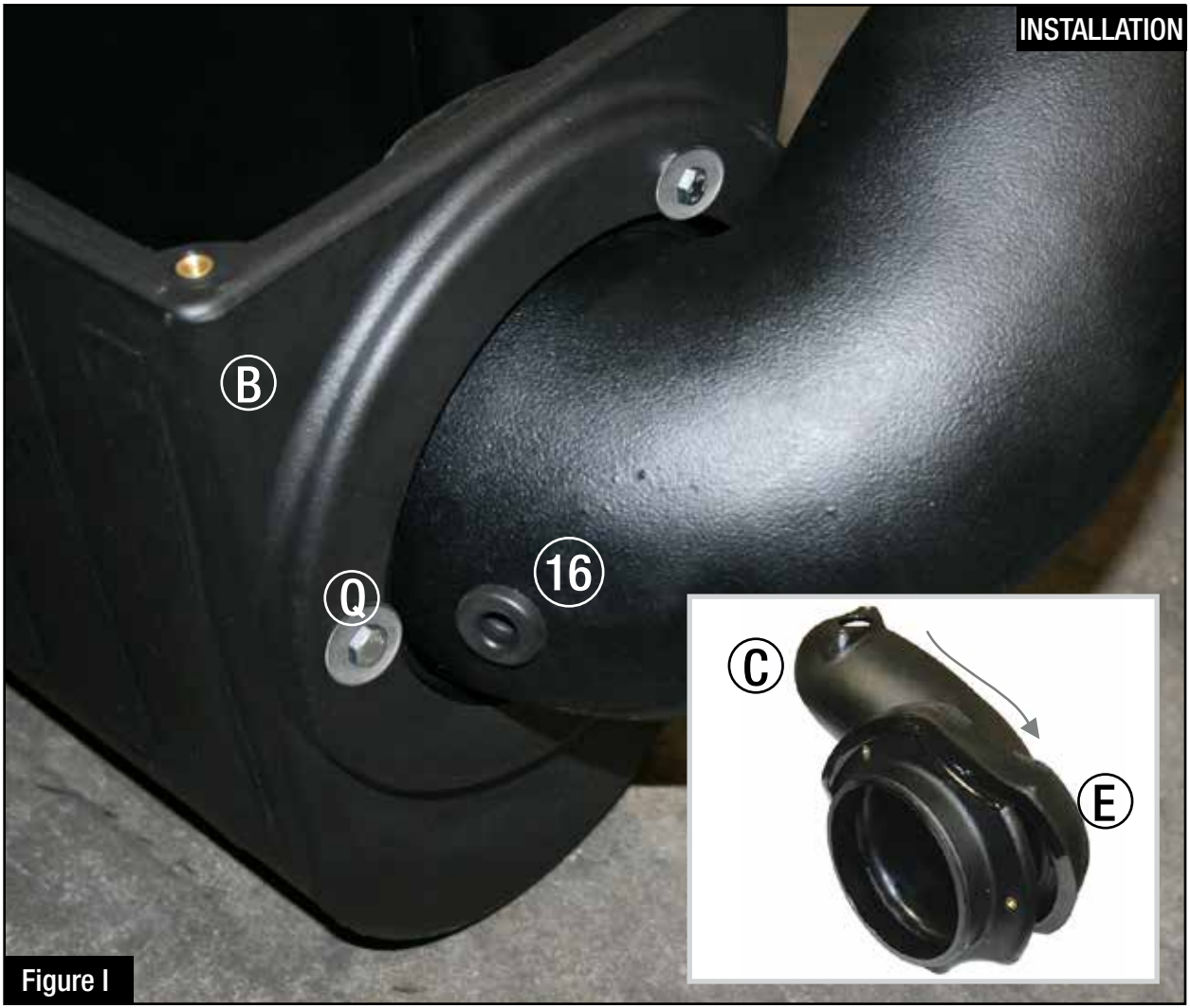


Figure I

Refer to Figure I for steps 22-26

Step 22: Slide spacer (E) over intake tube (C) and position over flange. (See Picture Inset Above)

Step 23: Insert factory grommet (16) into the intake tube.

Step 24: Slide narrow end of tube into inside of housing (B) and out through hole.

Step 25: Align the holes on the spacer with the holes on the housing where filter minder grommet is at 9 o'clock position as shown.

Step 26: Use the hex head screws (P) and fender washers (Q) to secure to housing.



Figure J

Refer to Figure J for steps 27-29

Step 27: Remove the MAF sensor (17) off of the stock intake system and attach to intake tube using the MAF gasket (J) two screws (N) and nylon spacers (O).

Step 28: Connect to hump coupling (F) onto the tube as shown.

Step 29: Place two clamps 064 (I) onto the coupling (do not tighten).

Note: If your vehicle does not have a MAF sensor, use grommet (L) in place of the MAF sensor and install temperature sensor.



Figure K

Refer to Figure K for steps 30-32

Step 30: First undo coolant reservoir bolts and push out of the way. **(Be careful not to spill the coolant).** Then Install the intake assembly into the engine bay as shown.

Step 31: Once aligned, tighten up clamps on both the turbo charger and the primary tube.

Step 32: Plug the harness back into the MAF sensor.



Figure L

Refer to Figure L for steps 33-34

Step 33: Reinstall the filter minder (18) into the grommet on the intake tube (you may have to adjust your battery cable for an easier fit).

Step 34: Reinstall the harness back into the filter minder and reposition the coolant reservoir and bolt back into location.



Figure M

Refer to Figure M for steps 35-36

Step 35: Clamp the filter (A) to the intake tube and tighten.

Step 36: Reconnect the coolant reservoir line (19). **(Check coolant level, add if necessary).**



Figure N

Refer to Figure N for steps 37-38

Step 37: Install the cover (H) using the six button head screws (M).

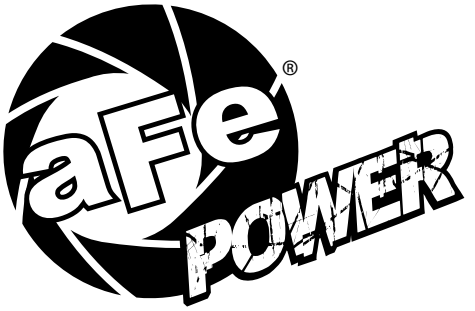
Step 38: Ensure everything is tight and secure. Installation is now complete.

NOTE: Retighten all connections after approximately 100-200 miles.

Place enclosed CARB EO sticker on or near the device on a smooth/clean surface. EO identification label is required to pass the smog test inspection.

Page left blank intentionally

Page left blank intentionally



advanced FLOW engineering, inc.
252 Granite Street Corona, CA 92879
TEL: 951.493.7100 • TECH: 951.493.7134
E-Mail:Tech@aFepower.com

P/N: 06-80775