

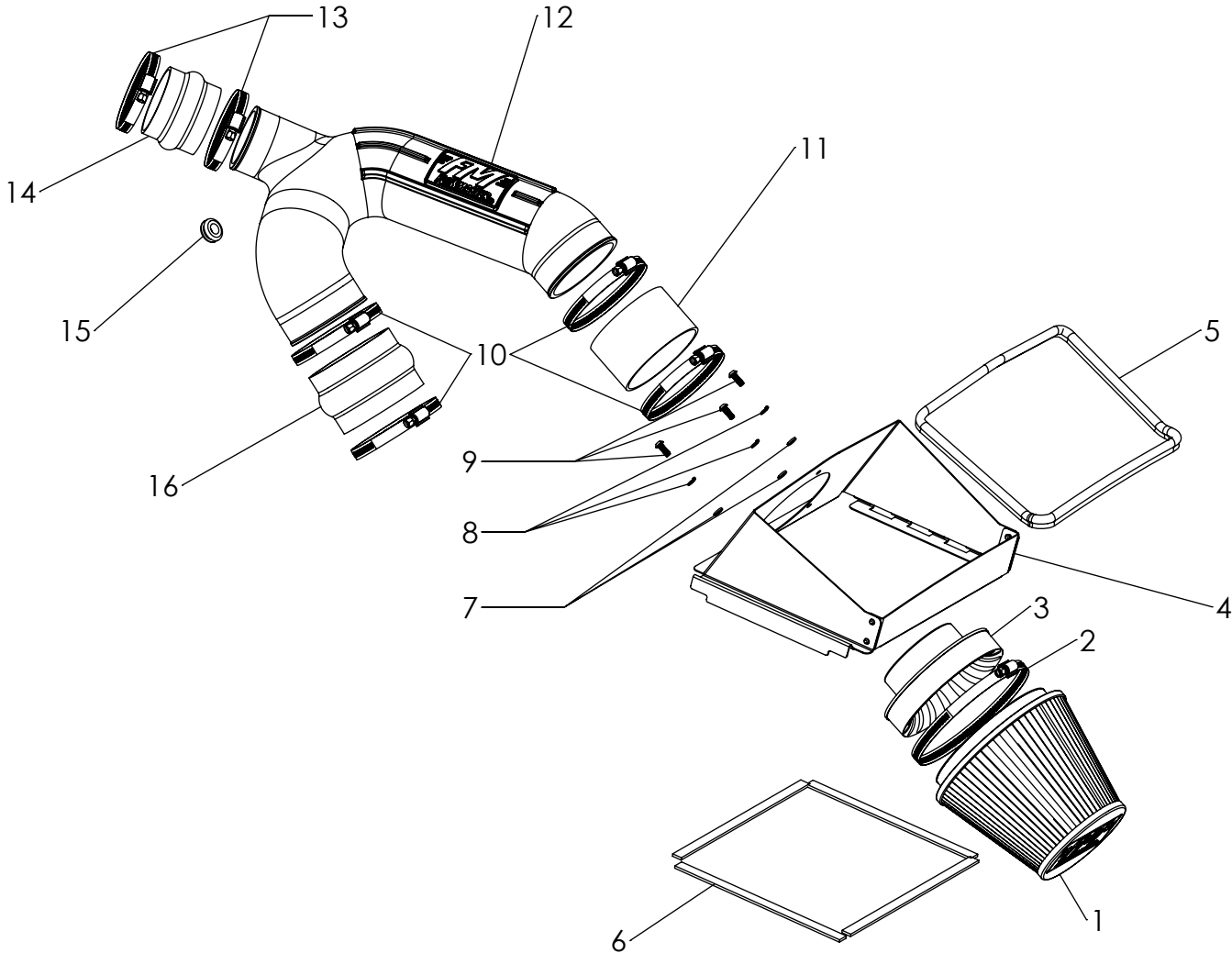


Installation Instructions 615157D

2017-18 FORD F-150
3.5L ENGINE

This kit is not designed to fit vehicles with a body lift.

NOT LEGAL FOR SALE OR USE ON ANY POLLUTION-CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR IN STATES THAT HAVE ADOPTED CALIFORNIA EMISSION PROCEDURES.



| ITEM NO. | PART NUMBER | DESCRIPTION | QTY. |
|----------|-------------|-----------------------------------|------|
| 1 | AF1007 | AIR FILTER, DRY, 6-5/8" x 6" DIA | 1 |
| 2 | | SCREW CLAMP, #104 (4-1/8" - 7") | 1 |
| 3 | AF6002 | ADAPTER, AIR FILTER 4" x 6" | 1 |
| 4 | AF3031 | HEAT SHIELD | 1 |
| 5 | 49000061 | GASKET, HEAT SHIELD | 1 |
| 6 | 49000067 | SEAL STRIP, ADHESIVE, 1/8" x 1/2" | 1 |
| 7 | HW319 | FLAT WASHER, M6 | 3 |
| 8 | HW318 | LOCK WASHER, M6 | 3 |
| 9 | HW244 | SCREW, M6 x 1.0 x 16MM | 3 |

| ITEM NO. | PART NUMBER | DESCRIPTION | QTY. |
|----------|-------------|---|------|
| 10 | MC400H | SCREW CLAMP, #64 (3-9/16" - 4-1/2") | 4 |
| 11 | AF4050 | COUPLER, STRAIGHT 4" I.D. x 2-1/2" L | 1 |
| 12 | AF2036 | INTAKE TUBE | 1 |
| 13 | MC314H | SCREW CLAMP, #52 (2-13/16" - 3-3/4") | 2 |
| 14 | AF4036 | COUPLER, FLEX 3" I.D. x 2-1/2" L | 1 |
| 15 | AF4008 | GROMMET, 1-1/16" OD x 1/2" ID x 7/16" THK | 1 |
| 16 | AF4005 | COUPLER, FLEX 4" I.D. x 3" L | 1 |
| 17 | 615002P | PRE FILTER WRAP (NOT SHOWN) | 1 |

REVIEW THE INSTRUCTIONS AND VERIFY THE KIT CONTENTS:

1. Please take a moment to read and understand these instructions before installing your Flowmaster cold air intake kit.



2. Use the parts drawing and list (front page) to verify your kit's contents.

In the unlikely event that any parts are missing, please contact FLOWMASTER Technical Support for replacements.

REMOVE THE FACTORY AIR INTAKE SYSTEM:

NOTES

- We highly recommend that you retain all factory air intake system parts.
 - Please refer to vehicle manufacturer's recommendations regarding removal of factory components.
 - Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicle's anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicle's anti-theft code.
3. Turn off the vehicle's ignition and disconnect the negative battery cable.



4. Loosen the screw clamps on the three ends of the air intake duct.



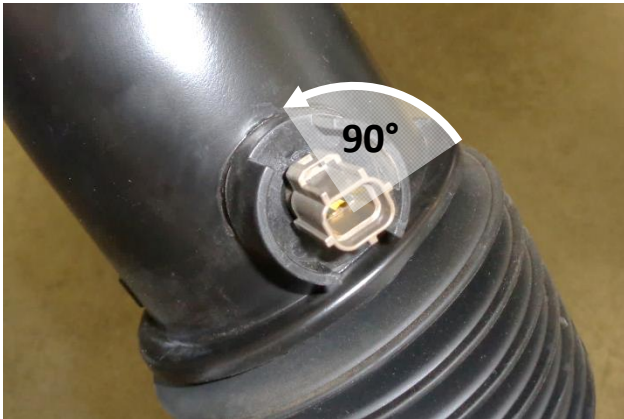
5. On the back of the intake duct, disconnect the inlet air temperature sensor plug.



6. Release the two airbox cover latches.

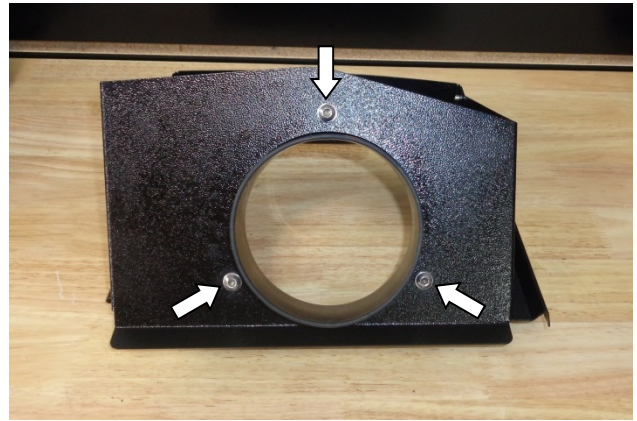


7. Separate the intake duct from the two turbocharger inlets, remove the assembled intake duct and airbox cover from the vehicle, and remove the stock air filter.



8. To remove the inlet air temperature sensor from the intake duct, lift its locking tab, rotate the sensor a quarter-turn counter-clockwise, then pull. Remove the o-ring from the sensor. **CAUTION: The sensor is delicate!** Handle it with care, and store it in a safe location until reinstallation.

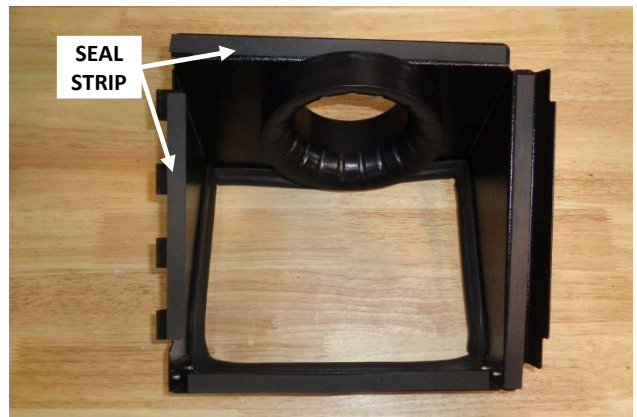
ASSEMBLE AND INSTALL YOUR FLOWMASTER COLD AIR INTAKE SYSTEM:



9. Assemble the air filter adapter (3) to the heat shield (4) using the M6 screws (9), lock washers (8) and flat washers (7).



10. Attach the gasket (5) to the heat shield. Firmly press the gasket onto the heat shield, gradually working your way around. When you return to the starting point, use metal-cutting shears to trim the gasket to length.



11. Cut the adhesive seal strip (6) to the lengths required, and apply it to the four edges of the heat shield.



12. Slip screw clamp (2) onto air filter (1), then install the filter on the filter adapter and tighten the clamp. If desired, install pre-filter (17) over the cone element.



13. Install grommet (15) in intake tube (12). (Moistening the hole with soapy water will ease insertion.)



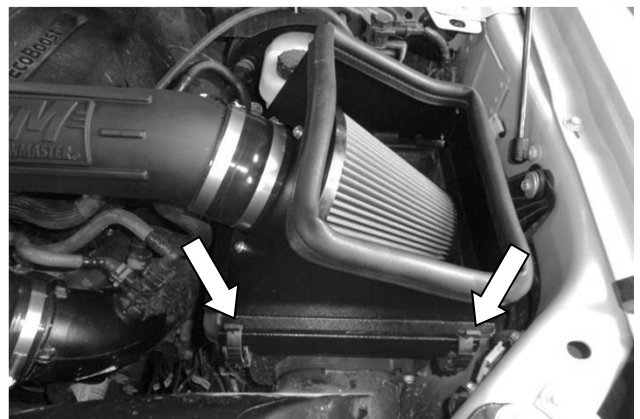
14. Slip the two small screw clamps (13) onto the 3" flex coupler (14). Slip two large screw clamps (10) onto the 4" flex coupler (16). Push each coupler onto the intake tube. Snug – do not tighten – only the tube clamps at this time. (Leave the other clamps loose.)



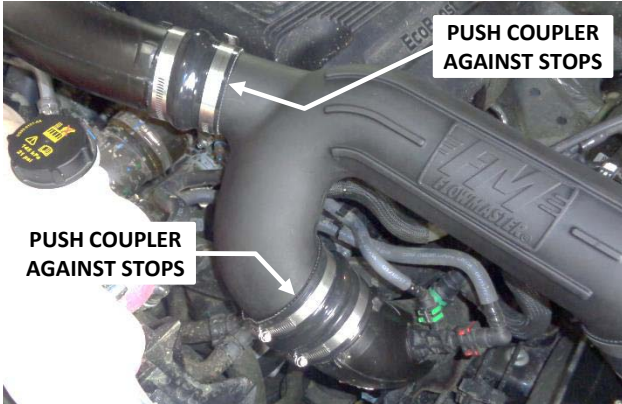
15. Slip the other two large screw clamps (10) onto the 4" straight coupler (11). Install the coupler onto the air filter adapter, pushing it flush against the heat shield, and tighten the clamp. Insert the intake tube in the coupler, and snug – do not tighten – the tube clamp at this time.



16. Insert the four tabs on the heat shield into the slots at the back of the airbox. Lower the tube-heat shield assembly, and connect the two couplers to their turbo ducts. Do not tighten the clamps at this time.



17. Secure the heat shield to the airbox with the two latches.



18. Push each coupler up against its stops on the turbo duct and tighten its turbo duct clamp. Center the intake tube between all the couplers, so that there are approximately equal amounts of tube inserted in each coupler. Then tighten the three screw clamps on the intake tube.



19. Carefully push the inlet air temperature sensor into the grommet and point the locking tab toward the air filter. (Moistening the hole with soapy water will ease insertion.) Reinstall the sensor plug and verify that the connection is secure.



Congratulations, the installation of your FLOWMASTER cold air intake kit is now complete!

CLEANING YOUR FLOWMASTER DRY SYNTHETIC AIR FILTER and PRE-FILTER WRAP

DRY SYNTHETIC AIR FILTERS

NEVER WASH YOUR DRY AIR FILTER! However, if you drive in dusty conditions, periodically blowing the filter off with low-pressure (20-30 PSI) compressed air can extend its service life.

Inspect your filter about every 6,000 miles (or, every other oil change). When you see a buildup of dust between the pleats:



1. **Tap the filter** several times on a hard, flat surface. Tap it firmly enough to dislodge any loose particles from the pleats, but not so hard as to damage it.



2. **Blow off the outside** of the filter. Blow across the filter surface (at about a 45° angle), not through the filter material. Hold the air nozzle about 6 inches away from the filter surface, always keep it moving, and point the air jet in to—not across—the pleats.



3. **Blow through** the filter, from the inside out. Keep the nozzle moving; do not hold it stationary over one place on the filter.

Replace your filter every 15-30,000 miles—more often under dusty conditions, less often under normal highway conditions.

PRE-FILTER WRAP

If the pre-filter wrap is used, wash it as needed with warm water and dish soap, rinse with clear water, and pat dry with a towel.