



EDELBROCK COMPETITION AIR INTAKE SYSTEMS

For use with the 2011 5.0L Ford E-Force Supercharger
Part #15898

INSTALLATION INSTRUCTIONS

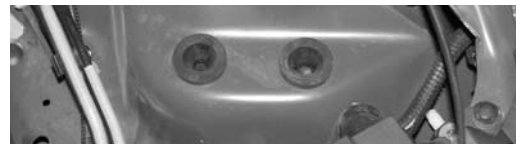
Please study these instructions carefully before installing your new air intake. If you have any questions, do not hesitate to contact our **Technical Hotline at: (800) 416-8628** from 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time.

DESCRIPTION: The Edelbrock E-Force Competition Air Intake System is intended only for use on 2011 Mustang GTs that have been equipped with the Edelbrock E-Force Competition Supercharger System. This intake is not compatible with naturally aspirated cars, nor with those using a different supercharger. While this system can also be used with the #1588 street legal package, installation may violate emission regulations in some areas.

CALIBRATION: This system requires recalibrating the vehicle for the new MAF sensor and intake. Contact a local installer or performance shop before installing this kit. **Do not drive your vehicle with this kit until you correct the vehicle calibration or severe engine damage will result.**

INSTALLATION:

1. Automatic transmission vehicles ONLY: Locate the small dimple on the underside of the hard plastic elbow. Use the dimple to center a step drill bit on that location and drill through the elbow until the hole is 5/8" in diameter. Manual transmission vehicles should not drill this hole. Once the hole has been drilled, install the supplied 3/8" grommet and 10mm fitting.
2. Install the 5/8" grommet and fitting in the boss extending from the elbow.
3. Insert the round MAFS housing through the hole in the new airbox so that the large end will be inside. Orient the housing so that the MAF provision will point forward and down when the airbox is installed then secure the housing using the three supplied M6 x 16mm bolts.
4. Remove the stock airbox lid by first unclipping the MAF sensor from the wiring harness, then loosen the hose clamp that secures the silicone elbow to the throttle body. Unclip the lid from the airbox and remove it with the silicone elbow. Use a TR-15 driver to remove the two bolts securing the MAF sensor in the airbox lid and remove it.
5. Install the stock MAF sensor in the new MAFS housing using the two supplied #8-32 thread-forming screws.
6. Remove the bolt that secures the stock airbox to the inner fender wall, then lift the stock airbox out of the engine bay, tilting it slightly as you do to clear the rubber snorkel on the bottom. Remove the rubber grommets from the bottom of the stock airbox and replace them in their provisions on the fender.
7. Install the new airbox by sliding it into the rubber snorkel as you drop the lower bosses into the grommets on the fender. Secure the airbox using the stock bolt.



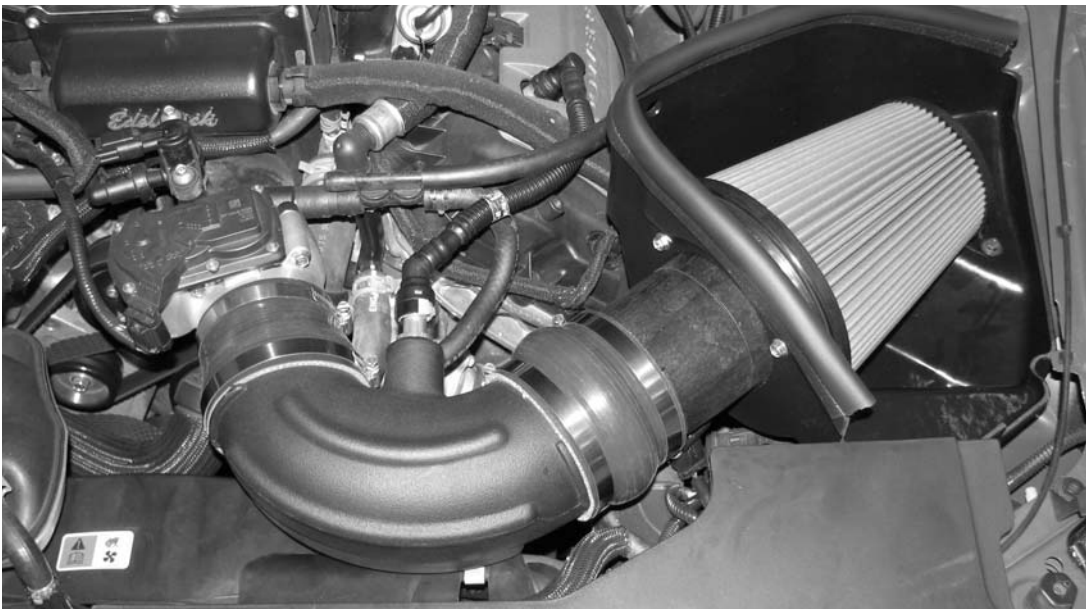
8. Install the new filter onto the MAFS housing and secure it with the large worm clamp supplied. Install the supplied edge trim along the top ridge of the new airbox.
9. Visually orient the hard plastic elbow so that the dimple or drilled hole is on the bottom, then slide a worm clamp on each end of the silicone hump hose and slide it onto the end of the elbow that will connect to the MAFS housing.
10. Install the silicone reducer hose on the throttle body end of the elbow, then slide two worm clamps over the hose.
11. Install the elbow and silicone hoses between the throttle body and MAFS housing. Spraying some silicone lubricant inside the hoses can make this process easier. Tighten all four worm clamps once satisfied with the installation.
12. Reclock the hose end on the driver side PCV hose and connect it to the large fitting extending from the boss on the elbow.
13. Automatic vehicles should route the hose extending from the brake booster hose assembly down to the 10mm Quick Connect fitting below the elbow and attach it.
14. Attach the stock engine harness connector to the MAF sensor.

WARNING: Do not attempt to start vehicle before updating PCM or severe engine damage may result.

IMPORTANT NOTE: The transfer function values provided in the table to the right are only provided as a guide. It is always required that you verify the Air/Fuel ratio with a wideband lambda sensor, installed in front of the catalytic converter, while running the vehicle on a chassis dyno through the entire RPM & load range.

Transfer Function Table

Frequency	Lb / Min
1485	0
650	0.5023
635	0.5315
605	0.5742
590	0.6022
540	0.7071
500	0.8168
450	1.0423
410	1.2679
360	1.8043
330	2.2919
320	2.4382
290	3.1940
275	3.7304
259	4.3278
242	5.1202
226	6.2118
220	6.6748
215.5	6.9517
210	7.4370
207	7.7263
200	8.3808
193	9.2718
188	9.8093
183.5	10.4823
178	11.5846
173	12.6664
160.5	15.8482
150	19.9931
143.5	21.9437
139	23.9374
136	25.4466
132	27.9213
128	31.3117
123	34.9811
119.8	36.9873
114	42.3269
107	50.3937
101	58.6262
83.3	82.8984



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