



AMS F-150 2.7L Turbo Inlet Tubes

INSTALL INSTRUCTIONS

Introduction

The goal of AMS Performance is to provide the highest quality, best performing products available. By utilizing research and development, and rigorous testing programs AMS Performance will never compromise the quality or performance of our products. In addition, AMS Performance will only provide the finest customer service offering only parts and advice that are in the best interests of the customer. AMS Performance was built on a foundation of integrity. This is who we are; this is what you can count on.

A vehicle modified by the use of performance parts may not meet the legal requirements for use on public roads. Federal and state laws prohibit the removal, modification, or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on public streets or highways. Use or installation of performance parts may adversely affect the drivability and reliability of your vehicle, and may also affect or eliminate your insurance coverage, factory warranty, and/or new OEM part warranty. Performance parts are sold as-is without any warranty of any type. There is no warranty stated or implied due to the stresses placed on your vehicle by performance parts and our inability to monitor their use, tuning, or modification.

These instructions are provided as a guide only as there are many variables that cannot be accounted for concerning your particular vehicle, including but not limited to model year differences, model differences, the presence of non-OEM parts, and modifications that may already be or were previously installed. A basic knowledge of automotive parts and systems is helpful but a better understanding of the parts and systems on your particular vehicle may be required.

If you have any questions or issues at any time during the installation of your AMS Performance product(s) please call us for technical assistance. The AMS Performance tech line can be reached during business hours at 847-709-0530 for AMS Performance products only.

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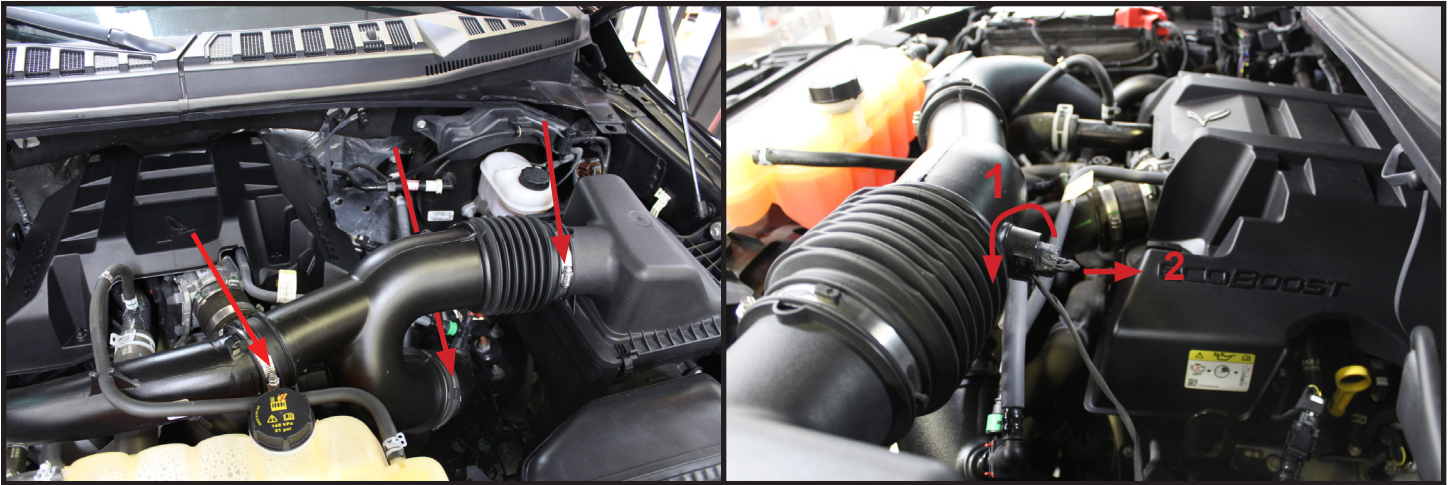
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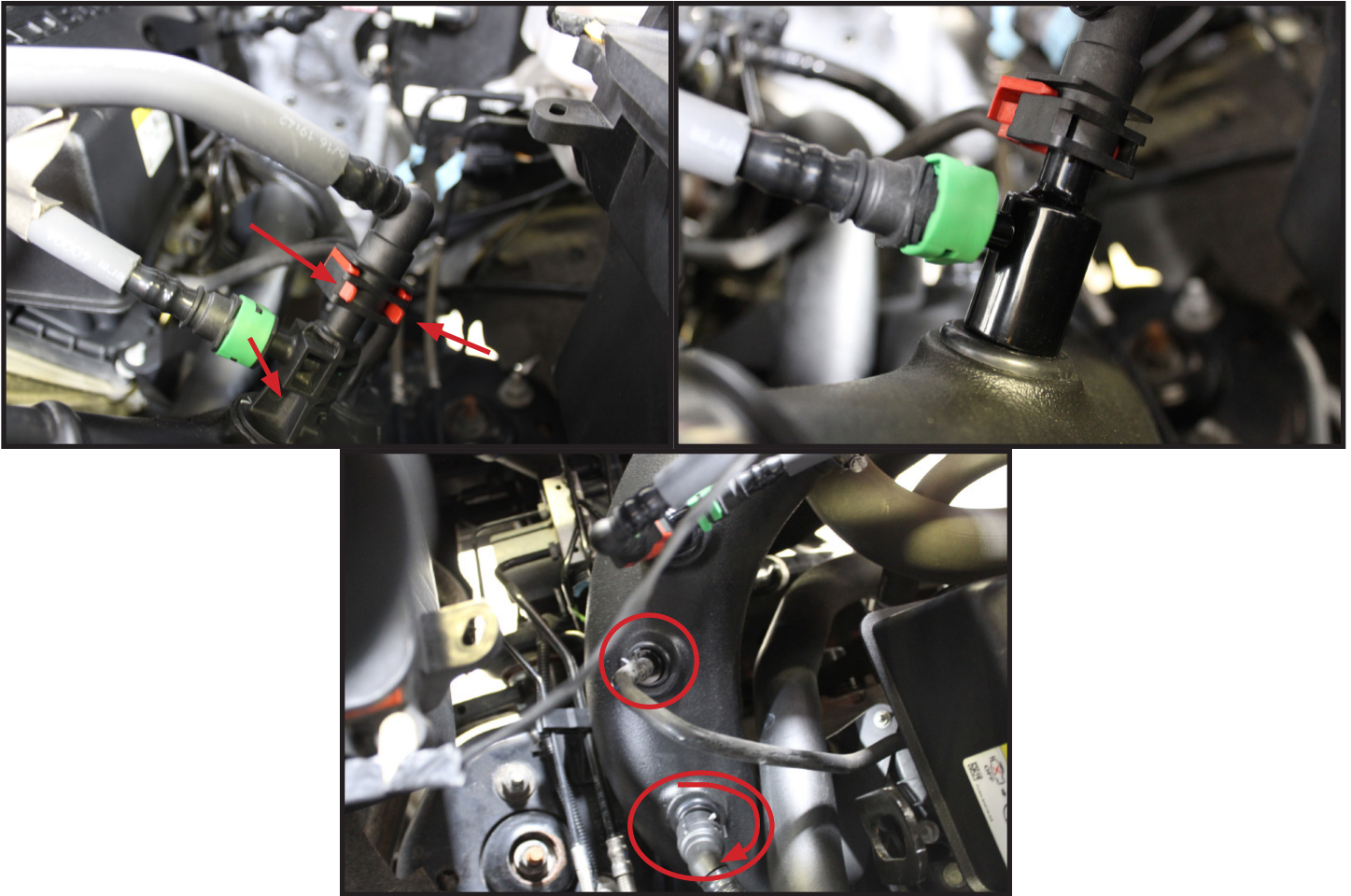
Removing Stock Turbo Inlet Tube



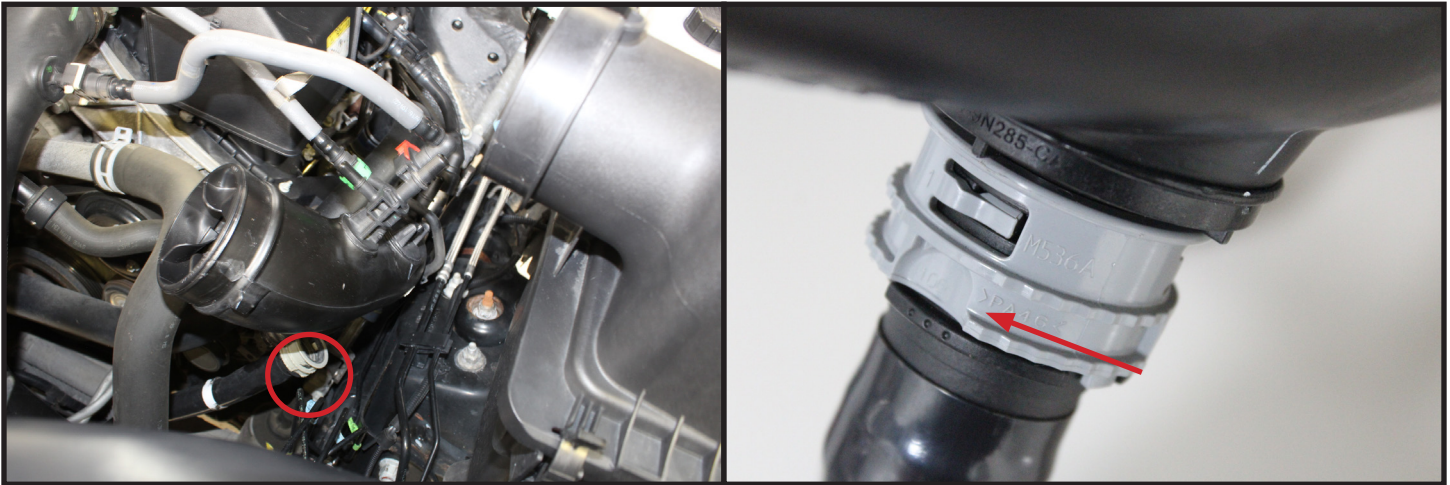
1) Loosen the three hose clamps securing the airbox y-pipe to the OEM turbo inlet tubes and remove the sensor in the y-pipe by rotating counter-clockwise about 1/4 turn then pulling out



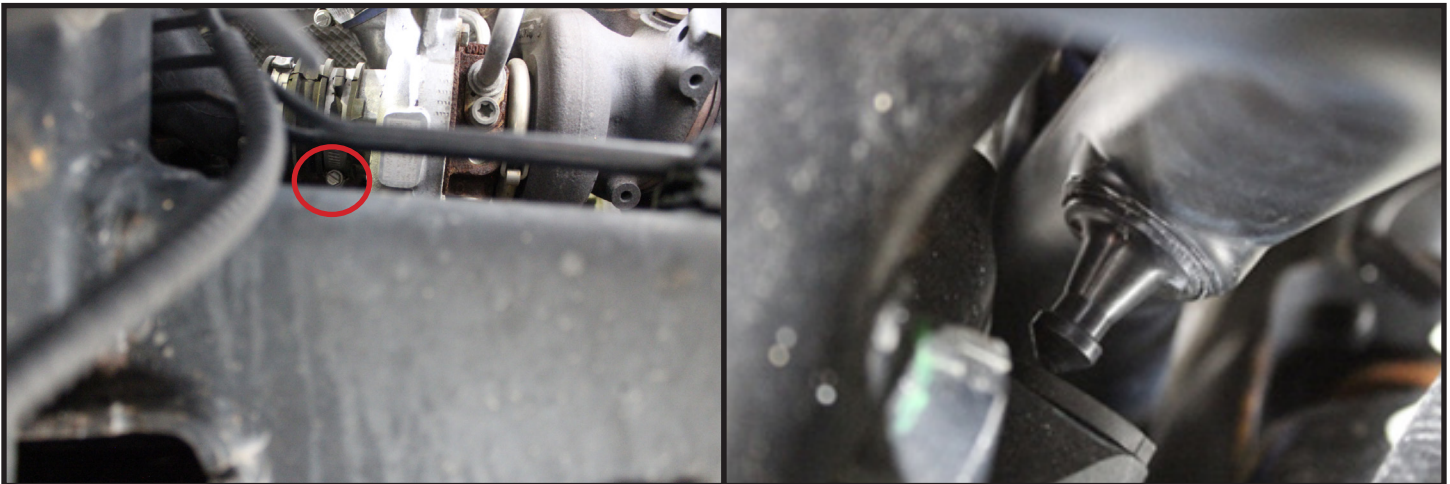
2) Remove the y-pipe and set aside. Next, the connections to the fittings on the left side inlet tube must be disconnected.



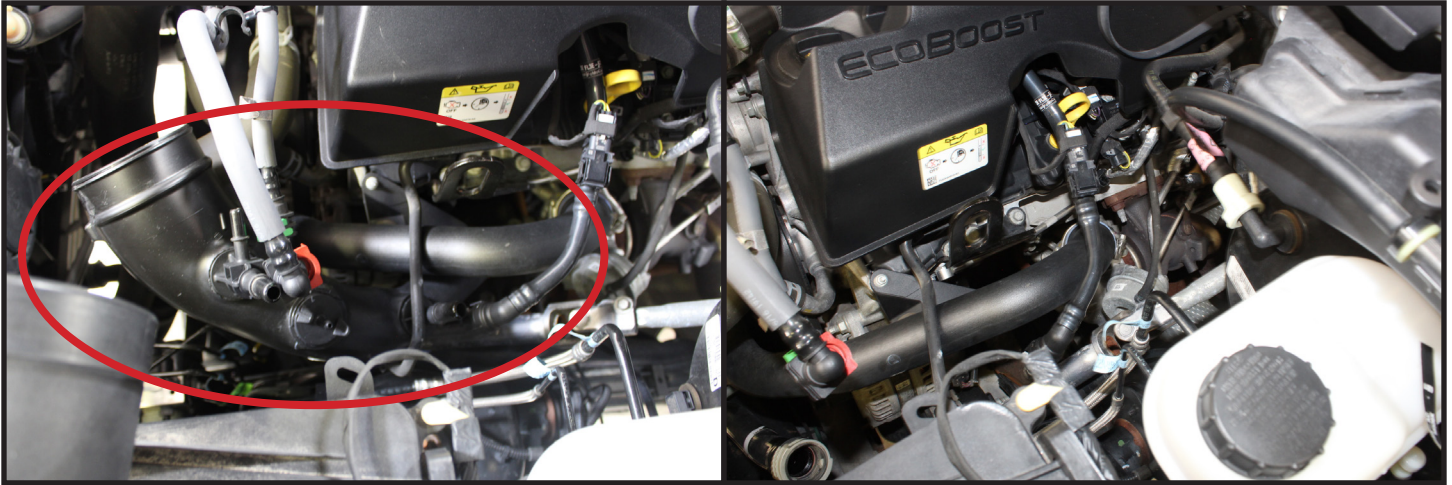
3) Disconnect the fittings shown from left (Driver's side) OEM turbo inlet tube. The green quick disconnects can be released with a flathead screwdriver. The red quick disconnect is released by pinching the lower legs together. Use pliers to remove the spring clamp on the vacuum line (middle). To remove the PCV fitting, pull the silver tab clockwise then pull the connector off vertically at the same time.



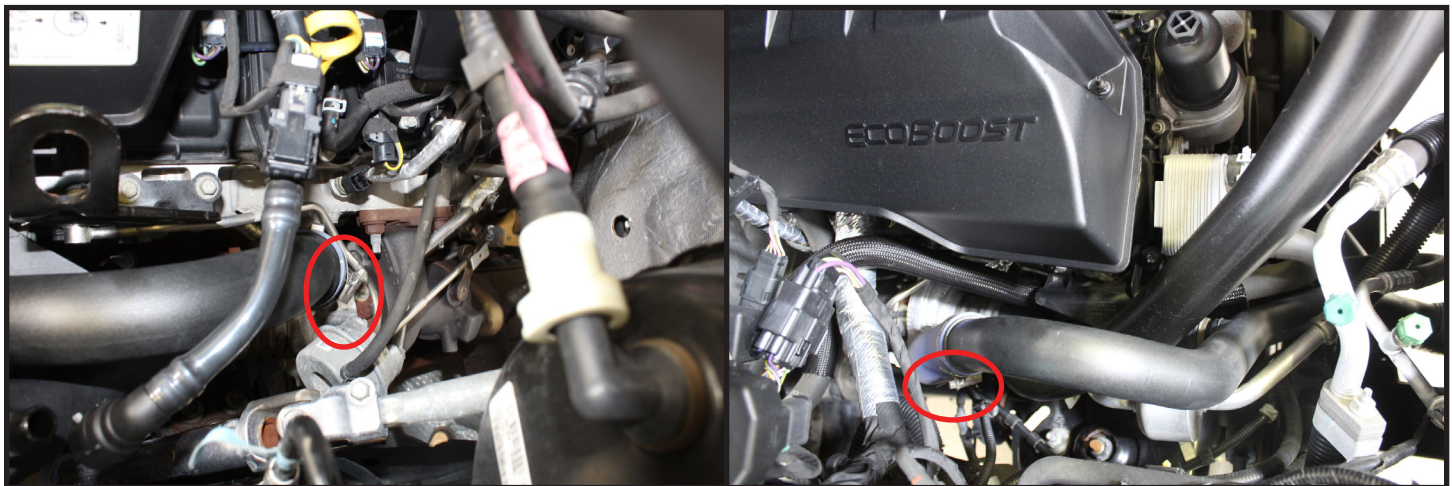
4) Remove all fittings and disconnect the bypass valve return hose. To disconnect the bypass valve return hose, release the quick disconnect by rotating the grey connector in the direction of the arrow shown while pulling away from tube.



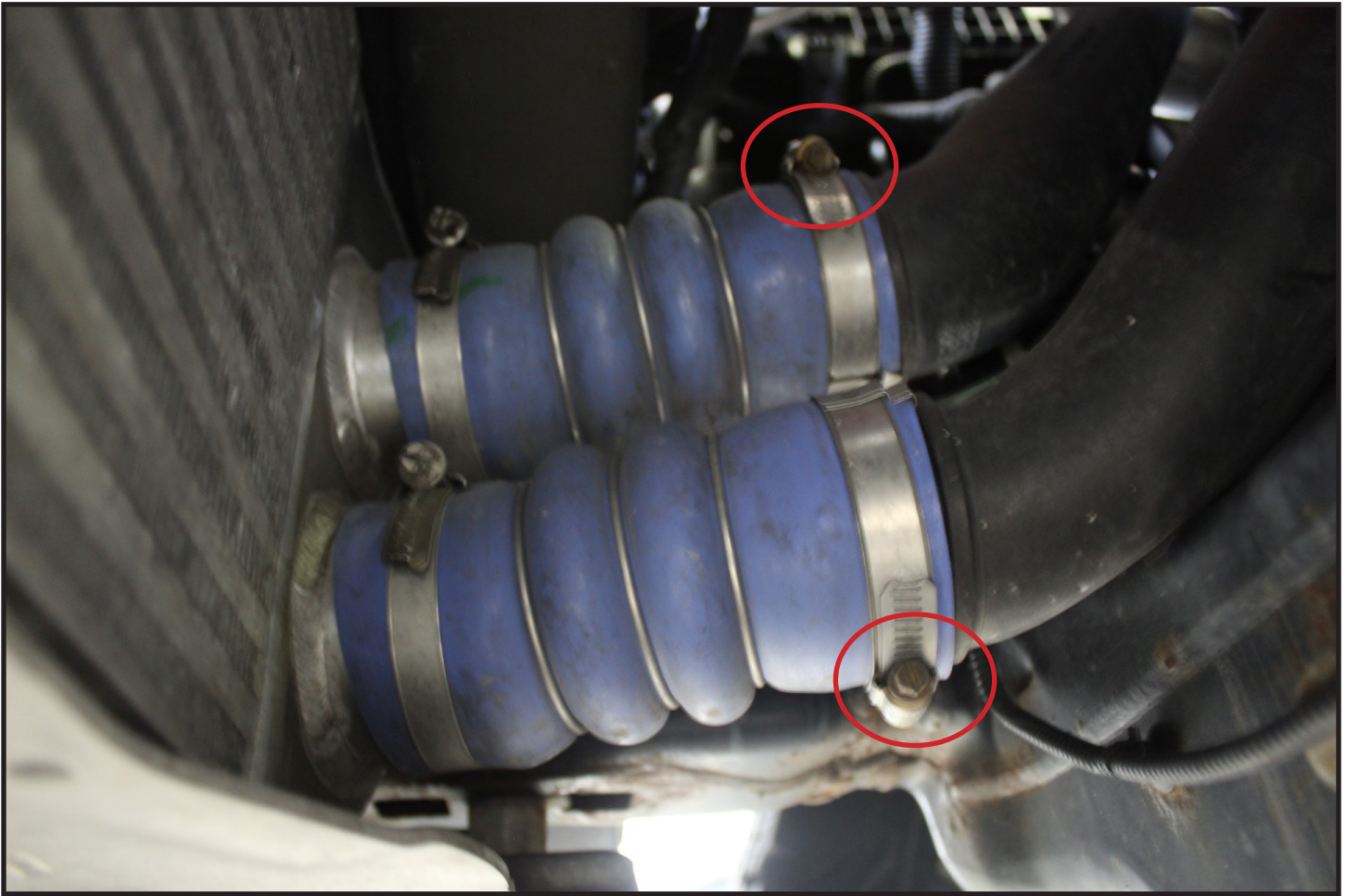
5) From the left front wheel well, use a long screwdriver or 7mm socket with extensions to loosen the hose clamp on the left tube. Next, pull the tube towards the airbox to release the mounting stanchion from the grommet.



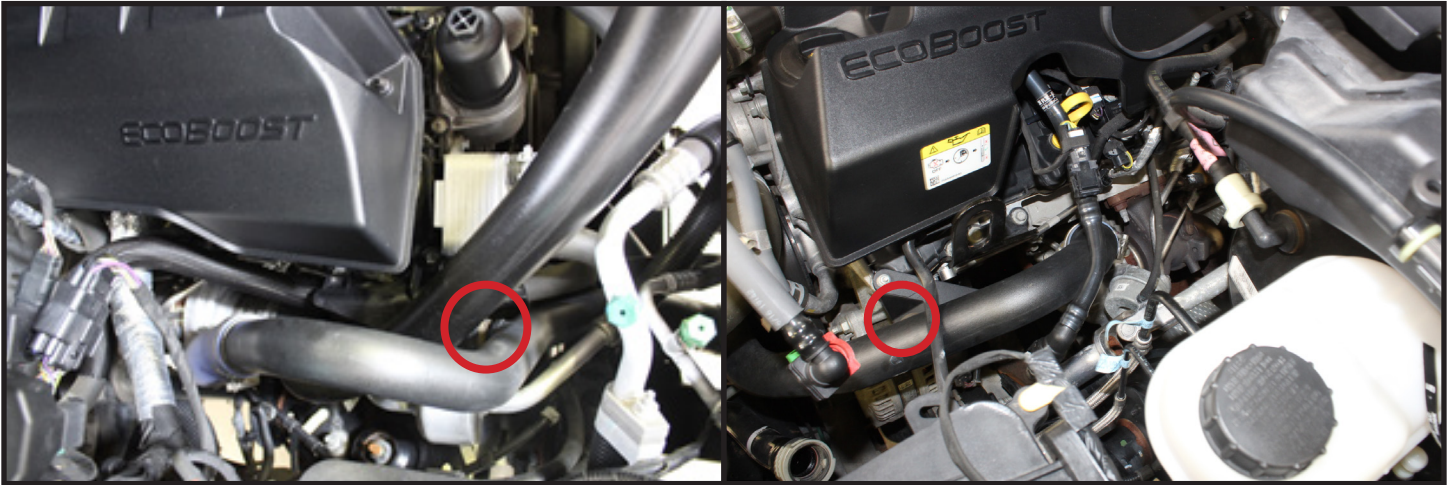
6) Remove the left side OEM inlet tube from engine bay.



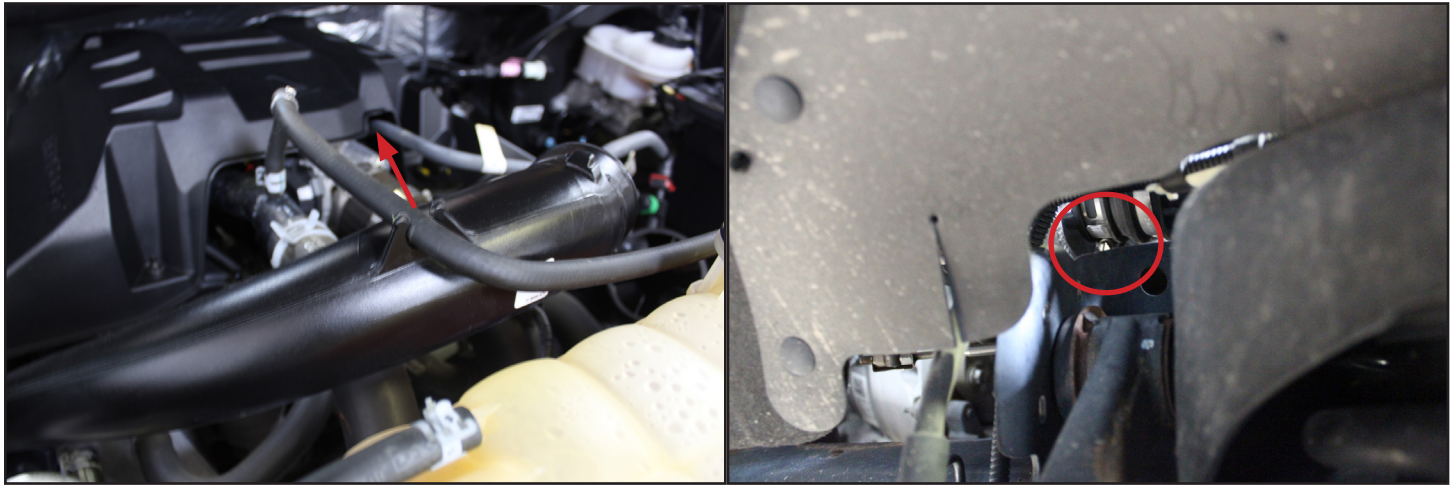
7) Loosen the hose clamps on the turbo ends of both the left and right charge pipes.



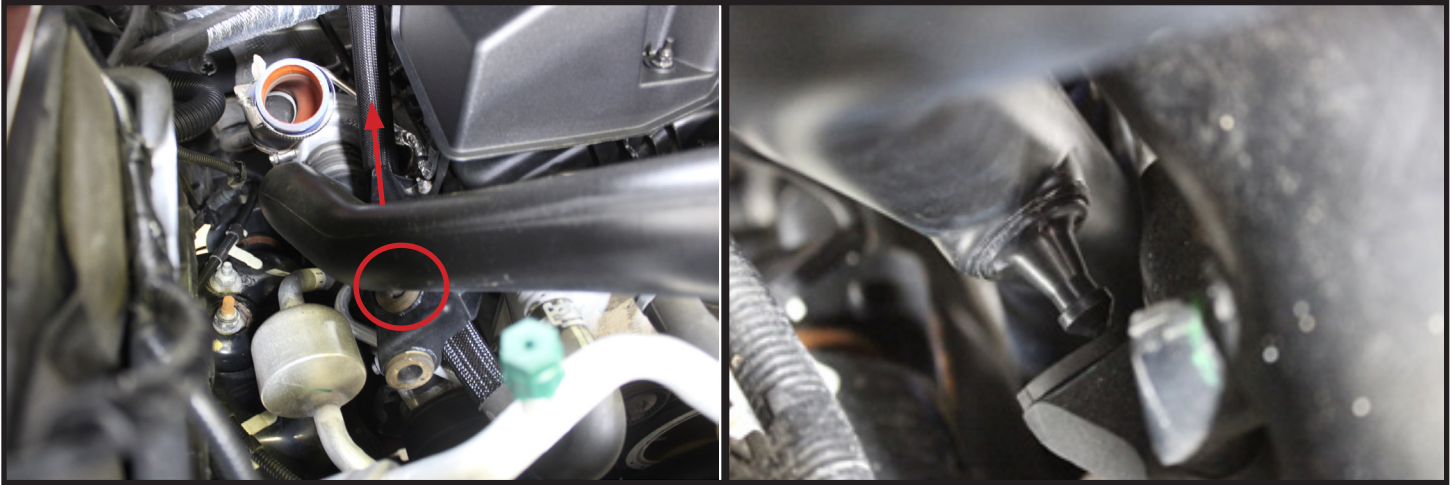
8) Loosen the other end of both charge pipes which are underneath the right side of the front bumper



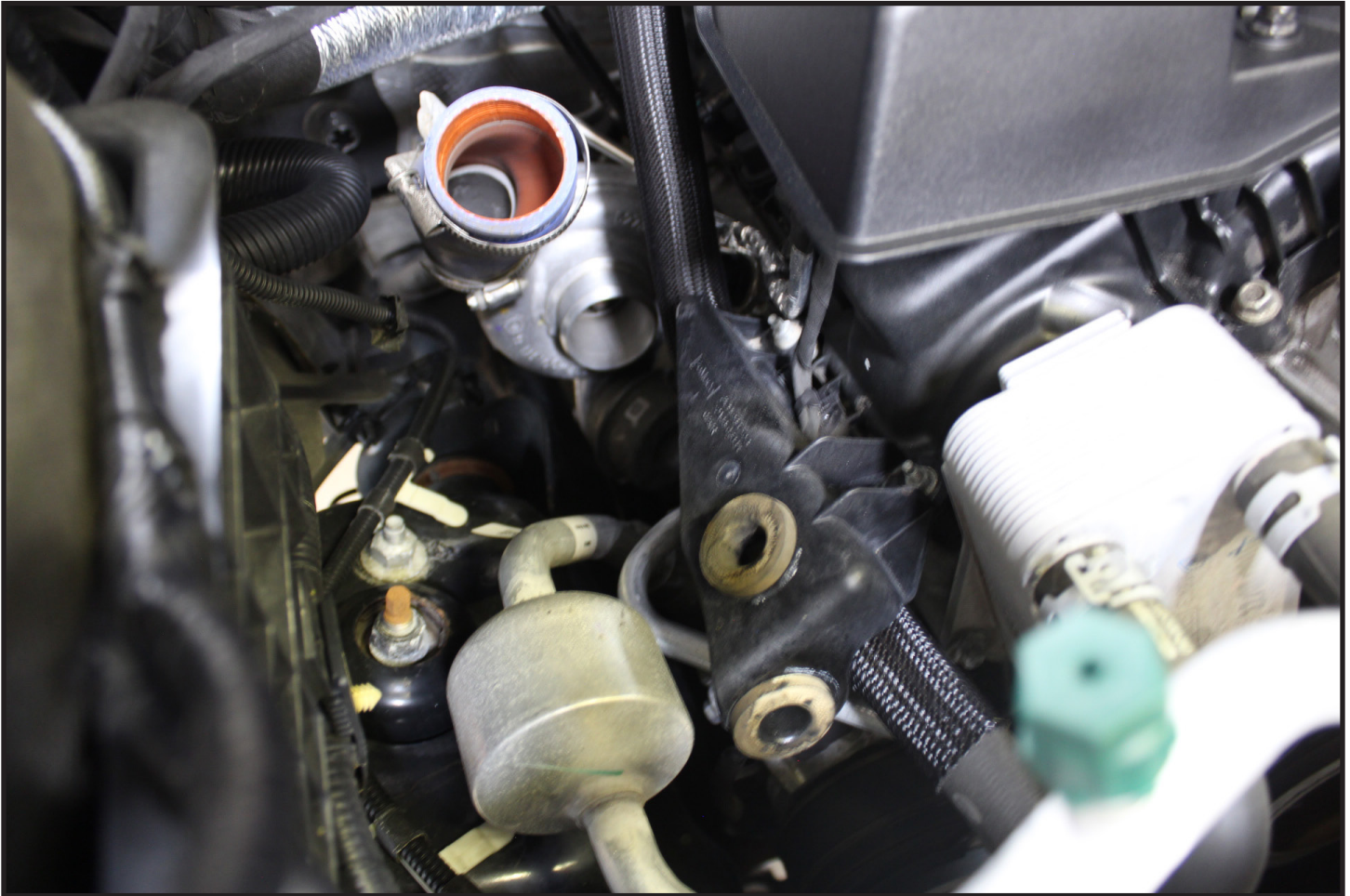
9) Remove both charge pipes. Like the intake tubes, these are mounted with stanchions. Be careful to pull the stanchions out of the grommets when removing the OEM charge pipes.



10) Unclip the coolant expansion tank line from the right-side intake tube and from the right front wheel well, use a long screwdriver or 7mm socket with extensions to loosen the hose clamp on the right tube that connects it to the turbo inlet.



11) Use moderate force to pry the right turbo inlet tube in the direction of the arrow to release the tube mounting grommet. Mount location is underneath circled area.



12) Once released, pull the tube from the turbo and remove from the engine bay

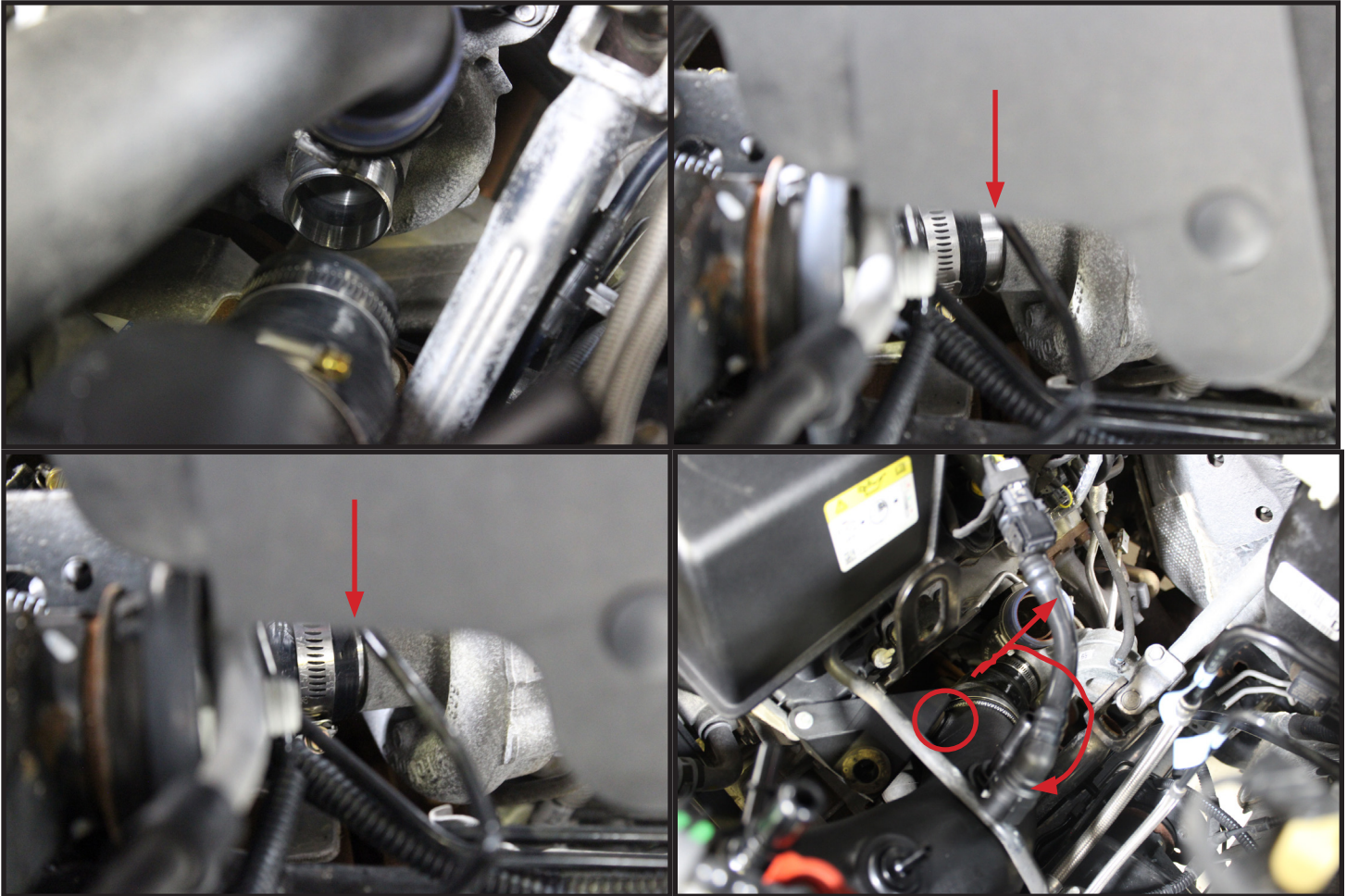
Prepping AMS Turbo Inlet Tube for Installation

Note: Orientation of the silicone couplers and hose clamps are critical to ensure proper fitment. The silicone couplers are marked 'L' and 'R' to denote the correct side for installation. Orientations shown are with the tubes laying on a flat surface.

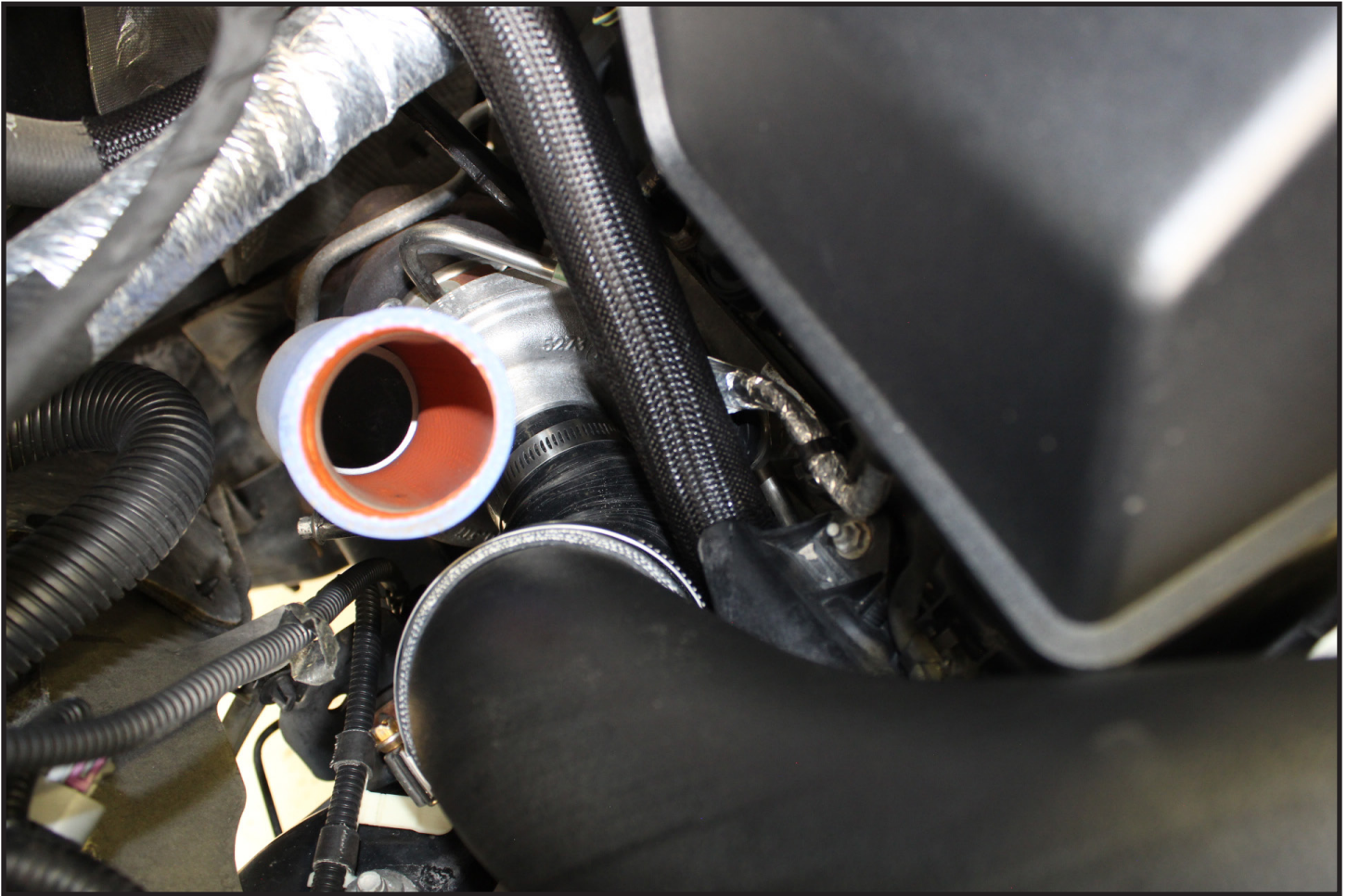


13) Insert both silicone couplers onto their corresponding AMS Turbo Inlet Tube until the silicone bottoms out. The coupler marked 'L' attaches to the shorter tube with multiple fittings on it. Lay the tubes on a flat surface and orient the silicone and hose clamps to approximately match the pictures below. Tighten the large hose clamps securing silicone to tubes enough so that they will not fall down when installing but leave loose enough so that the silicone coupler can be rotated for alignment adjustment. Loosely tighten small hose clamps enough that they stay in place during installation, but will allow the silicone to slide onto the turbo.

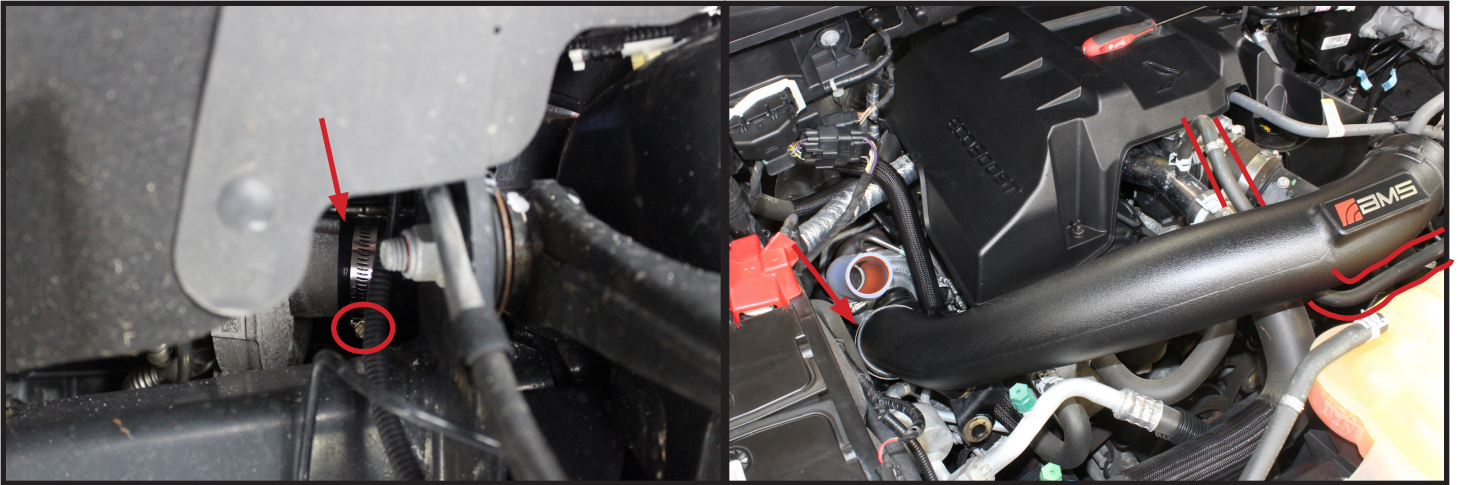
Installing AMS Turbo Inlet Tube



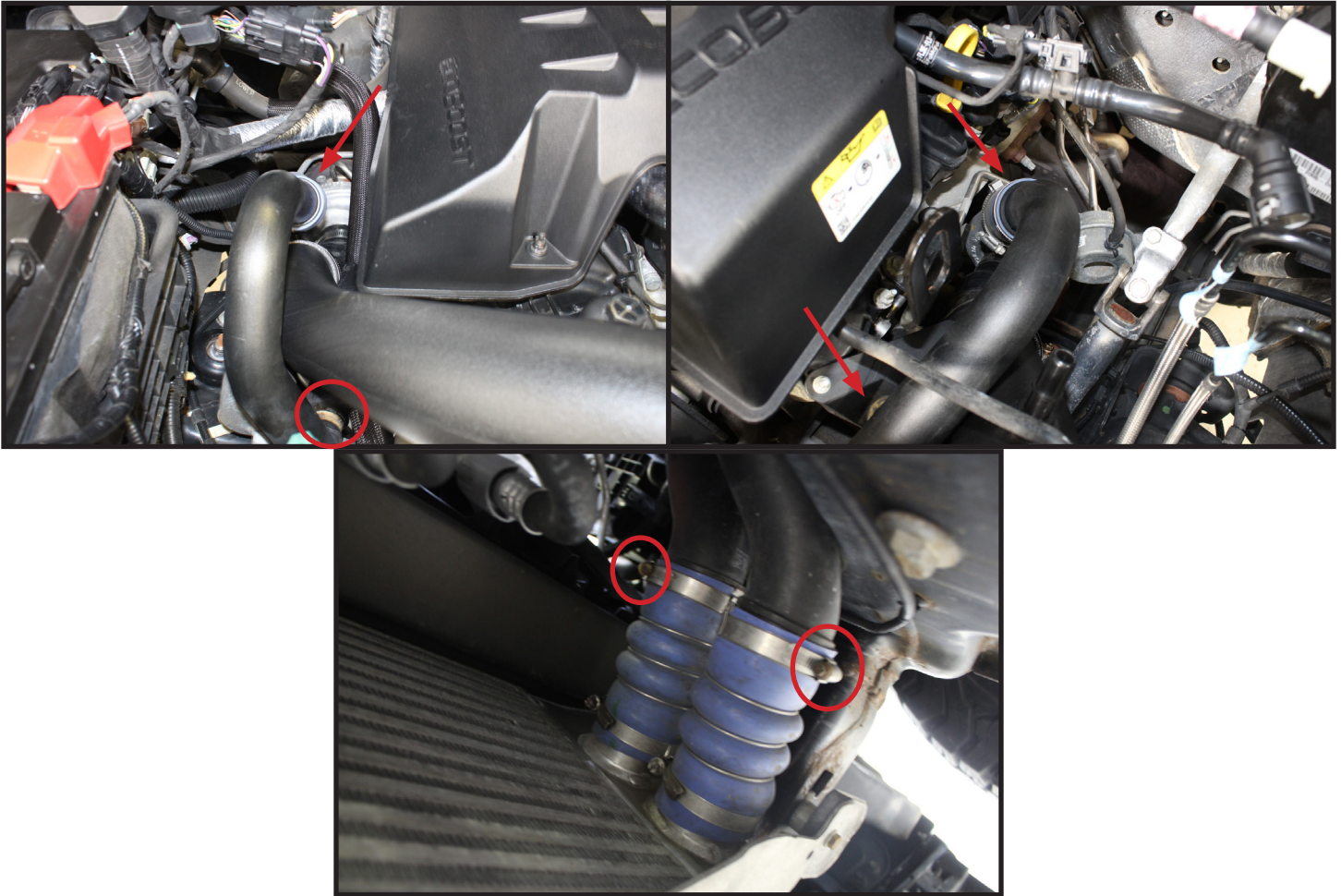
14) Align the left AMS Turbo Inlet Tube silicone and seat it onto the turbo inlet as shown. While firmly grasping the inlet tube from the engine bay, use a twisting motion while applying force towards the turbo to seat the silicone on the turbo inlet. At the same time, seat the stanchion into the grommet by twisting the tube in a clockwise motion. Ensure the silicone is fully seated onto turbo inlet and tighten the hose clamp. If the silicone will not slide over the turbo, loosen the hose clamp until the silicone can seat properly. Once everything is mounted and aligned properly, tighten the larger hose clamp to approximately 16 in-lbs. For reference, 22 in-lbs. is about as tight as you can secure a hose clamp by hand using a screwdriver.



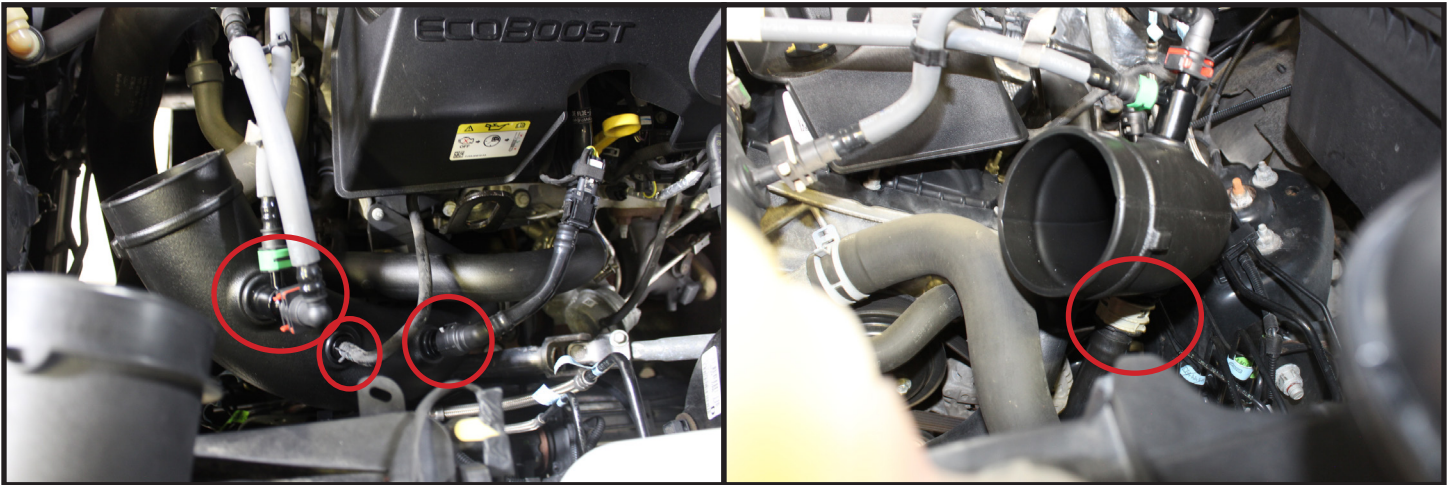
15) Place the right AMS Turbo Inlet Tube into position and orient as shown. Align the right AMS Turbo Inlet Tube silicone and seat the silicone onto the turbo inlet. Use a twisting motion while applying force towards the turbo to seat the silicone to the turbo inlet.



16) Ensure the silicone is fully seated onto the turbo inlet and tighten the hose clamp. Once the tube stanchion is fully seated in the rubber grommet and the tube is properly aligned, tighten the larger hose clamp to the same tightness as specified for the left tube. Make sure the expansion tank hose is routed underneath the tube.



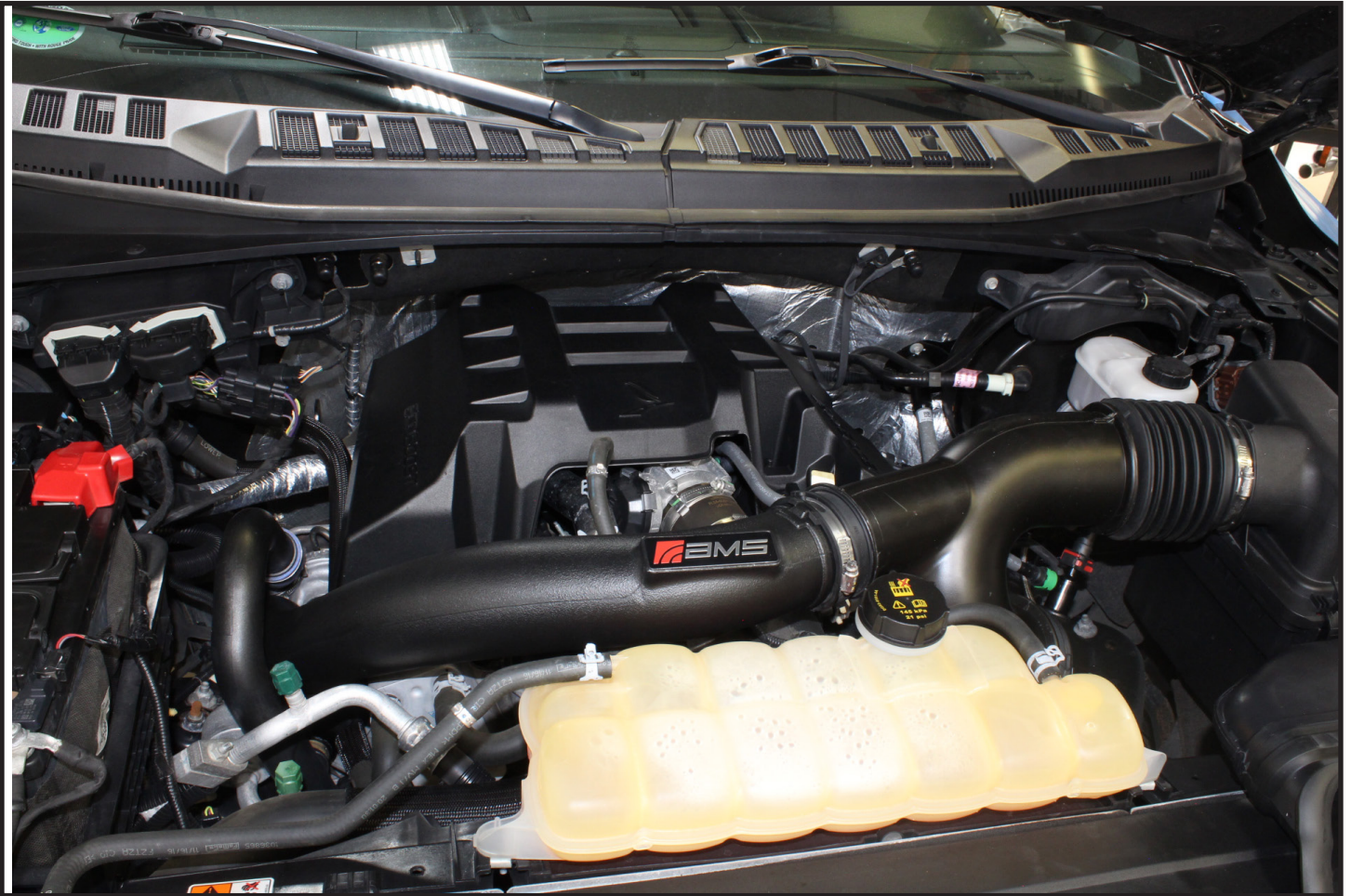
17) Reinstall left and right charge pipes. Make sure to tighten the hose clamps to the same specifications as listed for the other hose clamps. Additionally, ensure that the charge pipe stanchions are properly seated in the grommets.



18) Reattach all hoses and fittings (1x green clip, 1x red clip, PCV hose, vacuum hose, and bypass valve return hose)



19) Reinstall the OEM y-pipe and reconnect the sensor. Before tightening the hose clamps on the y-pipe, check for proper alignment of the tubes. If necessary, the hose clamps on the AMS silicone couplers can be loosened to adjust the positioning of the tubes then re-tightened once the desired alignment is achieved. Once you are satisfied with the alignment, tighten the y-pipe hose clamps to the same specifications as the other hose clamps.



Remove protective film from AMS logo and enjoy!