

3. Disconnect MAF sensor from intake.



4. Lift coolant hose out of clip connection.



5. Loosen hose clamp at intake connection, then release 3 clips holding lid on.



6. Remove intake tube with air box lid, then remove air filter.



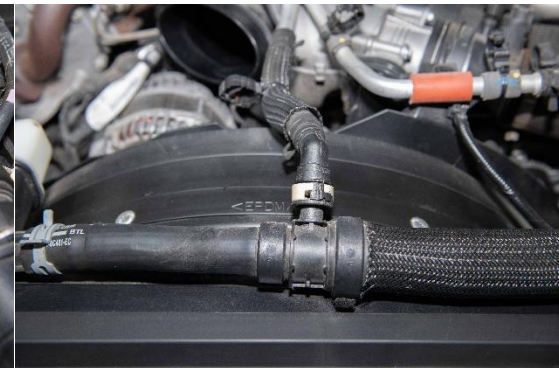
7. Remove pushpin holding airbox snorkel in place and remove snorkel.



8. Remove 7mm bolt from airbox, then lift and remove airbox from engine bay.



9. Remove vacuum tube assembly by pressing down on locking clip and pulling apart.



10. Disconnect main coolant hose assembly from coolant tank and move to side.



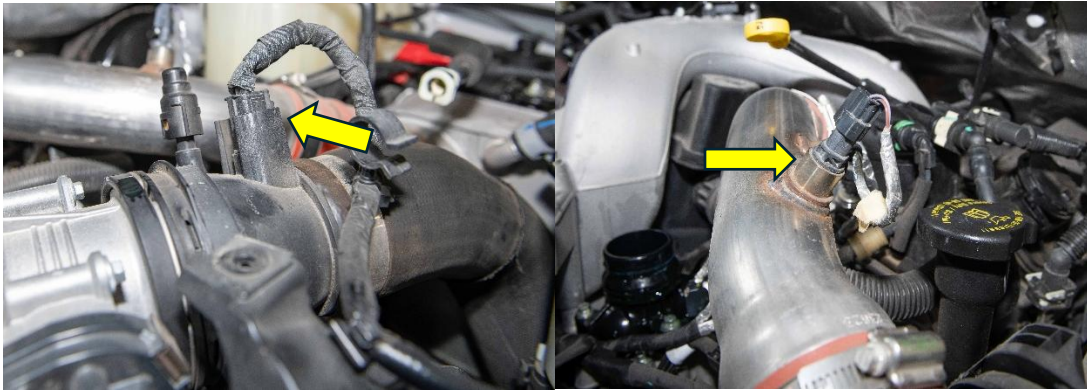
11. Drain main cooling system through drain on lower driver side of radiator.



12. Remove upper coolant hose from radiator and thermostat housing.



13. Disconnect electrical plugs from both intercooler pipes.



14. Remove hot side intercooler pipe.



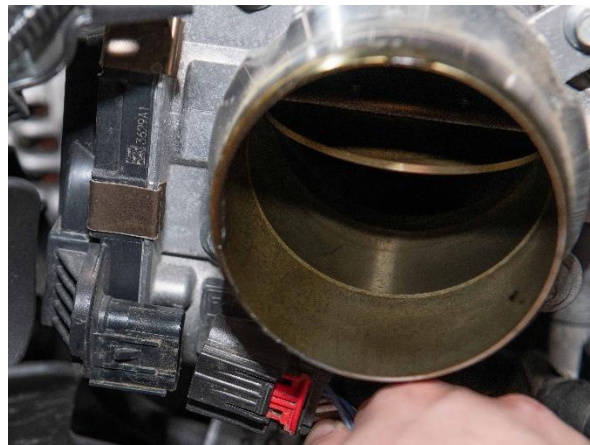
15. Remove cold side intercooler pipe at throttle valve, then remove lower boot & twist off.



16. Remove EGT sensor from EGR pipe, then remove EGR pipe.



17. Disconnect electrical connector from throttle valve.



18. Remove throttle valve by removing four outer 8mm bolts.



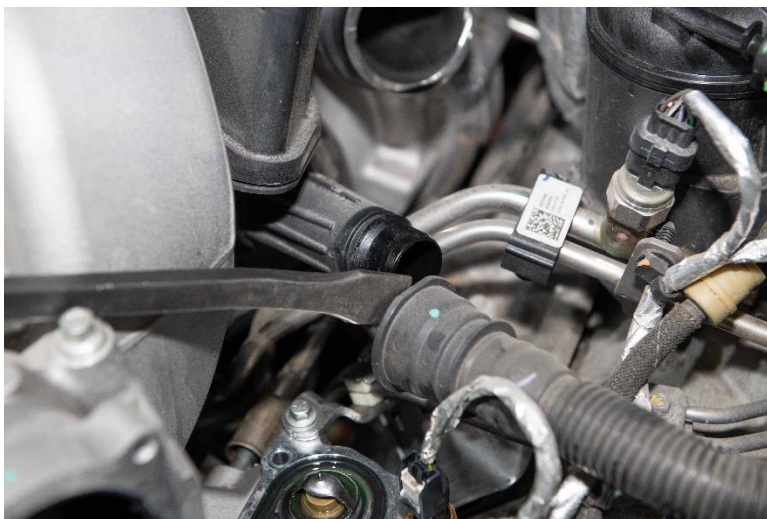
19. Remove thermostat housing by removing three 8mm bolts holding it down.



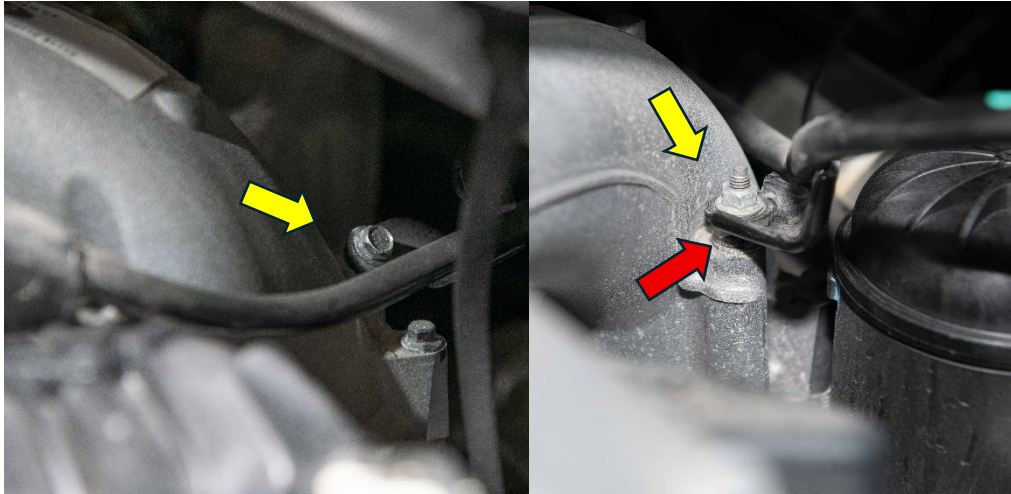
20. Unplug sensors/clips from side of OEM y-bridge and unplug turbo coolant pipes by removing 8mm bolts holding them in place.



21. Firmly, but gently, pop off PCV connection from intake horn with pry tool. Ford recommends replacement of CCV filter at this point if it hasn't been done recently.



22. Remove 10mm nut and bolt securing dipstick tube to y-bridge. Red arrow is pointing to a 12mm nut under dipstick bracket.



23. Remove 8mm bolts holding y-bridge in place on engine. Then loosen clamp on intake horn and remove mounting bolts. Once removed, you can lift y-bridge to allow intake horn and y-bridge to both be removed.



Install of New Parts:

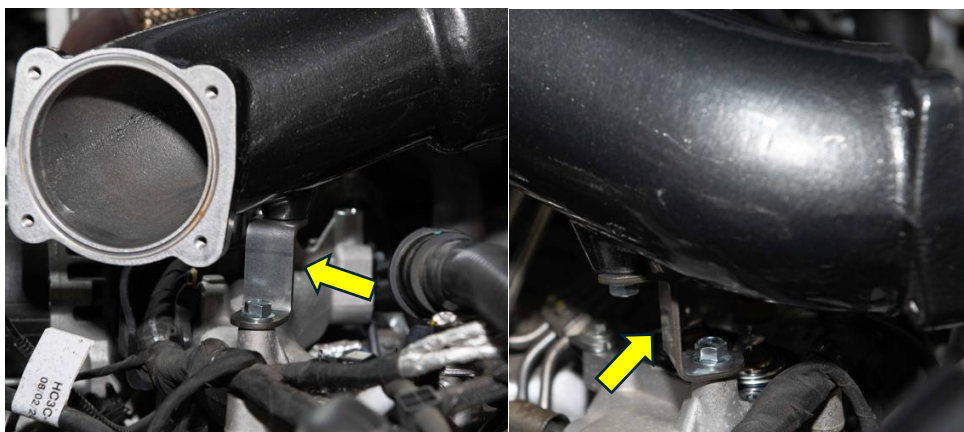
1. Install supplied o-rings into new y-bridge's flanges. Lubegard Assembly Goo or similar product can be used to help hold o-rings in place.



2. Install new y-bridge in reverse order that OEM y-bridge was removed, then reinstall bolts to secure y-bridge and torque to 89 IN-LB.



3. Install supplied y-bridge support bracket/hardware and torque to 89IN-LB



4. Reinstall MAP sensor into new y-bridge.



5. Install supplied o-rings into new intake horn first, then apply lubricant once seated in place. Lubegard Assemble Goo works well for this too. Lubricating o-rings before installing them can cause tight fitment and prevent it from seating properly or damage o-rings during install.



6. Install intake horn and secure in place with supplied bracket, torquing hardware to 89IN-LB.



7. Lubricate threads with small amount of ARP Ultra-Torque or similar product and install PCV port on intake horn.



8. Reinstall turbo coolant pipes.



9. Reconnect electrical plugs near intake.



10. Reconnect PCV tube and reinstall thermostat housing.



11. Install supplied o-ring where throttle valve bolts to y-bridge. This will be the only o-ring of this size, the rest are in pairs. Lubegard Assemblee Goo can be used to hold it in place.



12. Reinstall throttle valve and plug in connector.



13. Reinstall cold side intercooler pipe and reconnect electrical harness.



14. Reinstall upper radiator hose.



15. Reinstall hot side intercooler pipe and reconnect electrical harness.



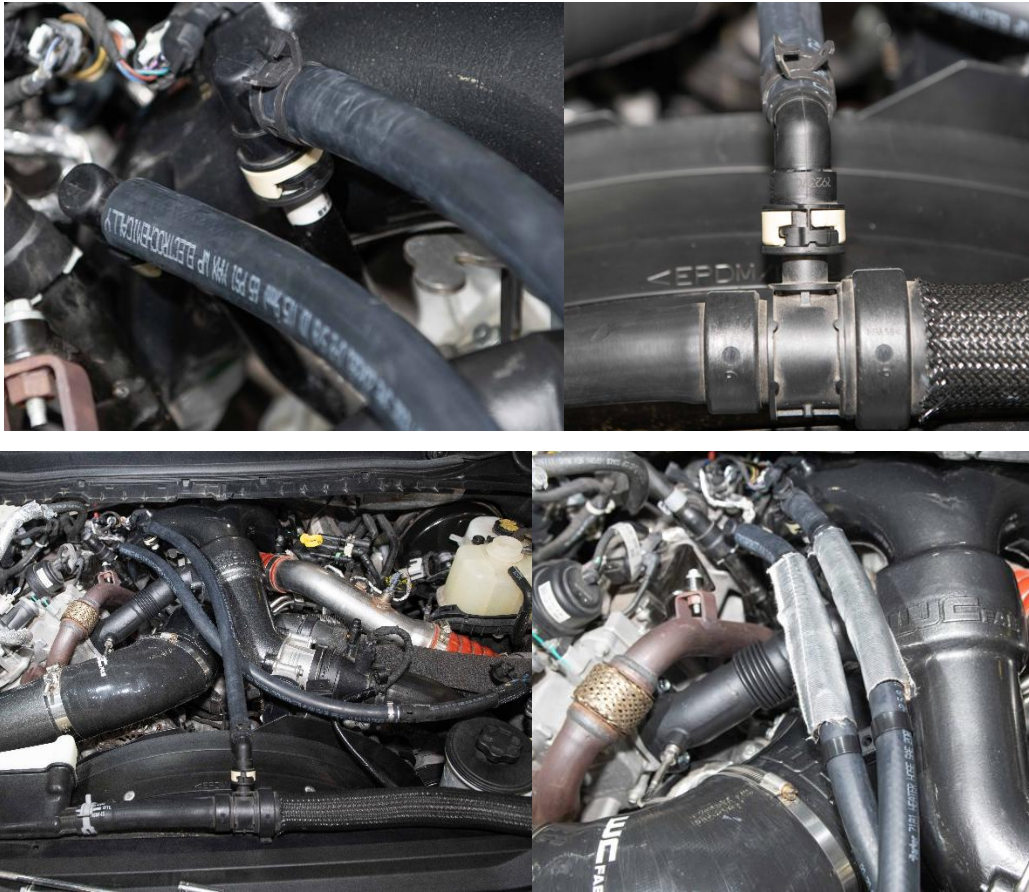
16. Install supplied small orange o-rings into EGR pipe ends, then install pipe with supplied hardware.



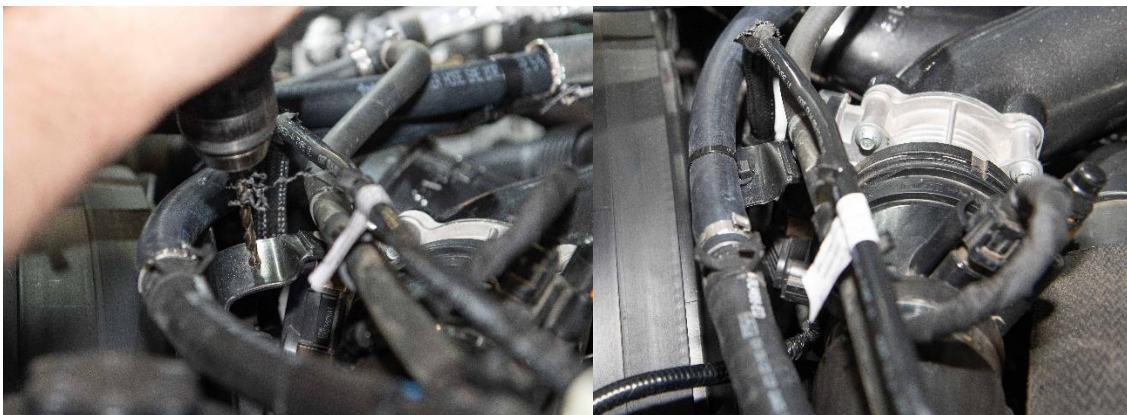
17. Reinstall intake (WCFab Intake Shown).



18. Remove quick-connects from factory turbo coolant hoses, install into supplied hoses with clamps and install new hoses in place of OEM hoses, routing them along y-bridge using supplied bracket and hose ties.



19. Drill a hole into radiator shroud with 7/32" drill bit to secure new hoses using supplied zip tie clip.



20. Reuse factory zip tie hose clip to secure primary coolant hose and clip vacuum line into original location.



21. Refill both coolant tanks.
22. Reconnect batteries.
23. Start truck and inspect for any coolant leaks. Allow the truck to idle for 20-30 minutes and top off with coolant as needed as air is purged from the system.
24. At this point, we also recommend completing a boost test to ensure no boost leaks are present after install. If you don't already have a tester, we have one available on our website (Part #13U7H001) like shown below.



Any Questions, Comments, or Feedback?

Reach us by Email- Sales@wcfab.com

Or the shop phone- 630-277-8239

Thank you for purchasing from Wehrli Custom Fabrication!