



AMS.46.08.0001-1



Ford F-150 AMS Turbo Inlet Tube Upgrade

INSTALL INSTRUCTIONS

2015-2016 Ford F-150 3.5L EcoBoost

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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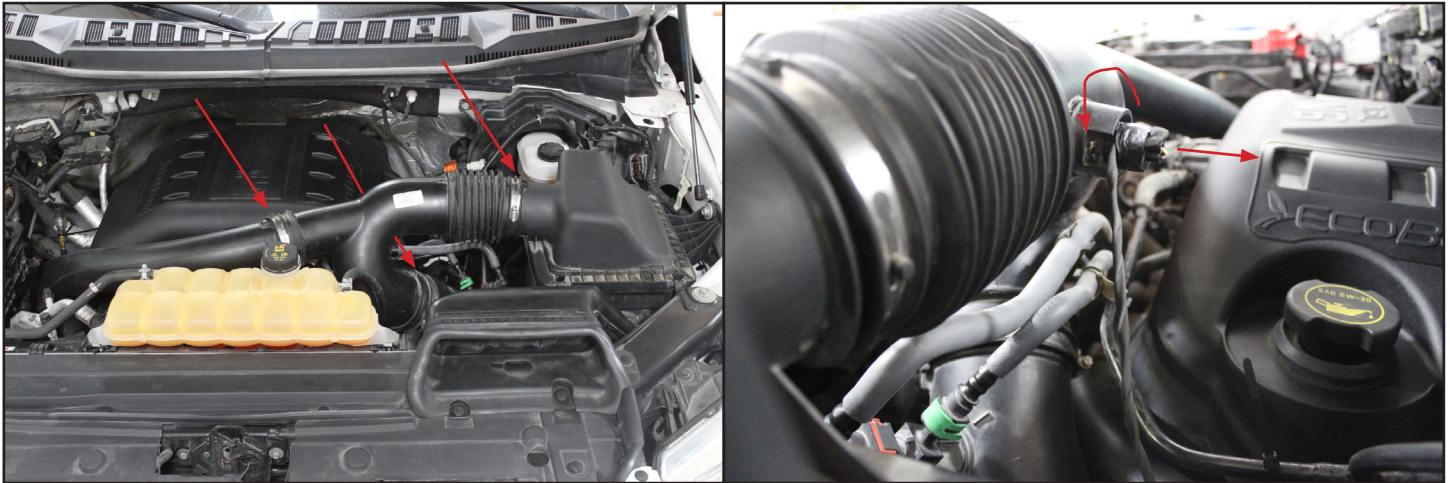
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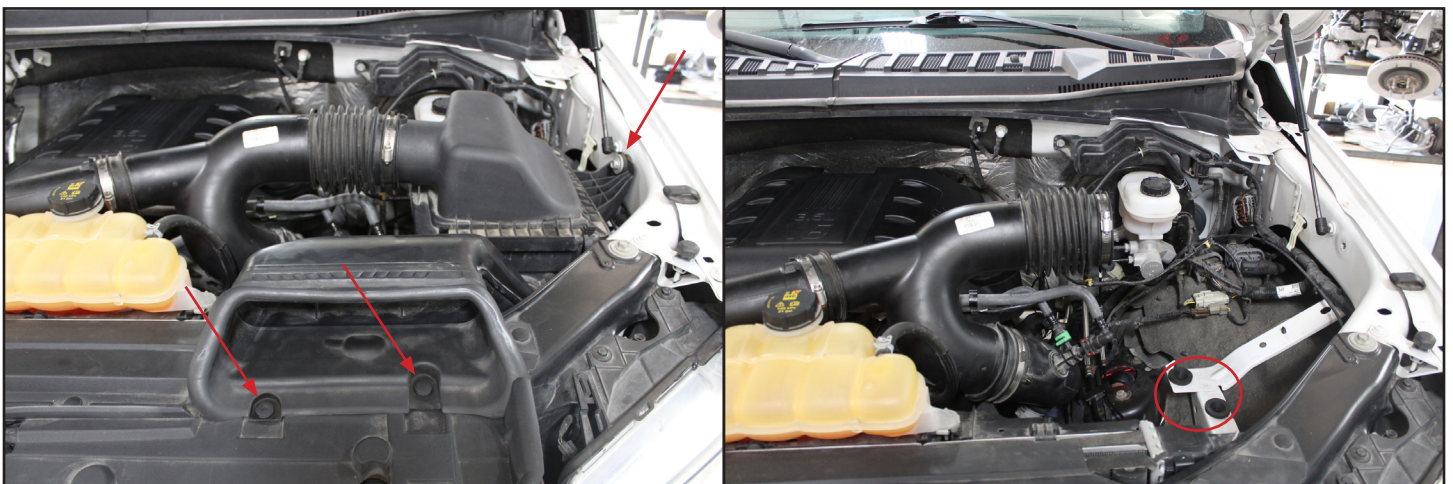
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Removing Stock Turbo Inlet tubes

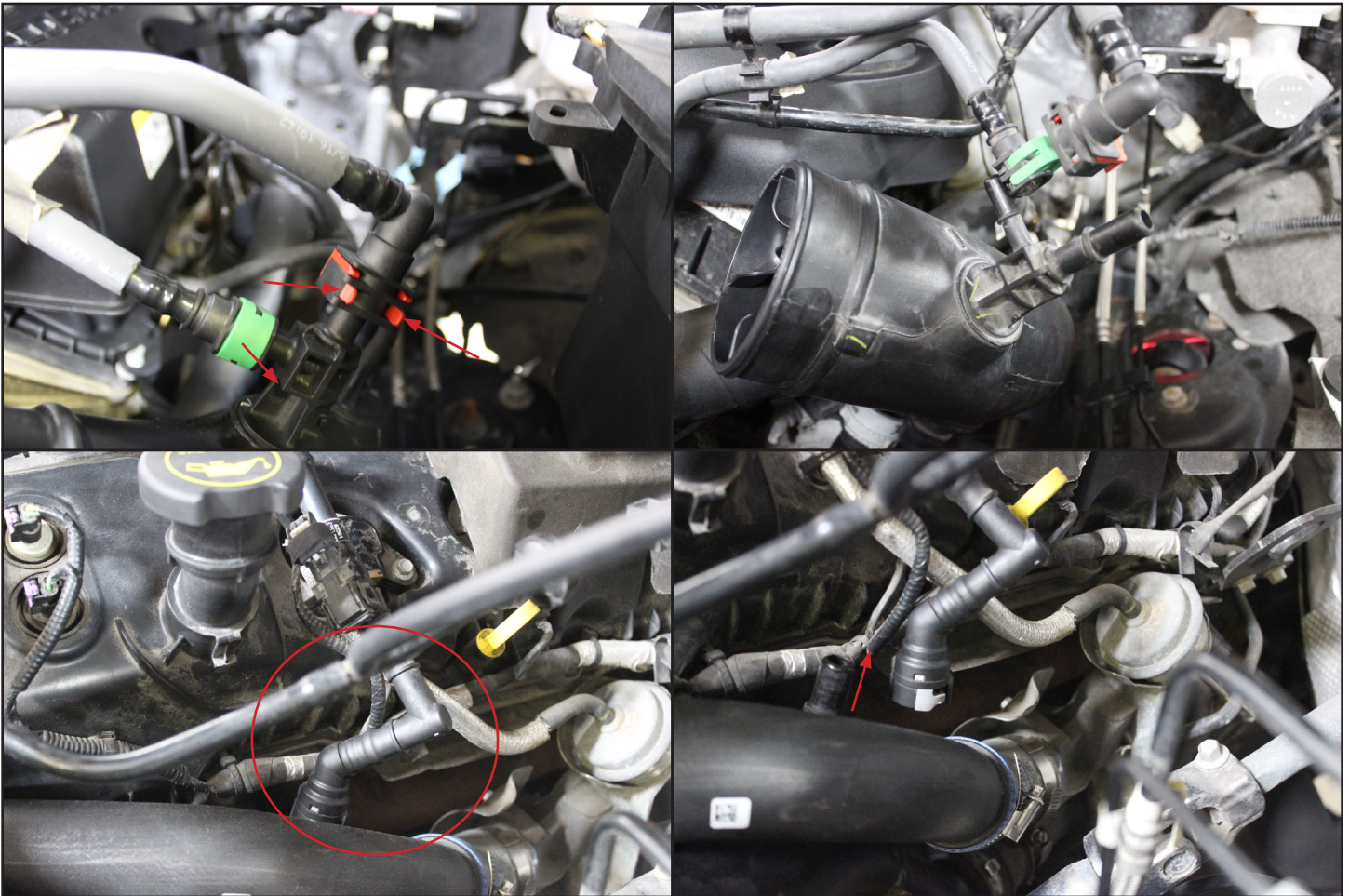
- 1) Loosen three hose clamps securing the airbox Y-pipe to the OEM turbo inlet tubes and remove the sensor in the Y-pipe by rotating counterclockwise about $\frac{1}{4}$ turn then pulling out.



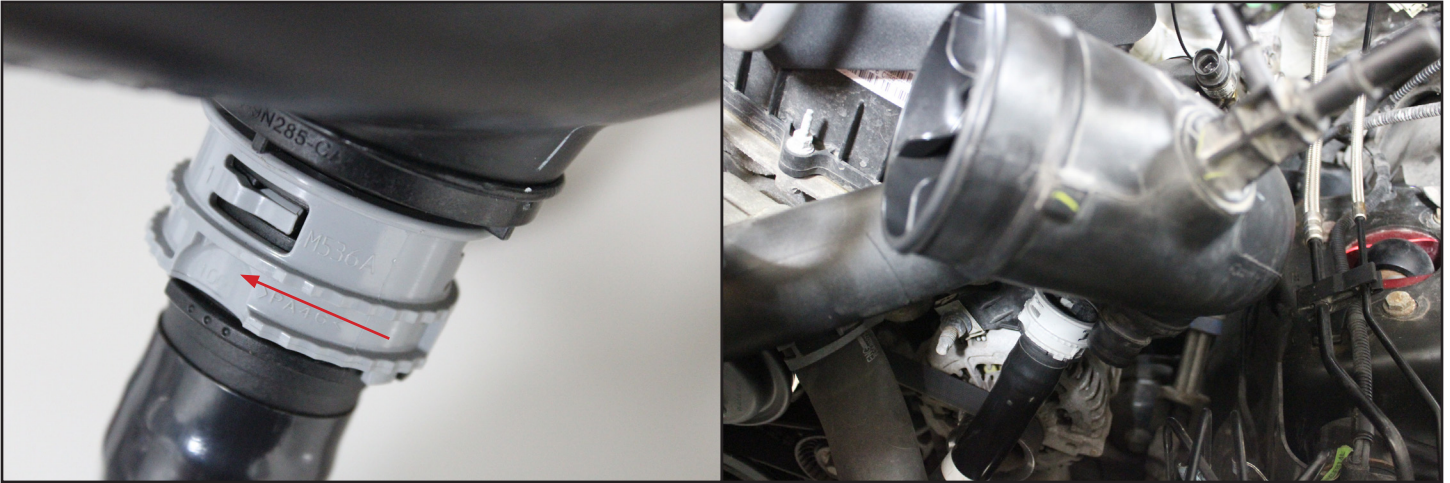
- 2) Remove the bolt and trim clips securing the airbox and airbox duct. Also remove the clips that are inserted in the back of the airbox that are mounting the wire harness. Next, slip the Y-pipe connection off at the airbox side and the airbox and duct assembly will be able to come out by pulling upward, out of the grommets it is seated in.



3) Pull the Y-pipe off the inlet tubes to get to the fittings on the left (driver side) 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. 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 the tube.



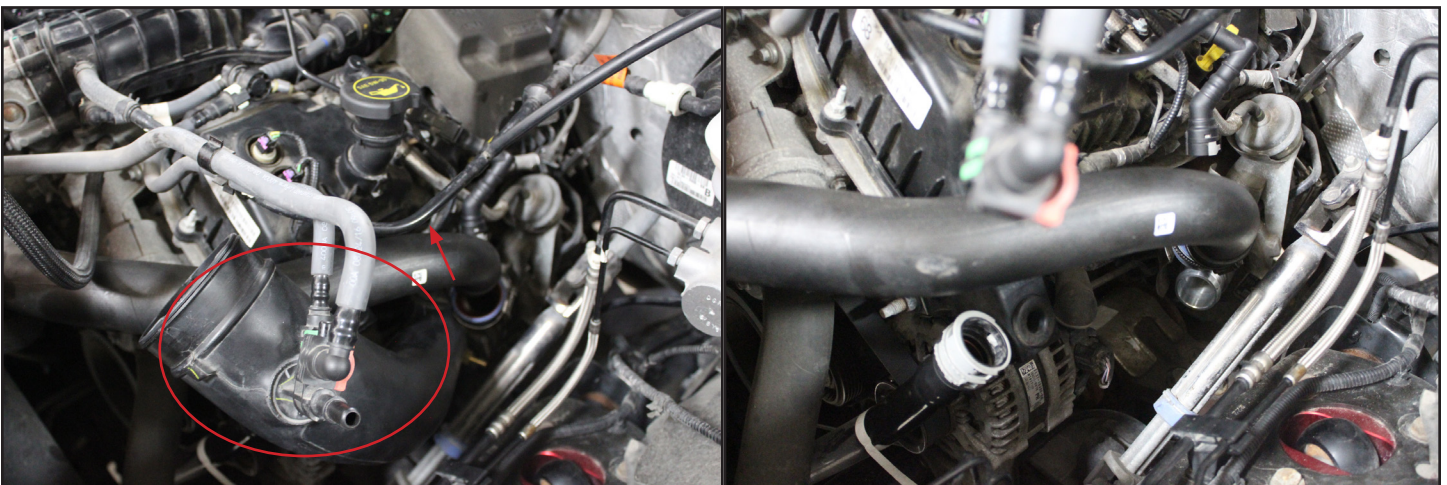
5) The charge pipes will have to be disconnected at the coupler coming off the turbo compressor to ease removal of the inlet tube. Loosen the hose clamp to the charge pipe, you will then be able to pull the tube up and out of the silicone and the grommet that it is seated in.



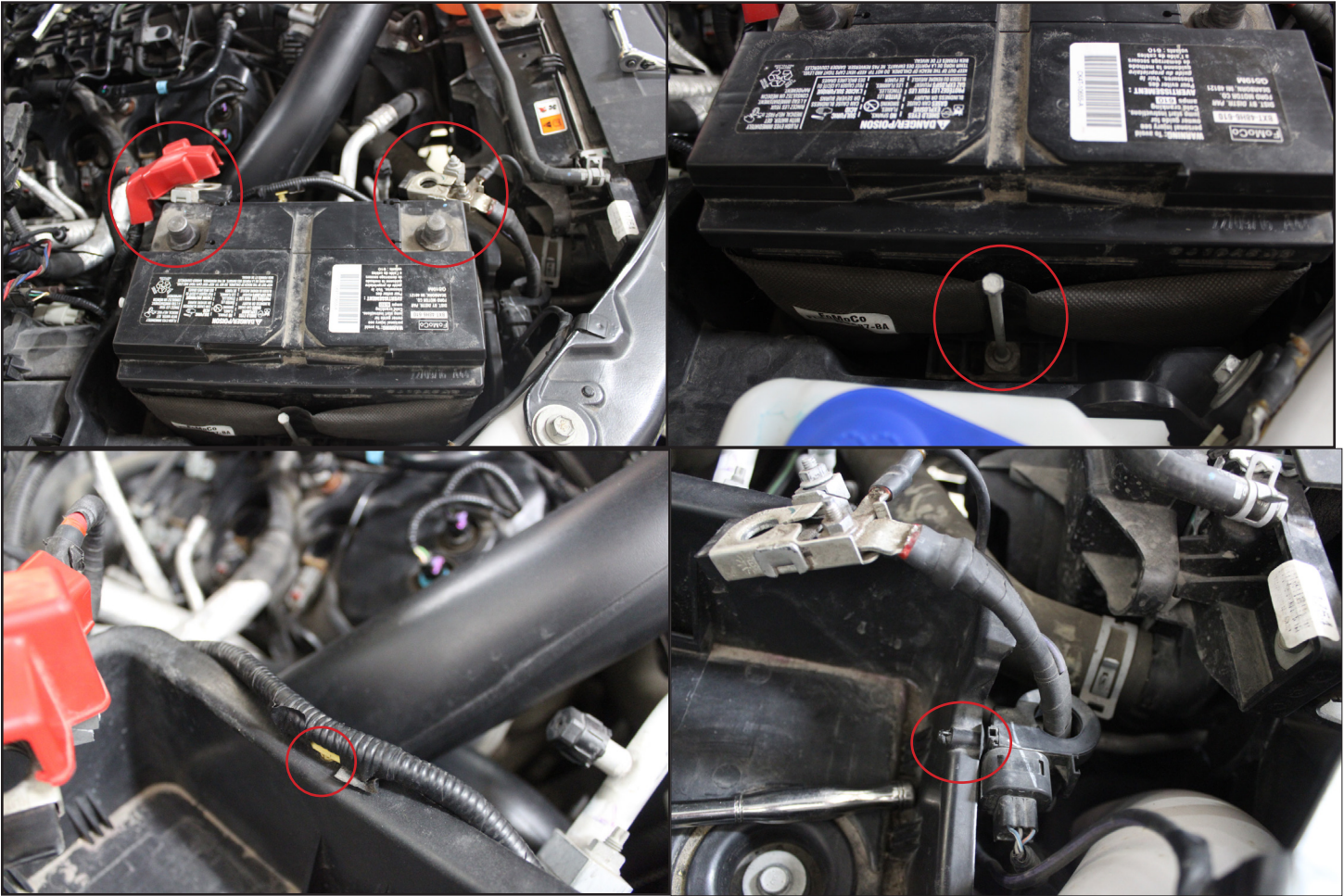
6) Loosen the hose clamp securing the factory inlet tube to the compressor housing. This can be accessed through the driver side fender well using a long flat-head screwdriver or a ¼" ratchet with extensions.



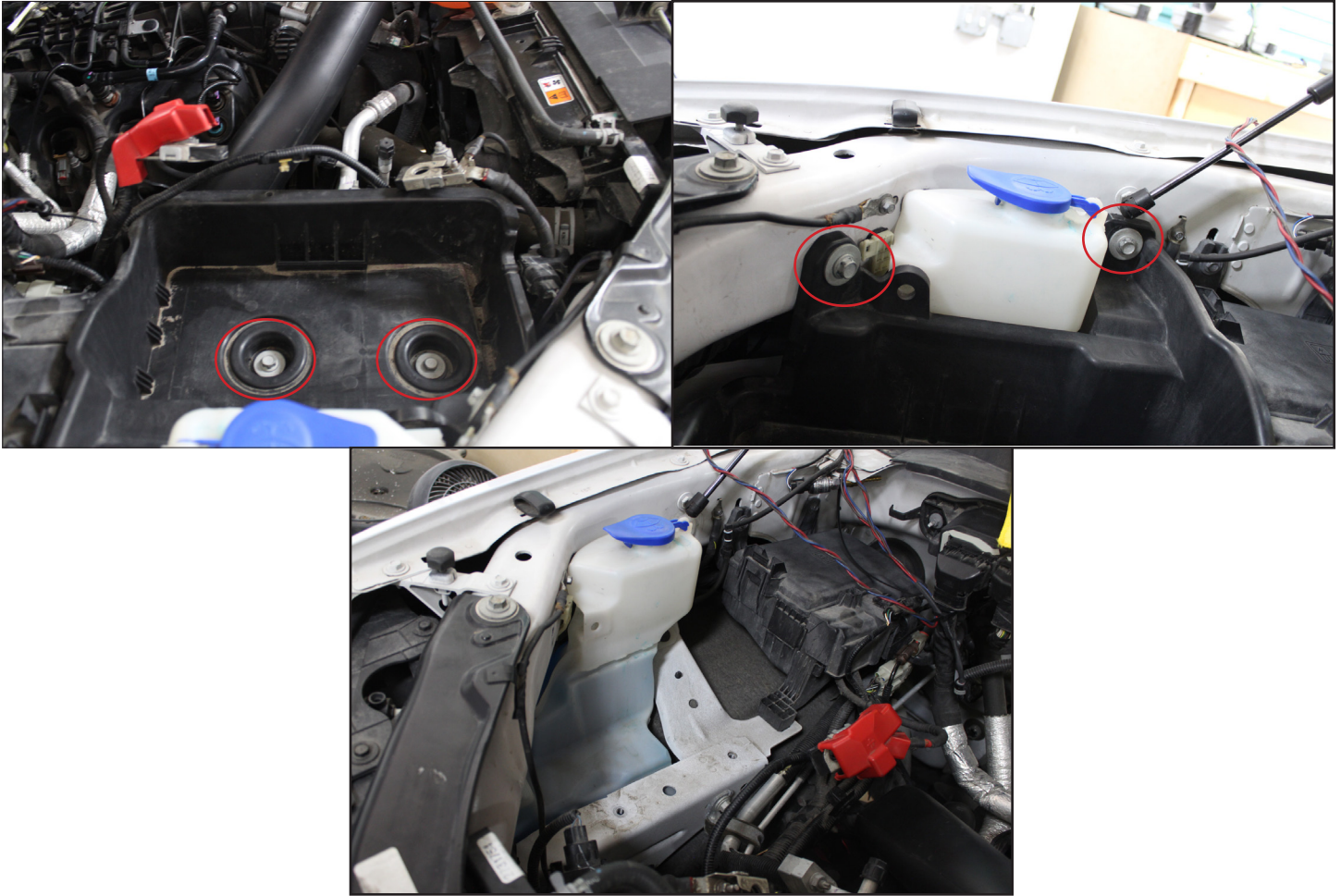
7) Lift the charge pipe up a bit to clearance the PCV fitting, pull the inlet tube away from the turbo until the silicone breaks free and is off the compressor, then lift the inlet tube up and out of the engine bay.



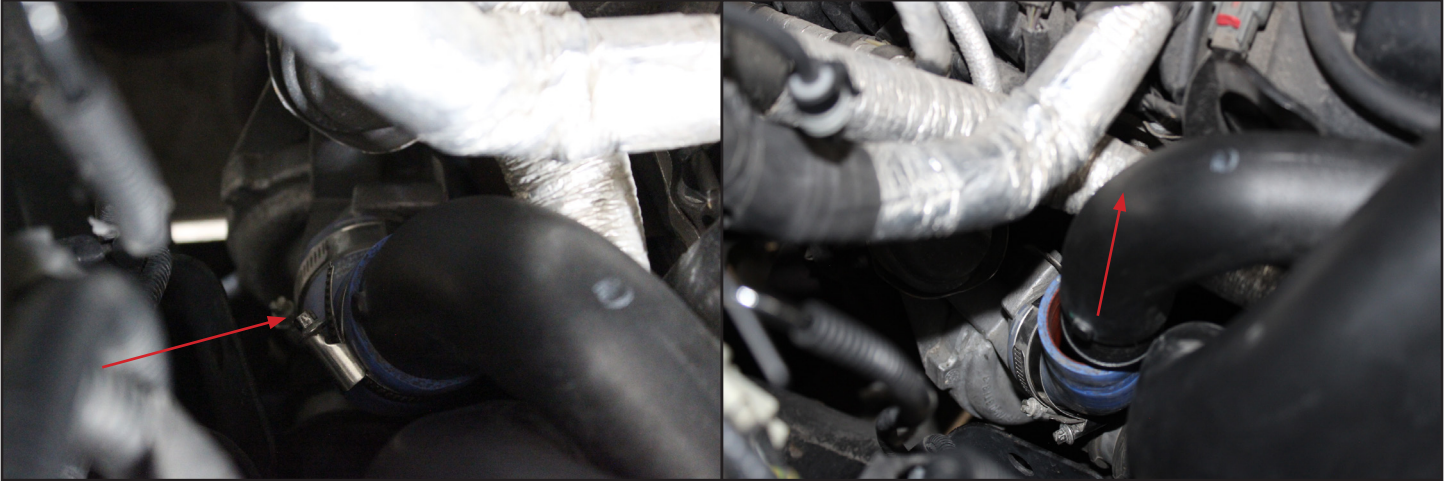
8 A) Moving on to the right (passenger) side, the battery and battery box will have to be removed. Start by disconnecting the positive and negative terminals, followed by the battery tie-down mechanism. The battery can now be lifted out of the engine bay. Unclip the harnesses secured to the tray. Remove the 4 bolts holding the battery tray into place and remove the battery tray.



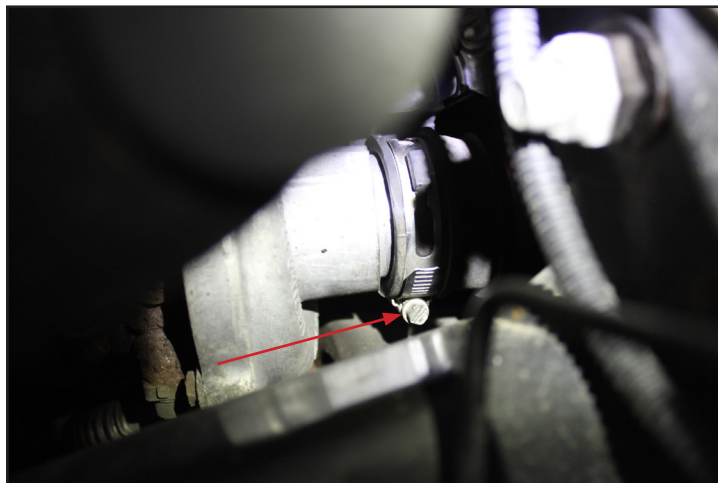
8 B) Remove the 4 bolts holding the battery tray into place and remove the battery tray.



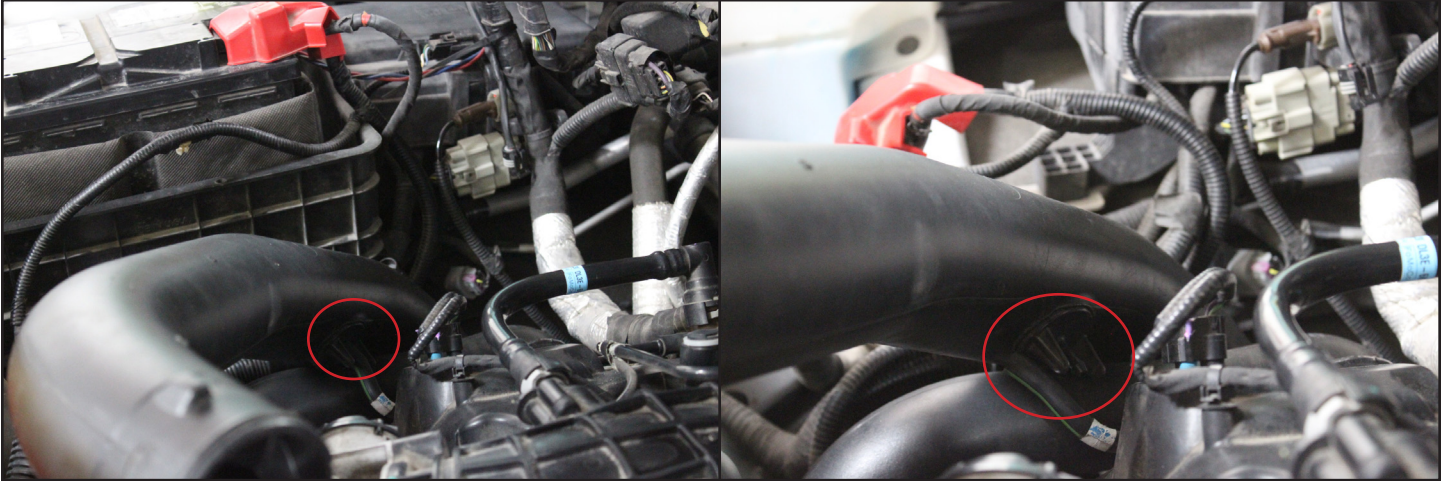
9) Like the right side, the left side charge pipe will have to be disconnected at the turbo side to aid in removal of the factory tube and insertion of the AMS inlet tube. Pull the tube out of the silicone and grommet.



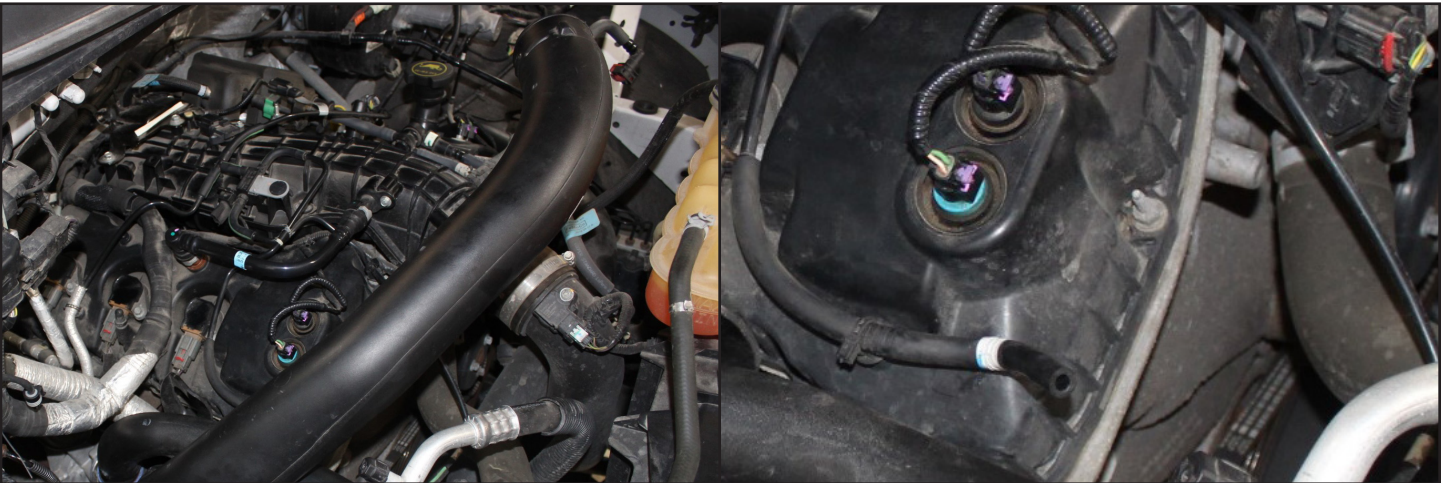
10) Loosen the hose clamp securing the factory inlet tube to the compressor housing. This can be accessed through the passenger side fender well using a long flat-head screwdriver or a 1/4" ratchet with extensions.



11) Disconnect the vacuum hose on the right-side inlet tube. The engine cover may be removed to better-access the hose fitting. The engine cover is removed by simply taking the oil cap off and pulling it up off the grommets that it is seated in.



12) The tube can now be removed from the engine bay. First, lift it up out of the grommet, then pull it towards the front of the truck until the silicone breaks free and is off the compressor housing. Next, lift the charge pipe slightly and pull the factory inlet tube up and out.



Prepping AMS Turbo Inlet tubes for Installation

Note: The silicone couplers provided are notched to eliminate clocking trouble when installing the inlet tubes. To simply explain, the shorter silicone goes with the shorter tube, the longer silicone goes with the longer tube.

13) Insert both silicone couplers onto corresponding AMS Turbo Inlet Tubes until silicone bottoms out. Fully tighten the clamp on the inlet tubes and loosely tighten the clamp on the open end. Ensure the clamp on the tube end is not hitting the notch feature and that it is fully tight and sealed. The smaller clamp should be loose enough to still slide onto the compressor housing yet tight enough to keep the orientation and not fall off during install. It is important to have the clamps clocked as shown to ensure they do not rub against anything when installed. If you find the hose clamp screw hitting other items such as the charge pipe, remove it and re-clock the hose clamp.

Left (Driver) Side Inlet Tube:

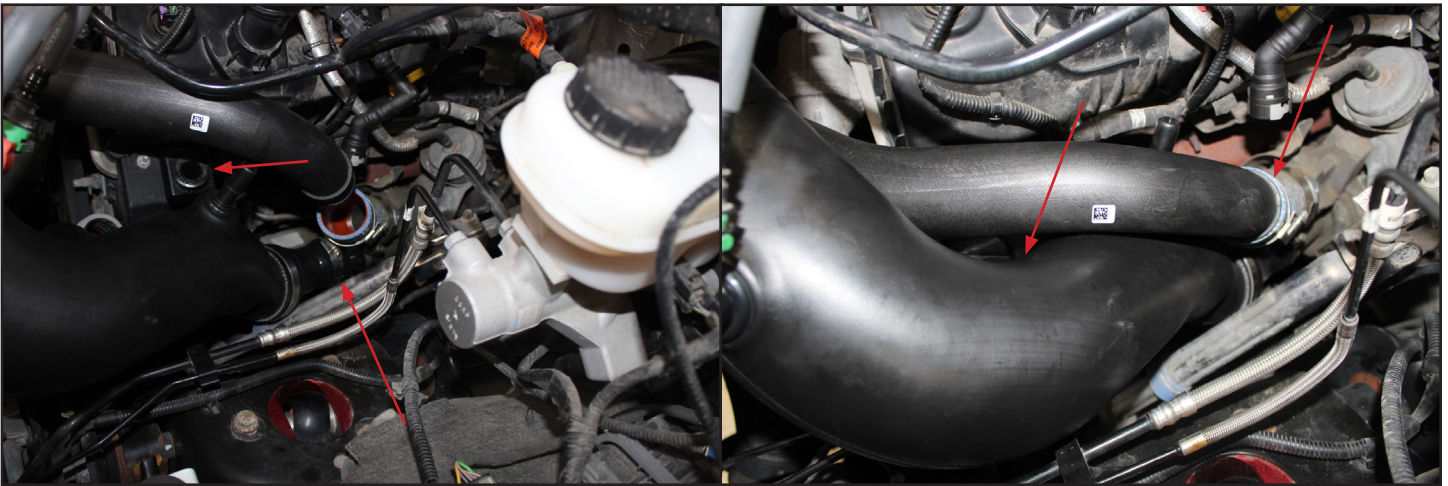


Right (Passenger) Side Inlet Tube:

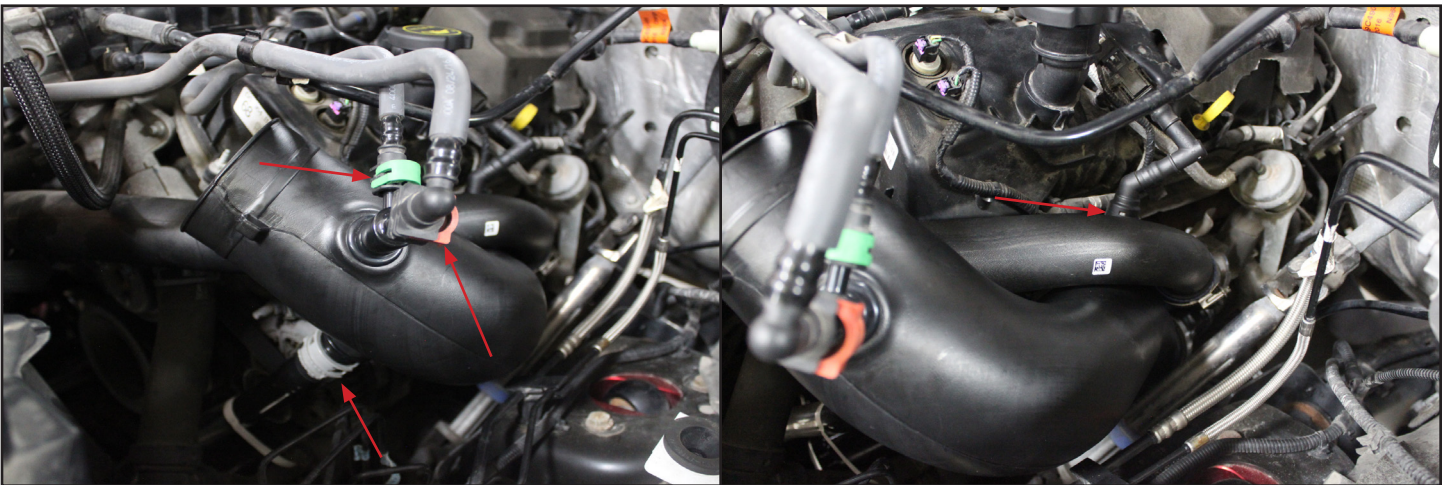


Installing AMS Turbo Inlet Tube

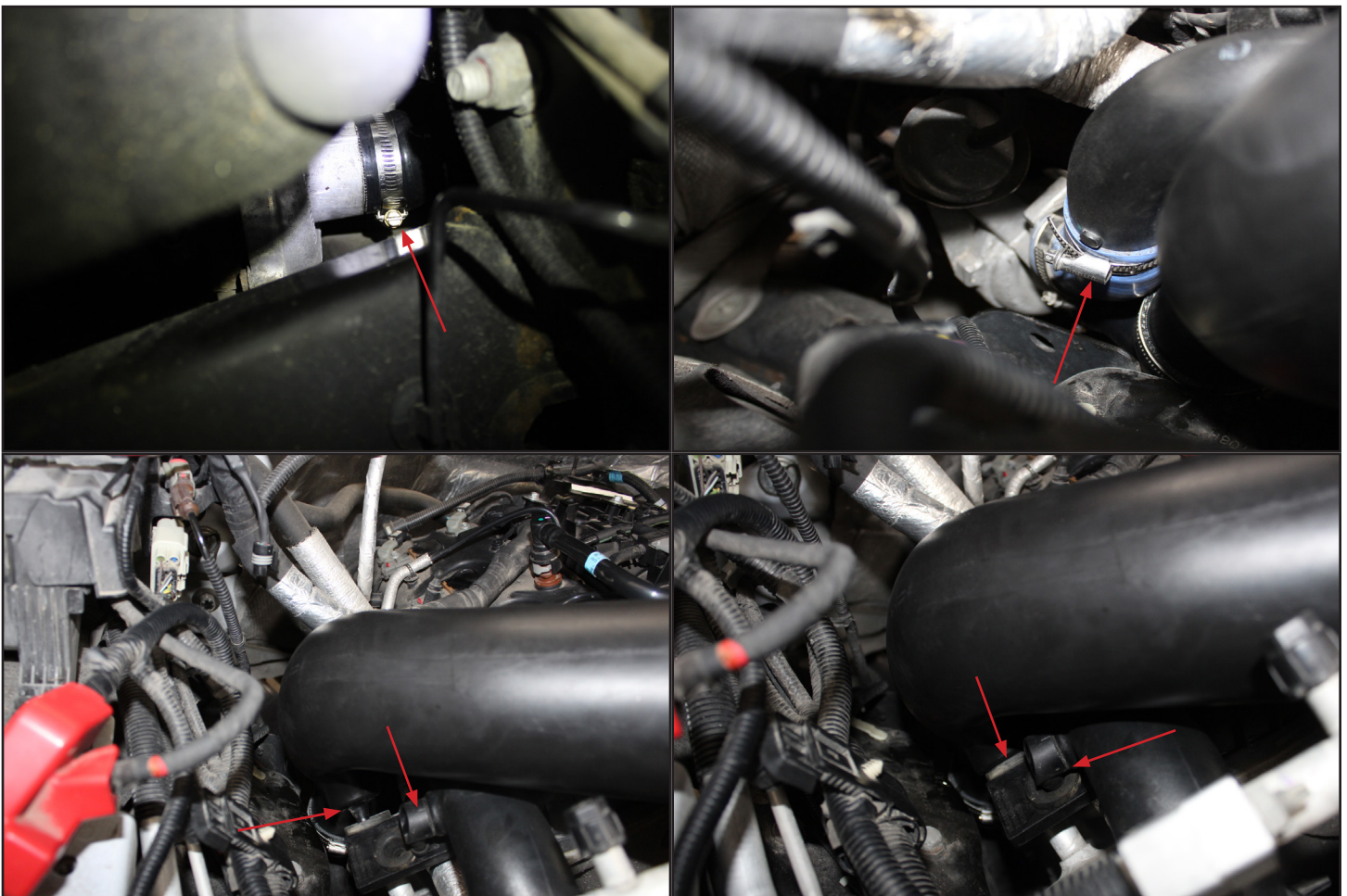
14) Align left AMS Turbo Inlet Tube silicone and seat silicone onto turbo inlet as shown. While firmly grasping inlet tube from engine bay, use a twisting motion while applying force towards turbo to seat silicone to turbo inlet. At the same time, seat the stanchion into the grommet. Ensure silicone is fully seated onto turbo inlet and tighten 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 smaller hose clamp on the compressor to approximately 16 in-lbs. by accessing through the fender-well. For reference, 22 in-lbs. are about as tight as you can secure a hose clamp by hand using a screwdriver. Once the inlet tube is fully tight and seated in the grommet, re-install and tighten the charge pipe to coupler connection. Ensure the charge pipe is seated back in its respective grommet.



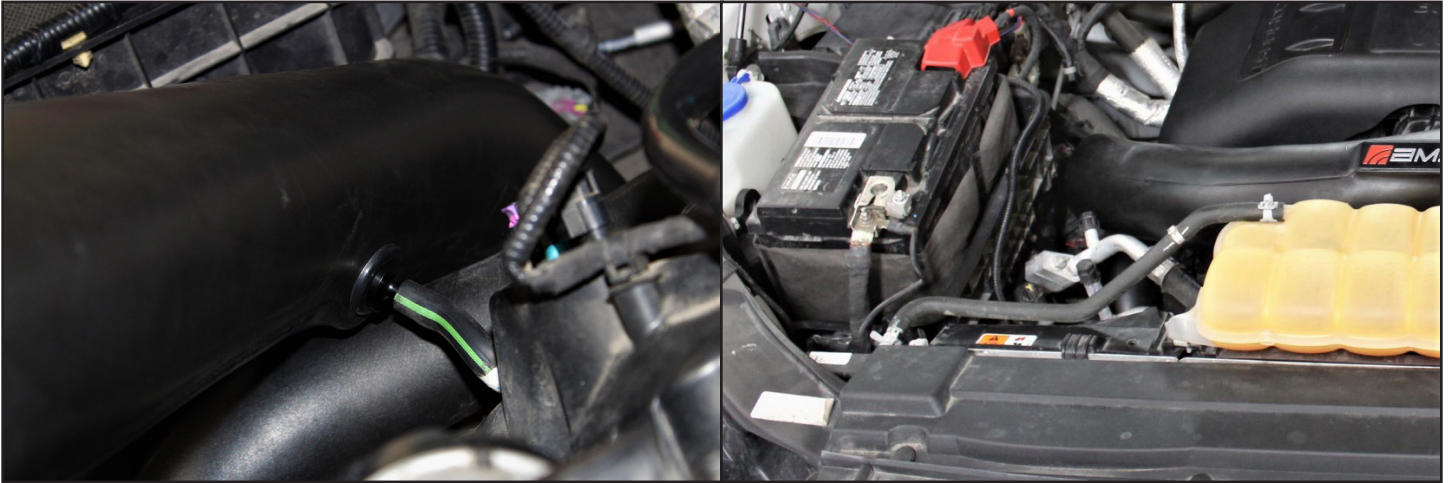
15) Reattach all hoses and fittings. (1x green clip, 1x red clip, PCV hose, and bypass valve return hose)



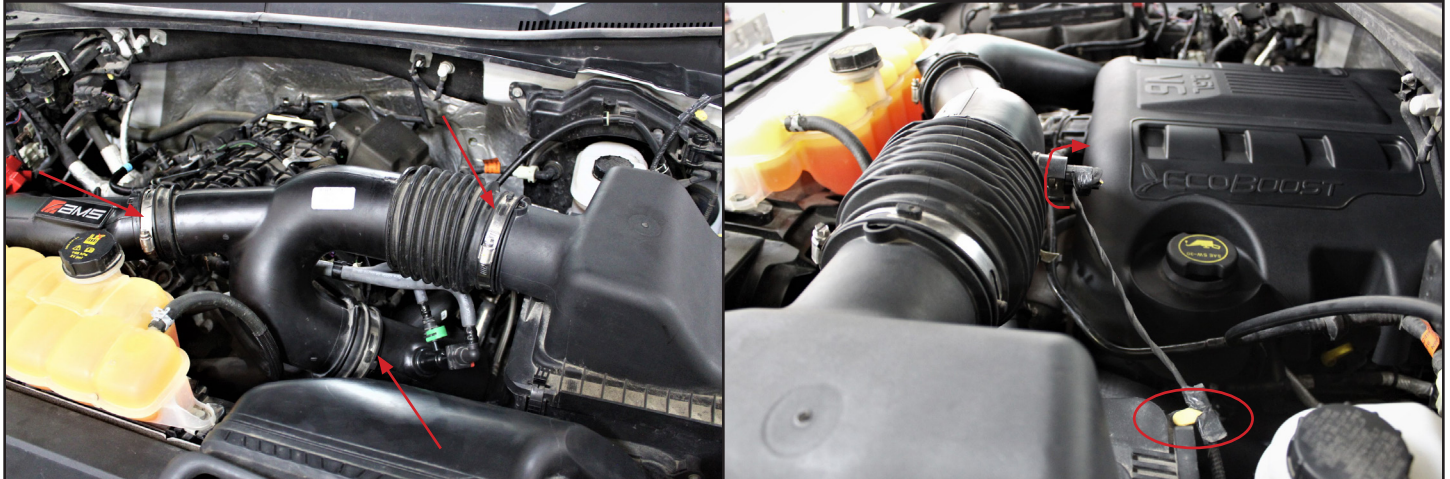
16) Place right AMS Turbo Inlet Tube into position. The tube will have to be angled forward while fitting it between the frame and engine side, using moderate force to push it through. Align right AMS Turbo Inlet Tube and seat silicone onto turbo inlet (It helps to have another person looking through the fender-well and guiding the silicone). Use a twisting motion while applying force towards turbo to seat silicone to turbo inlet. Ensure silicone is fully seated onto turbo inlet and tighten the smaller clamp on the compressor inlet. Re-connect the charge pipe and fully tighten all clamps. Ensure the charge pipe is seated in its grommet.



17) Connect the vacuum hose to the fitting on the right tube. Re-install the battery assembly in reverse order of removal. Re-install engine cover if it was removed.



18) Reinstall the OEM Y-pipe and airbox. Reconnect the sensor. Before tightening the hose clamps on the Y-pipe, check for proper alignment of the tubes. Once you are satisfied with the alignment, tighten the Y-pipe hose clamps to the same specifications as the other hose clamps.



19) Double check all connections after installation. Enjoy!

