



EDELBROCK COMPETITION AIR INTAKE SYSTEMS
For 2005-2010 E-Force Supercharged 4.6L Ford Mustang GTs
Part #15803, 15808, 15828
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.

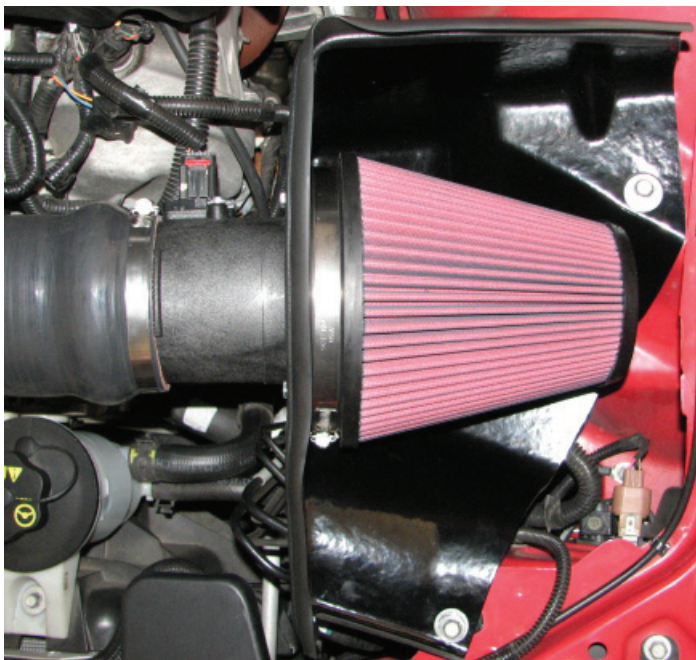
DESCRIPTION: The Edelbrock E-Force Competition Air Intake System is intended only for use on 2005-2010 Mustang GTs that have been equipped with the Edelbrock E-Force Competition Supercharger System. This intake is not compatible with naturally aspirated cars, nor with those using a different supercharger. While this system can also be used with the #1580/1582 street legal package, installation may violate emission regulations in some areas. Kits #15808 & 15828 include a new MAF sensor for use with the competition supercharger kit #1585/1587, while kit #15803 do not include the sensor for customers that already received it with the #1580/1582 kit.

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.** Remove the stock airbox 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 air cleaner cover from the airbox (2010 Mustangs will require unclipping the MAF wire harness from the cover), then remove it with the silicone elbow and the stock air filter. Remove the bolt that secures the stock airbox in place and remove the airbox. Remove the small rubber grommets at the bottom of the air box and reinstall them in their provisions in the engine bay.
- 2.** Install the MAF housing by inserting it into the large hole in the supplied shroud with the sensor provision oriented towards the back of the car on '05-'09 Mustangs, while '10 will orient it towards the front. Secure it in place with the three M6 x 12mm bolts supplied in the kit.
- 3.** Install the MAF sensor (kits #15808 & 15828 include the new sensor, kit #15803 use the sensor supplied with supercharger kit #1580/1582; both sensors are the same) using the two supplied #8-16 x 3/8" Torx screws so that the arrow on the sensor points back to the throttle body. Install the supplied edge trim along the top of the shroud then install the filter onto the back of the MAF housing tightly against the edge trim and secure it with the supplied large clamp.
- 4.** '05-'09 Mustangs will remove the bolt that secures the ABS proportioning valve bracket. Insert the aluminum bushing (supplied in the kit) into the hole at the back of the supplied air box and drop the new airbox, filter and MAFS assembly into place. Reinstall the proportioning valve bolt through the airbox and bracket and tighten it down. Use the supplied washer and factory bolt to secure the air box at the aluminum bushing location.
- 4a.** 2010 Mustangs will need to remove the stock air box bolt grommet and install it into the hole at the back of the supplied air box. Then drop the new air box, filter and MAFS assembly into place making sure that the tube is firmly seated into the rubber boot. Insert the stock airbox bolt into the factory sleeved grommet and tighten it down.
- 5.** Install the new silicone elbow onto the MAF housing and throttle body. Rotate the elbow as needed to achieve best fit then secure it with the supplied hose clamps. Plug the MAF wiring harness connector into the new MAF sensor.

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



**Figure #1 - Completed Installation
(‘05-’09 Mustang Shown)**

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

Voltage	Lb / Min
5	113.449
4.731	97.2757
4.484	83.8695
4.17	68.6985
3.876	56.9055
3.522	44.1957
3.316	37.5833
3.084	31.2542
2.804	24.2298
2.551	18.8963
2.353	15.1953
2.26	13.9668
2.157	12.7689
2.114	12.1323
2.004	10.991
1.758	7.9886
1.604	6.4527
1.517	5.6631
1.422	4.8684
1.32	4.0964
1.204	3.2865
1.142	2.9055
1.007	2.1951
0.931	1.8645
0.838	1.5249
0.735	1.2295
0.603	0.97
0.54	0.8916
0.426	0.8223
0.011	0



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