



# INSTALLATION INSTRUCTIONS

**N-MT14-1 & N-MT14-2**

**COLD AIR INTAKE KIT**

**MUSTANG GT  
2018-up**



## PARTS INCLUDED

Part Number	Description	Qty
9-SA-INTAKE-111	Intake Assembly	1
9-SA-HEATSHIELD-100	Heatshield Assembly	1
9-HB120	Kit, 120mm MAF Housing	1
9-F-120V	Filter, 7" Conical, 120mm MAF HSG	1
9-SA-ACC-111	Hardware Kit	1
9-SA-BRACKET-100	Bracket Assembly, Coolant Tank Relocation	1
9-SA-HOSE-111	Hose Assembly, PCV	1
9-M-MT14100	MAF Sensor, Calibrated, MT14-2 ( <b>"NO TUNE" Kit Only</b> )	1

## TOOLS REQUIRED

Description	Description
<b>1/4" Drive Ratchet</b>	<b>3/16" Allen Wrench</b>
<b>3/8" Drive Ratchet</b>	<b>Channel Lock Pliers</b>
<b>Torque Wrench</b>	<b>7/16" Box Wrench</b>
<b>10mm Socket</b>	<b>11/32" Box Wrench</b>
<b>15mm Socket</b>	<b>Flat Blade Screwdriver</b>
<b>T-20 Torx Wrench</b>	

**CAUTION: PLEASE READ CAREFULLY BEFORE PROCEEDING!**

While our cold air kits are designed to be installed by the novice enthusiast, they do require a moderate amount of mechanical aptitude and a thorough understanding of modern electronic engine management systems. Failure to follow these instructions or not using the provided components may damage the intake system, throttle body and engine. If after reading these instructions you do not feel comfortable installing this product please contact us and we will direct you to a competent installer near you.

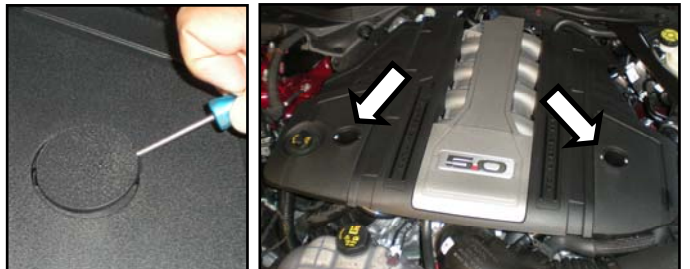
**WARNING: FOR YOUR SAFETY, PLEASE FOLLOW THESE INSTRUCTIONS CAREFULLY.**

1. MAKE SURE YOUR VEHICLE IS IN PARK WITH THE EMERGENCY BRAKE SET. WHEEL CHOCKS SHOULD BE SET IN THE FRONT AND REAR OF ONE WHEEL.
2. MAKE SURE THE ENGINE IS COOL TO THE TOUCH BEFORE PROCEEDING.
3. DISCONNECT THE NEGATIVE (-) BATTERY CABLE FROM THE BATTERY MAKING SURE IT CAN **NOT** MAKE CONTACT WITH EITHER TERMINAL ON THE BATTERY.

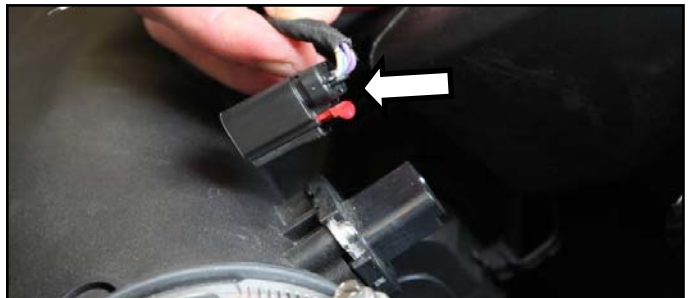
1. Remove the stock strut tower brace. Using a 3/8" drive ratchet and 15mm socket, remove the (4) nuts holding the brace to the strut towers. Set the brace and nuts aside in a safe location for reinstallation.



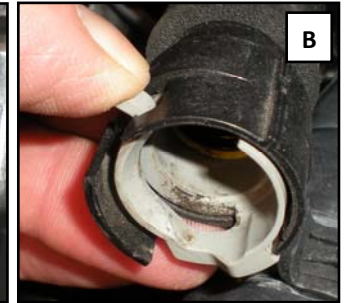
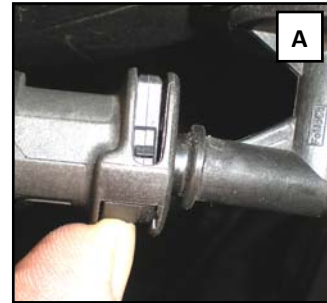
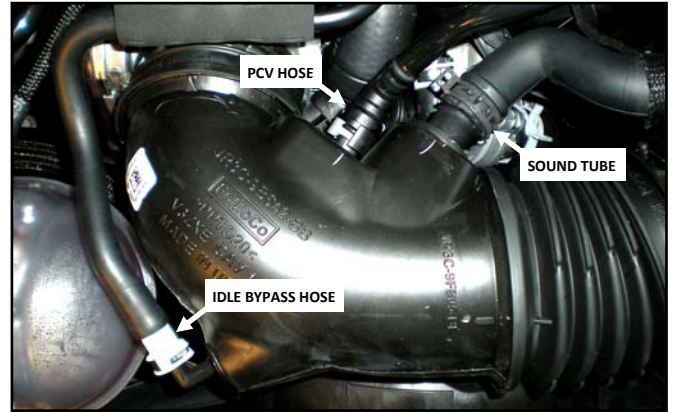
2. Remove the stock engine cover. Using a small flat blade screw driver, carefully remove the (2) round covers located at the front right & left of the engine cover. Using a 10mm socket, remove the retaining nuts from both locations. Remove the cover and set aside, with the nuts, in a safe location for reinstallation.



3. Unplug the Mass Air Flow sensor. This is located in the neck of the air cleaner lid. Pull back on the red tab located at the back of the connector to unlock it (see photo). Once unlocked, unplug the connector from the sensor.

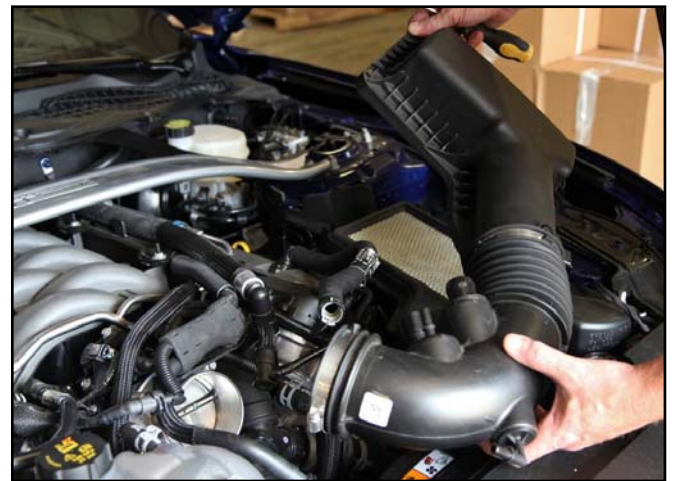


4. Remove the Idle Bypass Hose by pushing in the release on the back of the fittings, **see photo A**. Remove the PCV hose by shifting the release tab to the left, **see photo B**. Remove the sound tube hose by compressing the tabs on the spring clamp with pliers and pulling the hose from the intake. Completely remove the sound tube assembly from the vehicle. Unbolt the assembly at the firewall and remove the assembly from the engine bay. Cap off the hole in the firewall with the plastic plug supplied in the PMAS hardware kit.

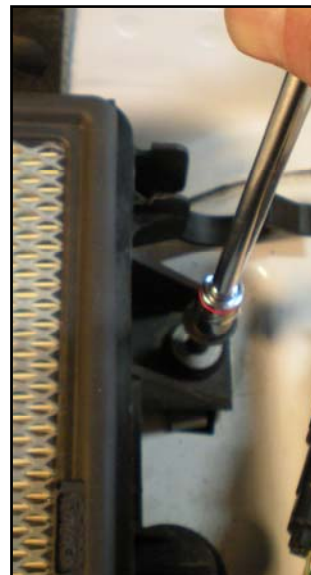


5. Loosen the hose clamp at throttle body inlet and release the retainer clips for the air cleaner lid. Remove the intake tube/air cleaner lid assembly from the engine bay and set aside.

**(NOTE: If installing the N-MT14-1 “Tune Required” kit, you will need to remove the stock MAF sensor for PMAS installation.)**



6. Using a 10mm socket, remove the single mount bolt from the lower air cleaner housing. This is located to the right of the housing on the fender well. Retain this fastener for the PMAS installation. Remove the housing from the engine bay and set aside.



7. Install the PMAS heat shield in the stock air cleaner housing location. Align the upper mount tab with the stock mount location and install the stock mount bolt retained from housing removal, **DO NOT TIGHTEN**. Push the rubber Wellnut into the hole in the inner fender well. Once it's fully seated against the fender well, use a 3/16" allen wrench to tighten the socket head screw securely. Using a 10mm socket, tighten the stock mount bolt.



8. Using a 10mm socket, remove the coolant reservoir from the stock location. Install the relocation bracket supplied with our kit using the stock fasteners. Reinstall the stock reservoir on the new bracket using the fasteners supplied. Use a 3/16" allen wrench and 7/16" box wrench to tighten.



9. Install the PMAS intake by carefully sliding the small end of the intake coupler onto the throttle body inlet until it seats fully against the throttle body face. Make sure the intake is aligned with the fan shroud as shown in the photo and is resting directly against the top of the shroud. Secure in place by tighten the hose clamp at the throttle body. If additional adjustment is required, loosen the larger clamp on the intake coupler and adjust as necessary. Retighten clamp when proper alignment is achieved.



10. Using an 11/32" wrench and lock nuts supplied, install the cone air filter on the PMAS MAF housing (**DO NOT OVER TIGHTEN**). Using the #6-32 self tapping screws supplied, install the MAF sensor.

⇒ If installing the MT14-1 "Tune Required" kit, reinstall your stock MAF sensor removed in step #5.

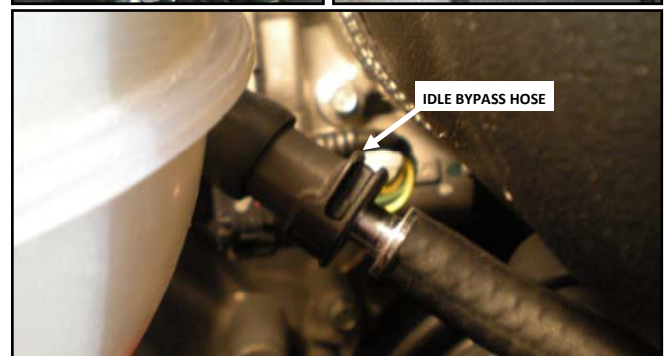
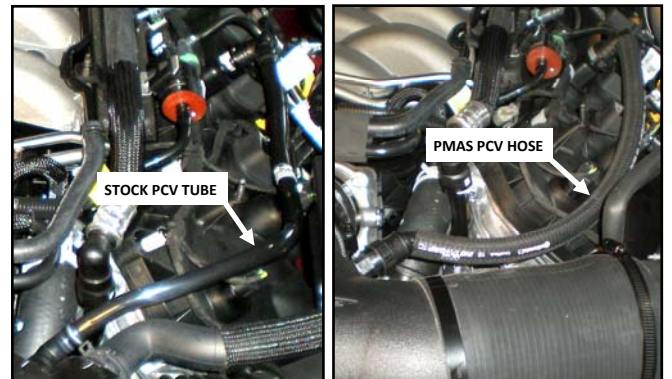
⇒ If installing the MT14-2 "No Tune" kit, install the MAF sensor supplied in the kit.



11. Slide the MAF housing/air filter assembly into the inlet coupler on the intake. Align the MAF sensor connector so it points to the front of the vehicle. The assembly should drop down into the heat shield clearing the air filter studs. Make sure the hose clamp on the coupler is aligned over the outlet of the MAF housing and tighten securely.



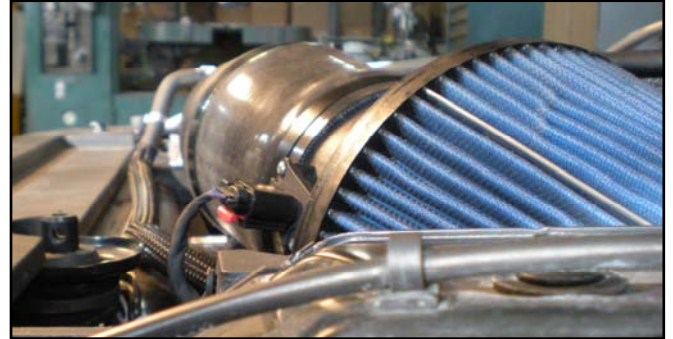
12. Remove the stock PCV tube and replace it with the new hose supplied in the kit. Connect the 90° connector at the valve cover and the 45° connector at the intake. Rotate fittings if necessary to align properly with the mating fittings. Reconnect the Idle Bypass Hose removed during the stock air intake removal. This will connect to the hose assembly extending from under our intake. **IMPORTANT:** Align each hose end squarely with the end of the corresponding fitting and push onto the fitting until the hose connector locks in place.



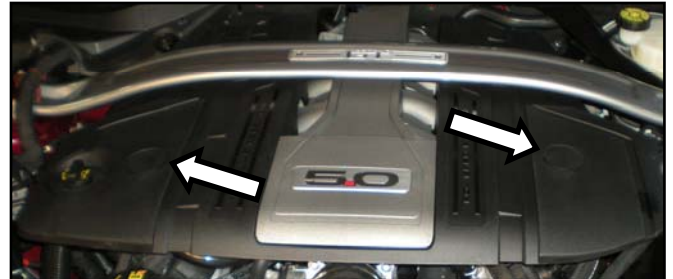
13. Reconnect the MAF sensor harness to the MAF sensor. Once fully seated push the red lock tab in toward the sensor. Pull on the connector to make sure it's securely locked in place.



14. Carefully lower the hood by hand to check intake to hood clearance. Readjust the intake assembly as necessary to eliminate any interference and achieve proper clearance. ***NO part of the intake system should make contact with the underside of the hood.***



15. Reinstall the stock intake cover using the stock nuts and 10mm socket. Reinstall the round covers to finish the install.



16. Reinstall the stock strut tower brace using the stock nuts and 15mm socket. Torque all (4) nuts to 41 lb ft (55 Nm).



17. Reconnect the negative (-) battery cable to the battery.

18. **N-MT14-1** "Tune Required" ***DO NOT START THE CAR WITHOUT TUNING.*** Your kit is supplied with a document listing the correct MAF transfer functions needed for this kit to function properly on your vehicle. These values will have to be entered into the MAF transfer function tables of your vehicles ECU. Once this is complete the vehicle is ready for use and will require no additional tuning.

**N-MT14-2** "No Tune": Start the engine and let idle for 30 seconds. After 30 seconds shut the engine off. This will allow the vehicles ECU to recognize the new MAF sensor. Once this is complete the vehicle is ready for use and will require no additional tuning.