

**advanced FLOW engineering** Cold Air Intake System

**Instruction Manual** P/N: 50-70079D / 50-70079R

Make: Ford  
Make: Ford  
Make: Ford

Model: **Bronco Sport**  
Model: **Escape**  
Model: **Maverick**

Year: **2021-2022**  
Year: **2020-2022**  
Year: **2022**

Engine: **I4-2.0L (t)**  
Engine: **I4-2.0L (t)**  
Engine: **I4-2.0L (t)**



9

- Please read the entire instruction manual before proceeding.
- Ensure all components listed are present.
- For technical support please call 951-493-7185.
- Ensure you have all necessary tools before proceeding.
- Do not attempt to work on your vehicle when the engine is hot.
- Retain factory parts for future use.

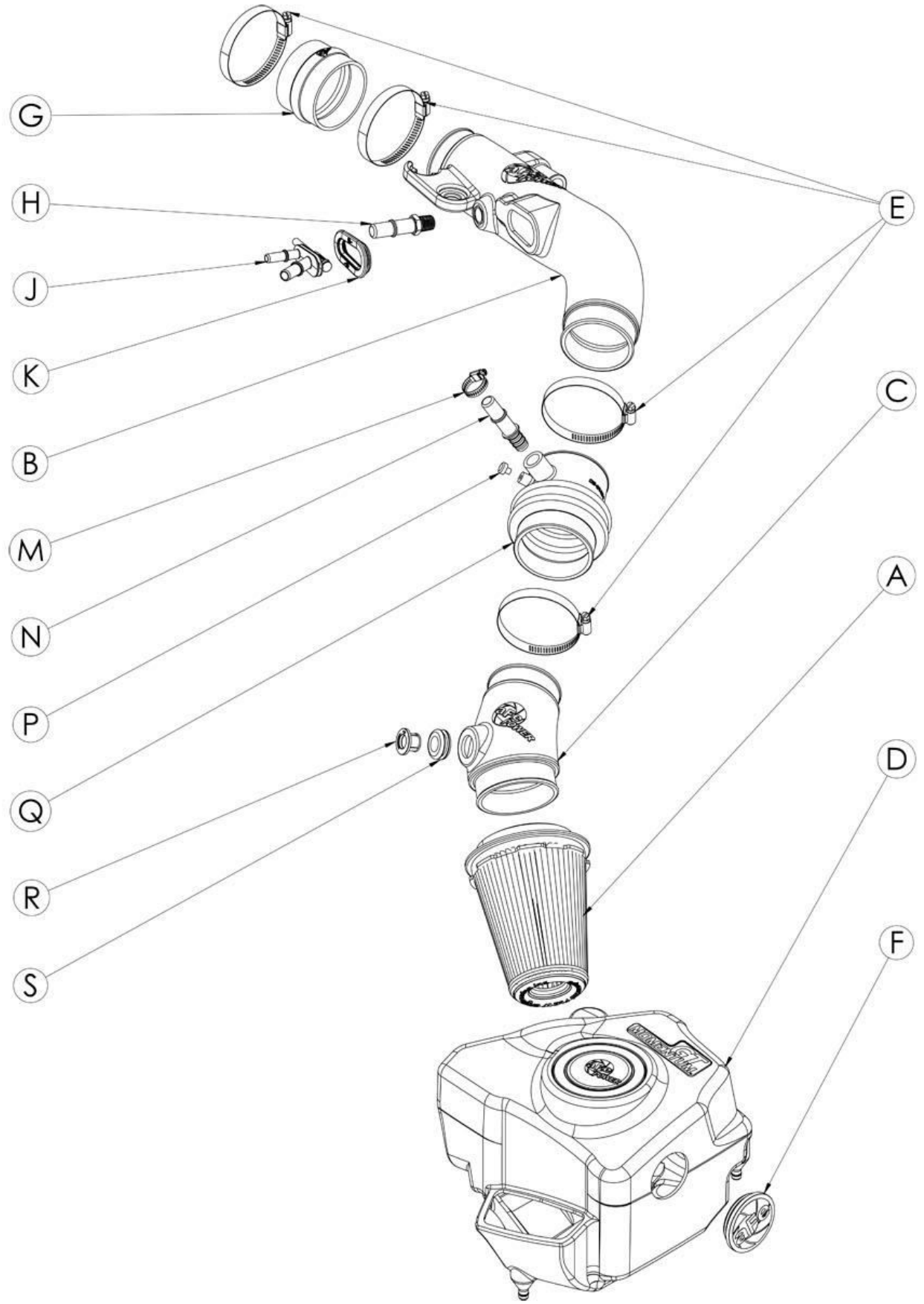
Label	Qty.	Description	Part Number
A1	1	Air Filter (Pro 5R)	20-91202R
A2	1	Air Filter (Pro DRY S)	20-91202D
B	1	Intake Tube, Turbo Side	05-5070079B1
C	1	Intake Tube, Filter Side	05-5070079B2
D	1	Housing	05-5070078B2
E	4	Clamp, 048 (2-9/16" - 3-1/2 ")	03-50007
F	1	Plug, Silicone: 2.25" Dia	05-01482
G	1	Coupling, Silicone Hump: 3"ID x 2-1/4"L	05-01245
H	1	Fitting, SAE 15.82 - 5/8" to 3/8" NPT	05-01339
J	1	Fitting, CCV Vacuum: (12.61" & 9.89")in, 7.8" out	05-01698
K	1	Grommet, Silicone; 05-01698 Fitting	03-50751
M	1	Clamp, Mini 010 9/16"-1-1/16"	03-50078
N	1	Fitting, 5/8" Barb to Vent Tube Connection	03-50659
P	1	Plug, Rubber Press-In: 1/4" ID x 1/2" OD x 7/32"	03-50775
Q	1	Coupling, Bellow: 3.125"ID x 4.5"L	05-01404
R	1	Fitting, Air Temp Sensor	05-01454
S	1	Grommet, Rubber	03-50167

**Installation will require the following tools:**

Panel clip remover, 7mm & 8mm nut driver, 10mm & 13mm deep socket and driver, 20mm wrench or adjustable wrench, side cutter and tongue pliers

Warranty Information available at <https://afepower.com/contact#warranty>

**Emissions Disclaimer:** This product is not currently CARB exempt and is not available for purchase in California or for use on any vehicle registered with the California Department of Motor Vehicles.



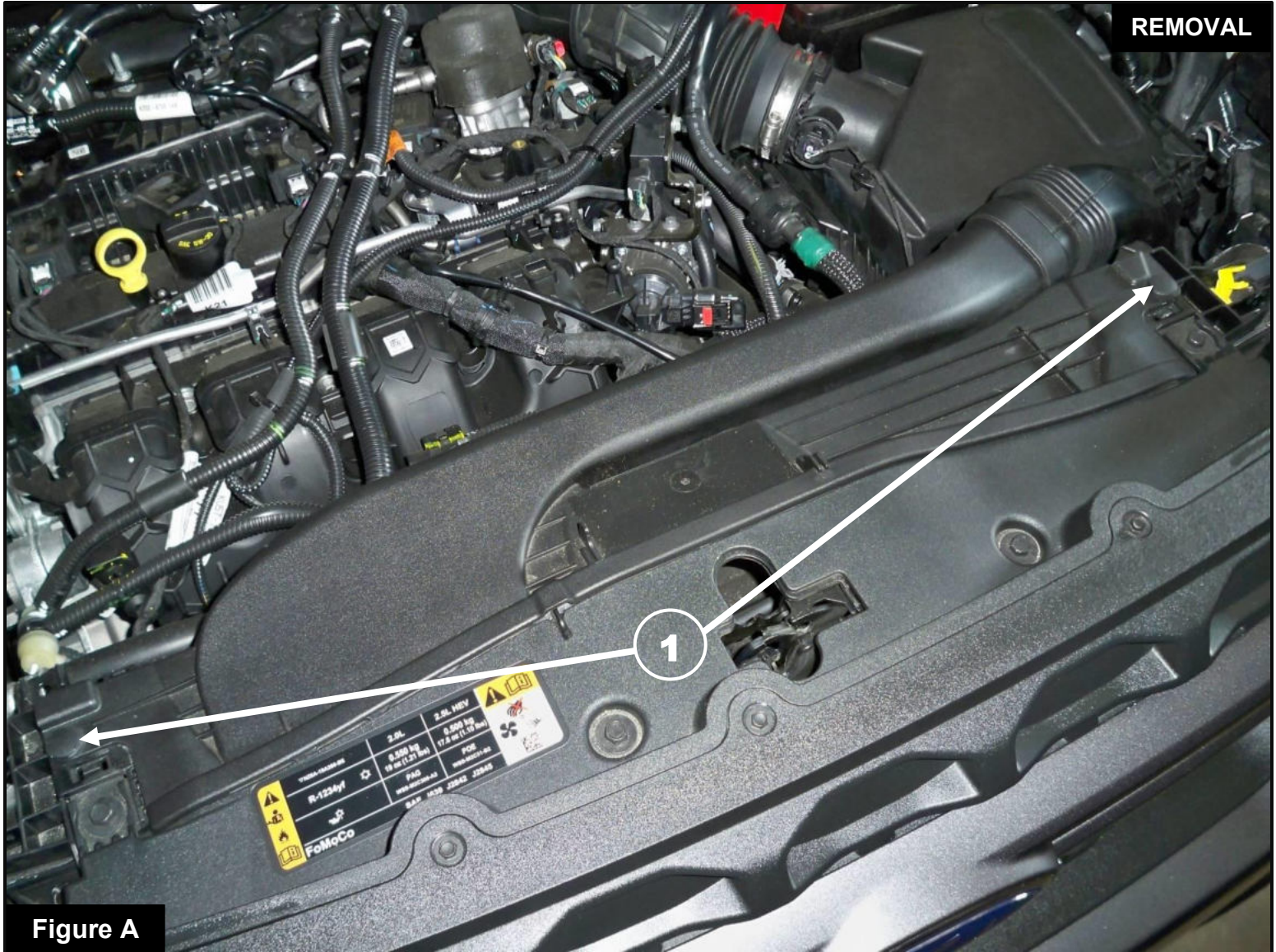
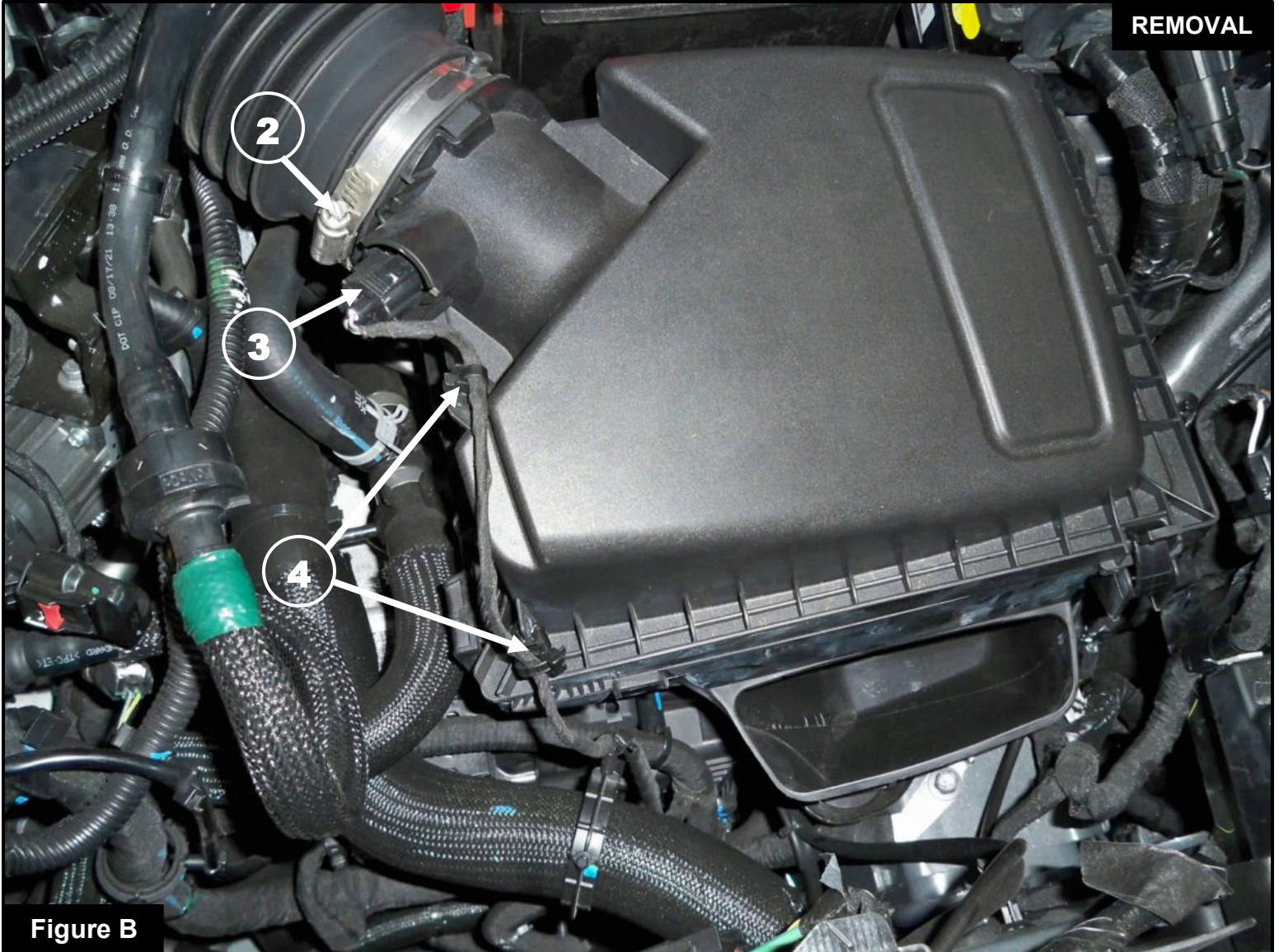


Figure A

**Refer to Figure A for Step 1**

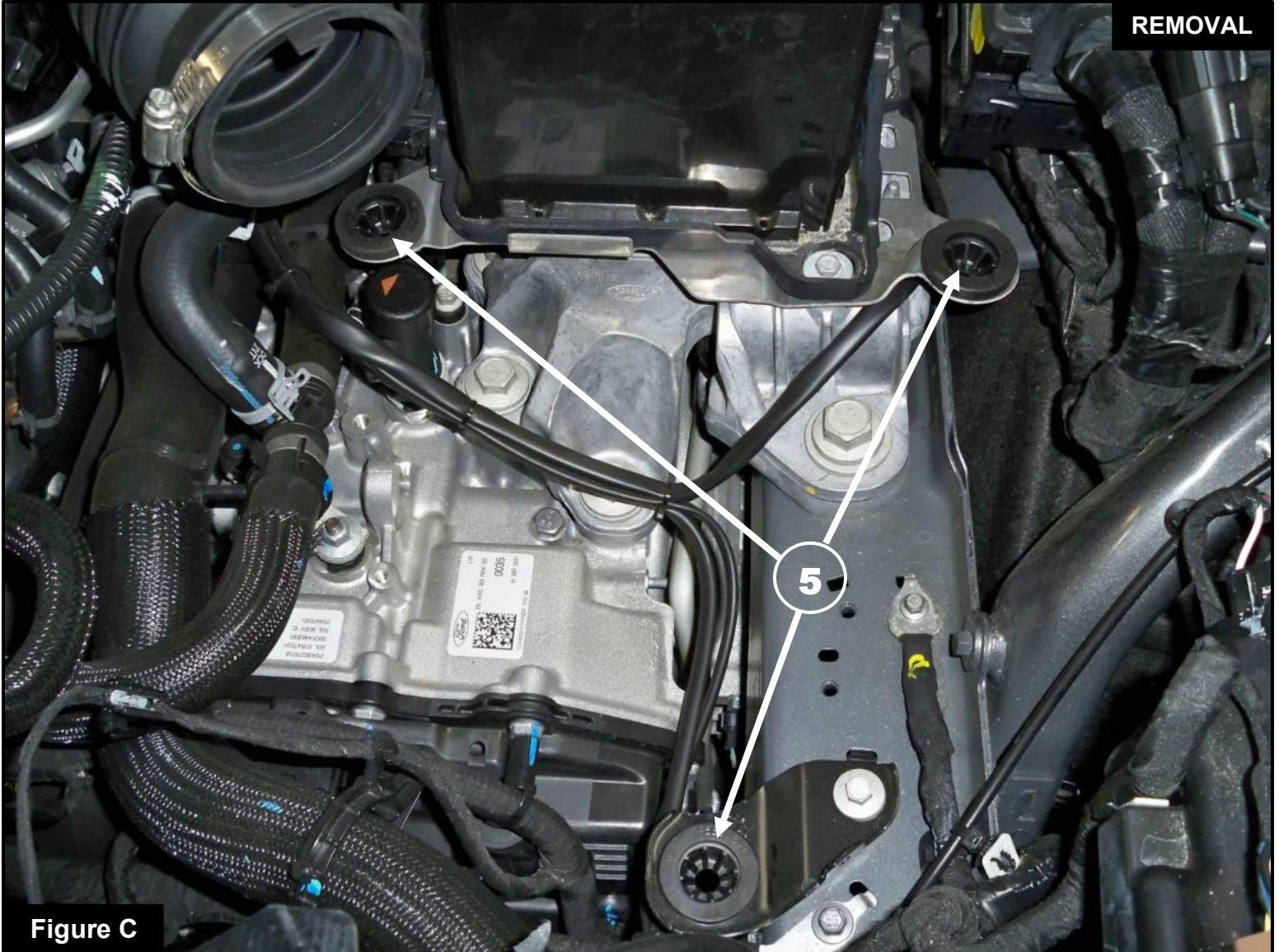
Step 1: Using a panel clip remover, remove the two (x2) panel clips ① holding the scoop shield. Remove the scoop shield and set it aside with the clips.

**Figure B****Refer to Figure B for Steps 2-4**

Step 2: Using a 7mm nut driver, loosen the clamp ② at the factory airbox. Detach intake tube from the factory airbox.

Step 3: Disconnect the IAT sensor electrical connector ③.

Step 4: Release the clips ④ and position the wiring harness aside.

**Figure C****Refer to Figure C for Step 5**

Step 5: Detach and remove the factory airbox from the isolators (5). If the isolators are pulled out and are stuck in the lower half of the factory airbox, remove them and insert them back on the mounting bracket.


**Figure D**

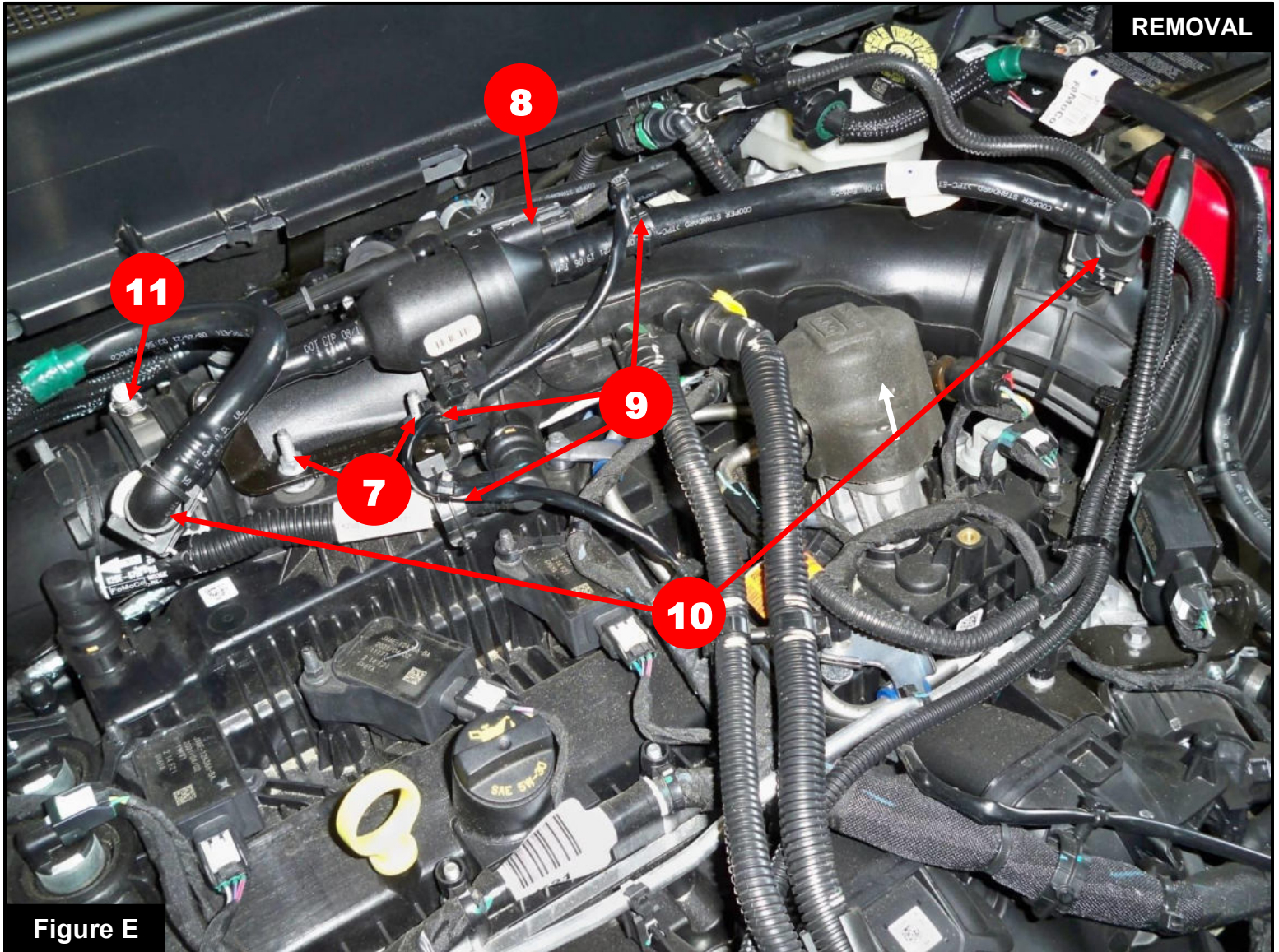
### Refer to Figure D for Steps 6-8

Step 6: If the vehicle has an engine cover, remove the engine cover nut (6).

**Note:** If not equipped with an engine cover then move to step 9.

Step 7: Place your hand under the engine cover at each grommet location and push straight up to release each grommet from the studs.

Step 8: After all the grommets have been released from the studs, remove the engine cover from the engine and set aside.



**Refer to Figure E for Steps 9-13**

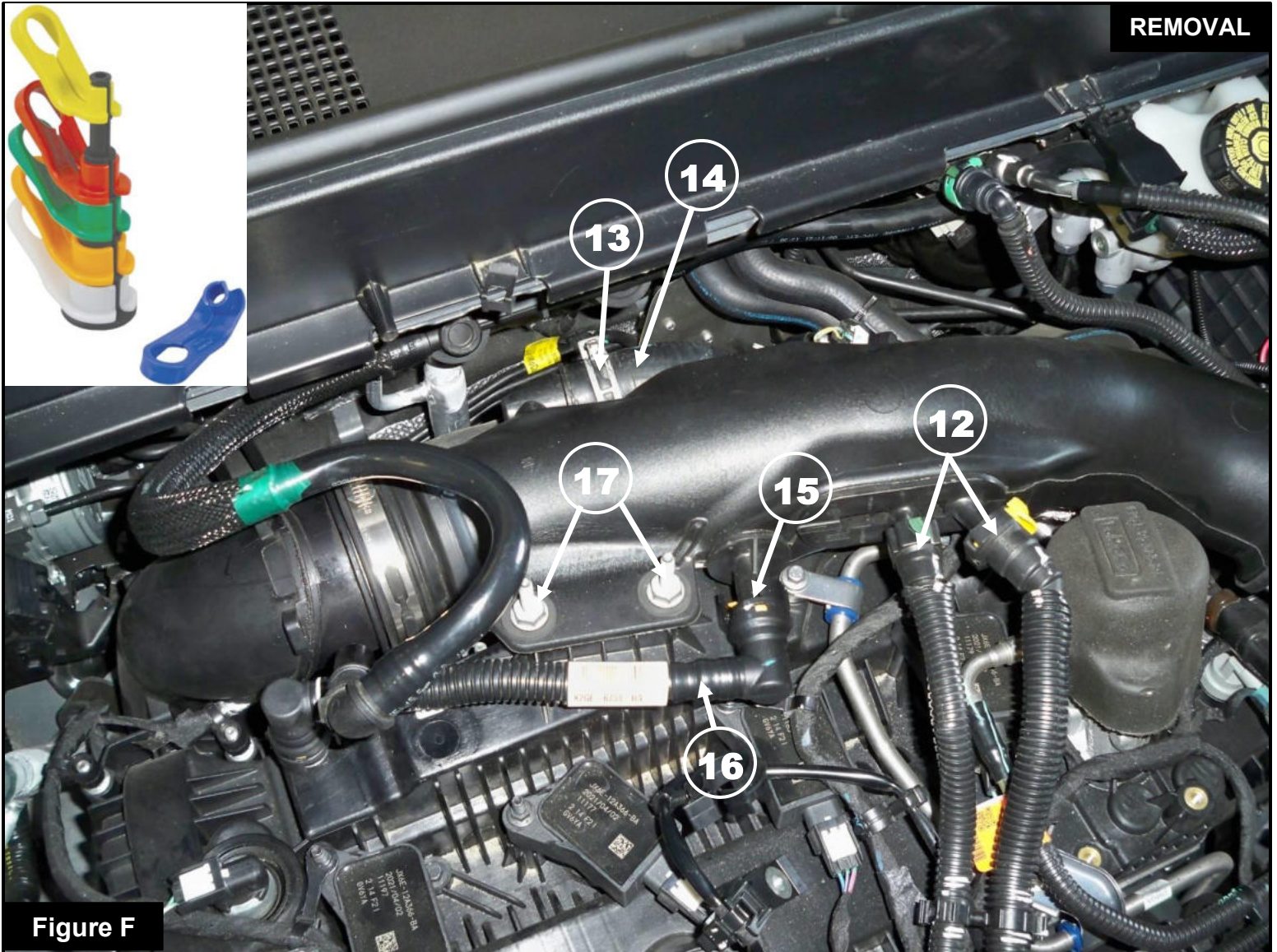
Step 9: Using a 10mm deep socket and driver, remove the two nuts (7) holding the hose assembly bracket.

Step 10: Disconnect the electrical connector (8) and detach the retainer clips (9).

Step 11: On some vehicles there is a secondary nut holding the wire harness, if so remove and set aside.

Step 12: Disconnect the quick release connectors (10) and set the hose assembly aside.

Step 13: Using a 7mm nut driver, loosen the clamp (11) at the factory turbo intake tube.

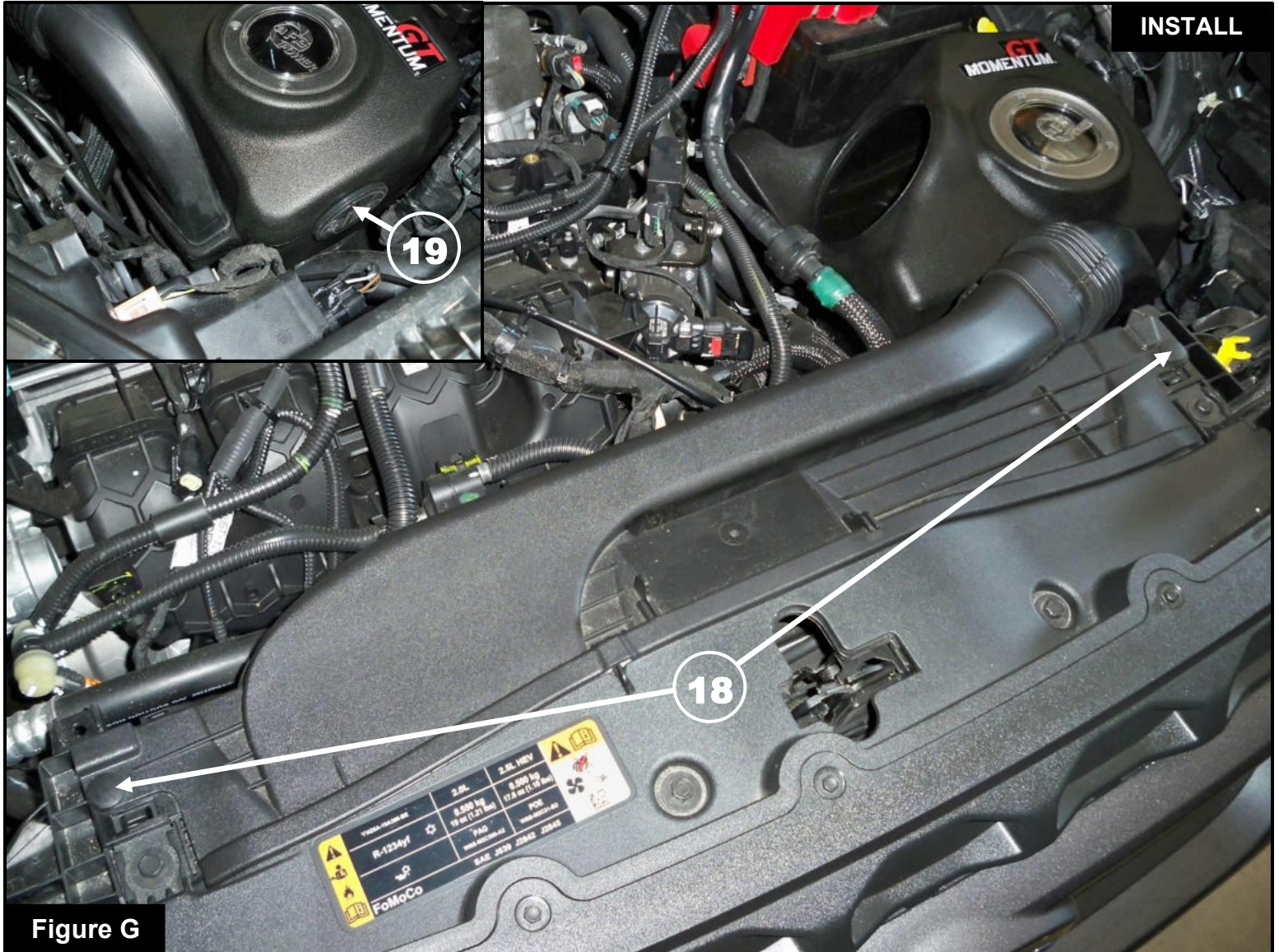


REMOVAL

Figure F

**Refer to Figure F for Steps 14-18**

- Step 14: Disconnect the quick release connectors (12) for the fuel vapor hoses and set aside.
- Step 15: Using tongue pliers, loosen the clamp (13) and disconnect the bypass valve hose (14).
- Step 16: Disconnect the crankcase vent tube quick release connector by using a green size angled disconnect tool set as shown. If necessary, cut the lock tab from the permanent connector (15) using side cutter pliers and rotate the crankcase vent tube (16) out of the way. Replace the crankcase vent tube if the tabs were cut.
- Step 17: Using a 13mm deep socket and driver, remove the studs (17) holding the intake tube and set aside for reuse.
- Step 18: Remove the factory intake tube.



INSTALL

Figure G

**Refer to Figure G for Steps 19-21**

Step 19: Install the aFe POWER housing into the vehicle. Make sure housing pins are aligned and all the way through the isolators.

Step 20: Install the air cleaner scoop shield and the two (x2) clips (18) while snapping into the aFe POWER housing.

Step 21: Install the supplied aFe plug (19) on the side of the aFe POWER housing as shown.

**NOTE:** This plug is accessible to be removed and installed at any time to increase airflow and engine sound if desired.



**Refer to Figure H for Step 22**

Step 22: Slide the aFe POWER filter and clamp into the aFe POWER housing and push them in until it locks into place. Do not tighten the clamp at this time.

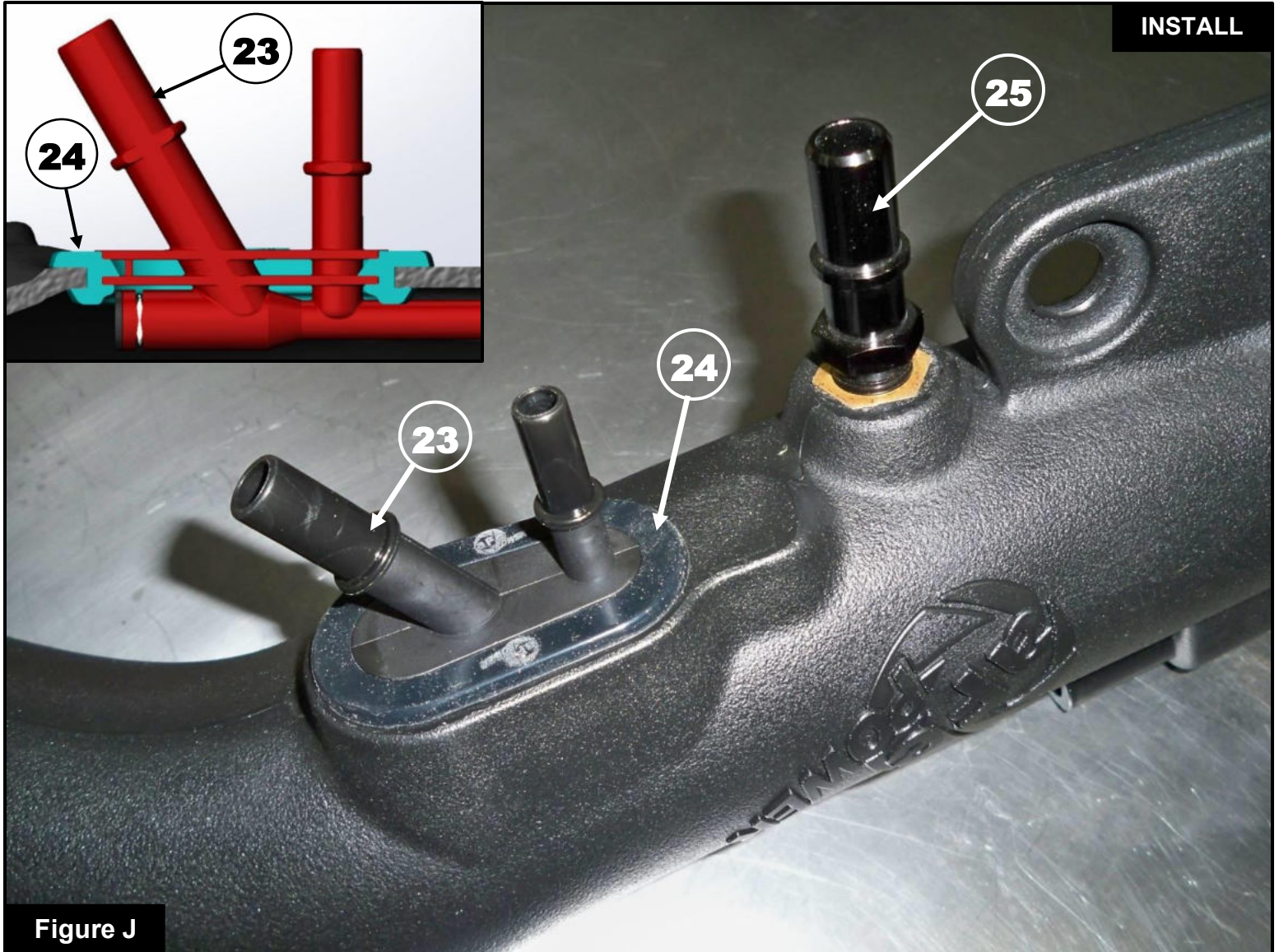


Figure I

**Refer to Figure I for Steps 23-24**

Step 23: Install the supplied hump coupling (20) onto the factory turbo intake tube with one of the supplied #48 clamps (21) and tighten the clamp using an 8mm nut driver.

Step 24: Place another #48 clamp (22) onto the hump coupling and slightly snug so it will not fall off.



**Figure J**

**Refer to Figure J for Steps 25-27**

Step 25: Install the supplied plastic fitting (23) into the fitting grommet (24). Make sure the inside thicker bead of the grommet is fully seated in between the two flat surfaces of the fitting (as shown in the drawing). The logo side of the grommet should seat flat to the fitting as shown.

Step 26: Install fitting and grommet assembly on the turbo side aFe POWER intake tube. Make sure the grommet is fully seated to the intake tube so there are no leaks around the grommet area.

Step 27: Using a 20mm wrench or adjustable wrench, install the supplied aluminum vent fitting (25) into the turbo side aFe POWER intake tube. Do not overtighten, some threads will still be exposed.

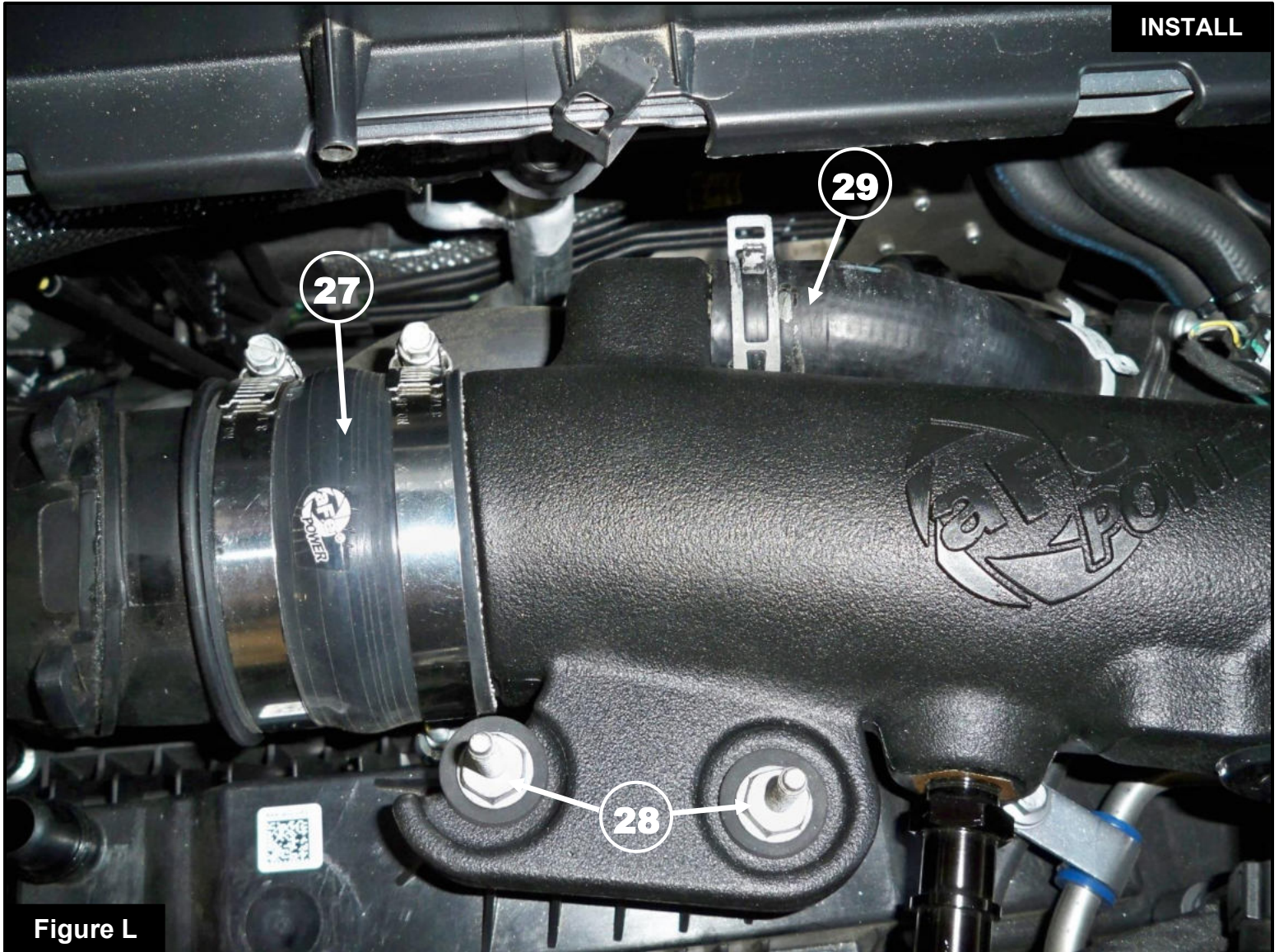


Figure K

**Refer to Figure K for Steps 28-29**

Step 28: Remove the metal sleeves and isolators (26) from the factory intake tube.

Step 29: Install the metal sleeves and isolators into the turbo side aFe POWER intake tube as shown.

**Figure L****Refer to Figure L for Steps 30-32**

Step 30: Install the turbo side aFe POWER intake tube by sliding it into the hump coupling(27).

Step 31: Align the tube correctly and reinstall the two studs(28)removed earlier. Using a 13mm deep socket and driver, tighten down the two studs.

Step 32: Connect the bypass valve hose(29)and install the clamp.



Figure M

**Refer to Figure M for Steps 33-34**

Step 33: Install the crankcase vent tube connector (30). If the crankcase vent tube was previously cut, install a new crankcase vent tube.

Step 34: Reconnect the quick release connectors (31) for the fuel vapor hoses as shown.

**Figure N****Refer to Figure N for Steps 35-37**

Step 35: Press in the small rubber plug (32) on the coupling (33) as shown.

Step 36: Install the plastic barb fitting (34) into the coupling as shown.

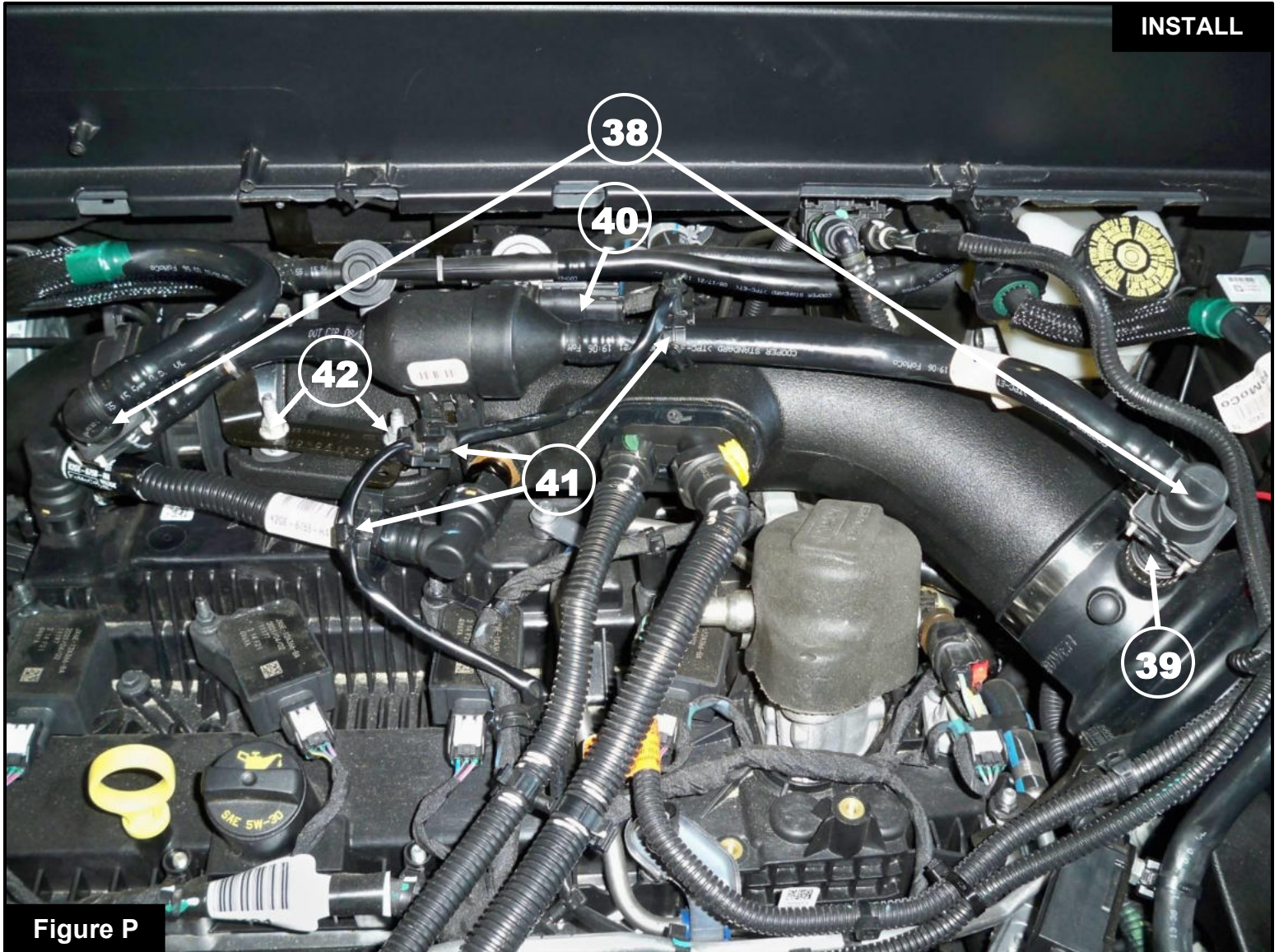
Step 37: Secure the fitting onto the coupling using the supplied mini clamp (35).

**Figure O****Refer to Figure O for Steps 38-40**

Step 38: Place a #48 clamp (36) onto the coupling assembly.

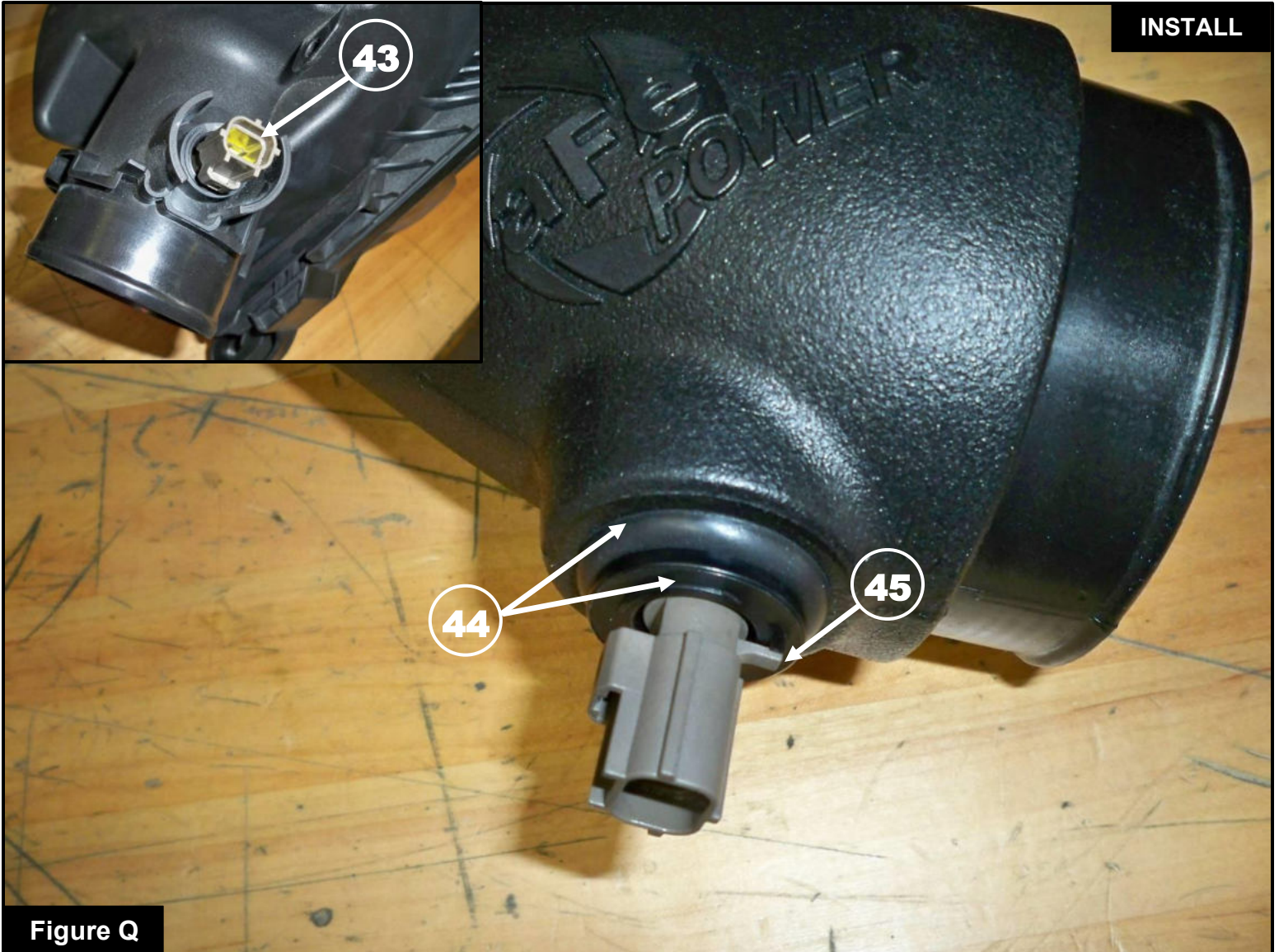
Step 39: Orient and install the coupling assembly (37) onto the end on the aFe POWER intake tube as shown.

Step 40: Slightly snug the clamp but do not tighten. This will allow for alignment of the fitting to the hose assembly.


**Figure P**

### **Refer to Figure P for Steps 41-44**

- Step 41: Reconnect the quick connectors (38) from the hose assembly and align the bracket holes through the two studs.
- Step 42: Align the fitting (39) from the coupler to the hose assembly end as shown. Using an 8mm nut driver, tighten the clamp.
- Step 43: Reconnect the electrical connector (40) and reattach the retaining clips (41).
- Step 44: Reinstall the two (42) nuts holding the hose assembly bracket and tighten.


**Figure Q**

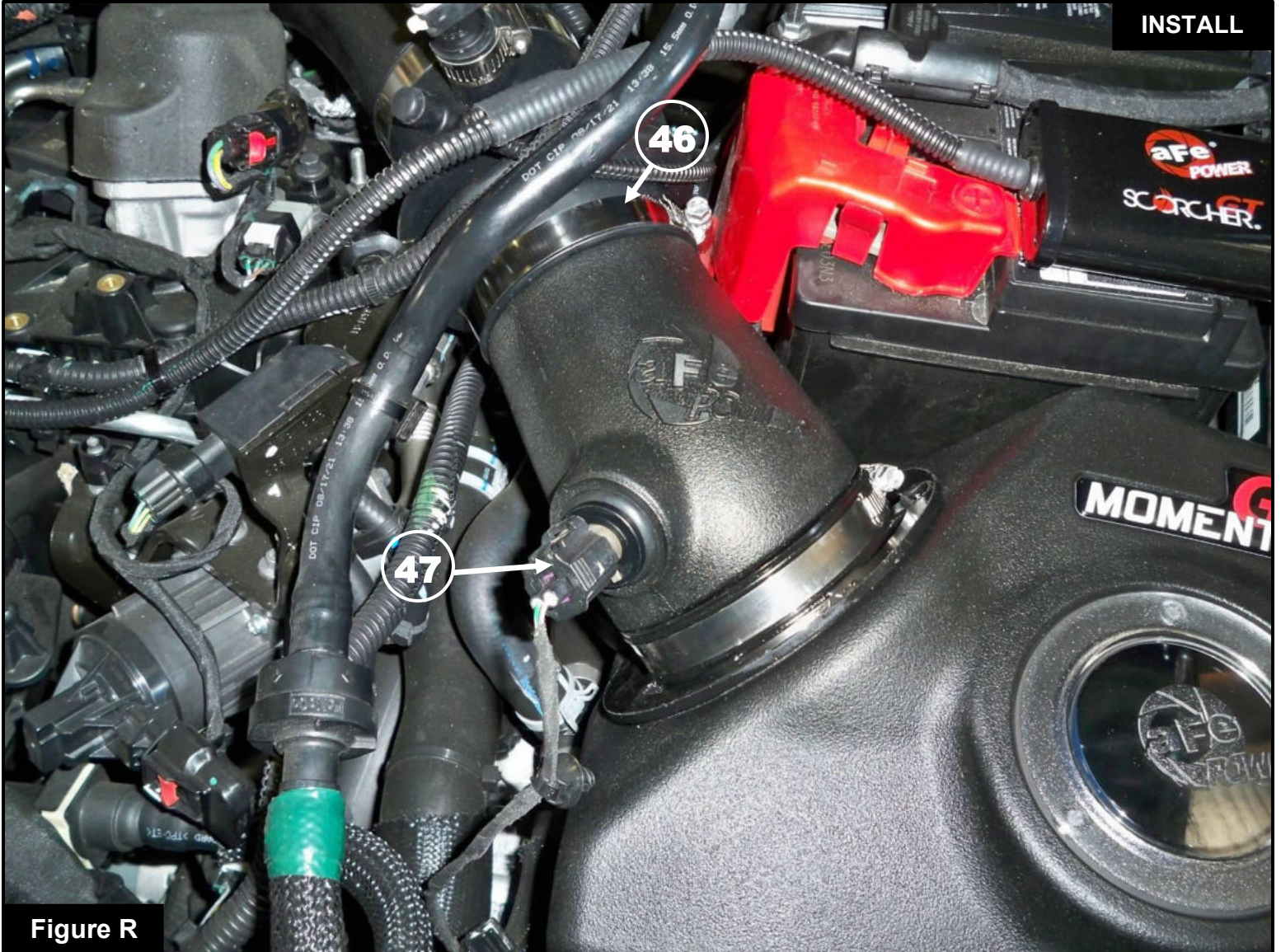
### **Refer to Figure Q for Steps 45-47**

Step 45: Remove the IAT sensor (43) from the factory airbox by rotating  $\frac{1}{4}$  turn counterclockwise and gently pulling out.

Step 46: Install the provided grommet and temp sensor fitting (44) into the the filter side of the aFe POWER intake tube.

**Note:** Lubricant can be used to facilitate the installion of the fitting into the grommet.

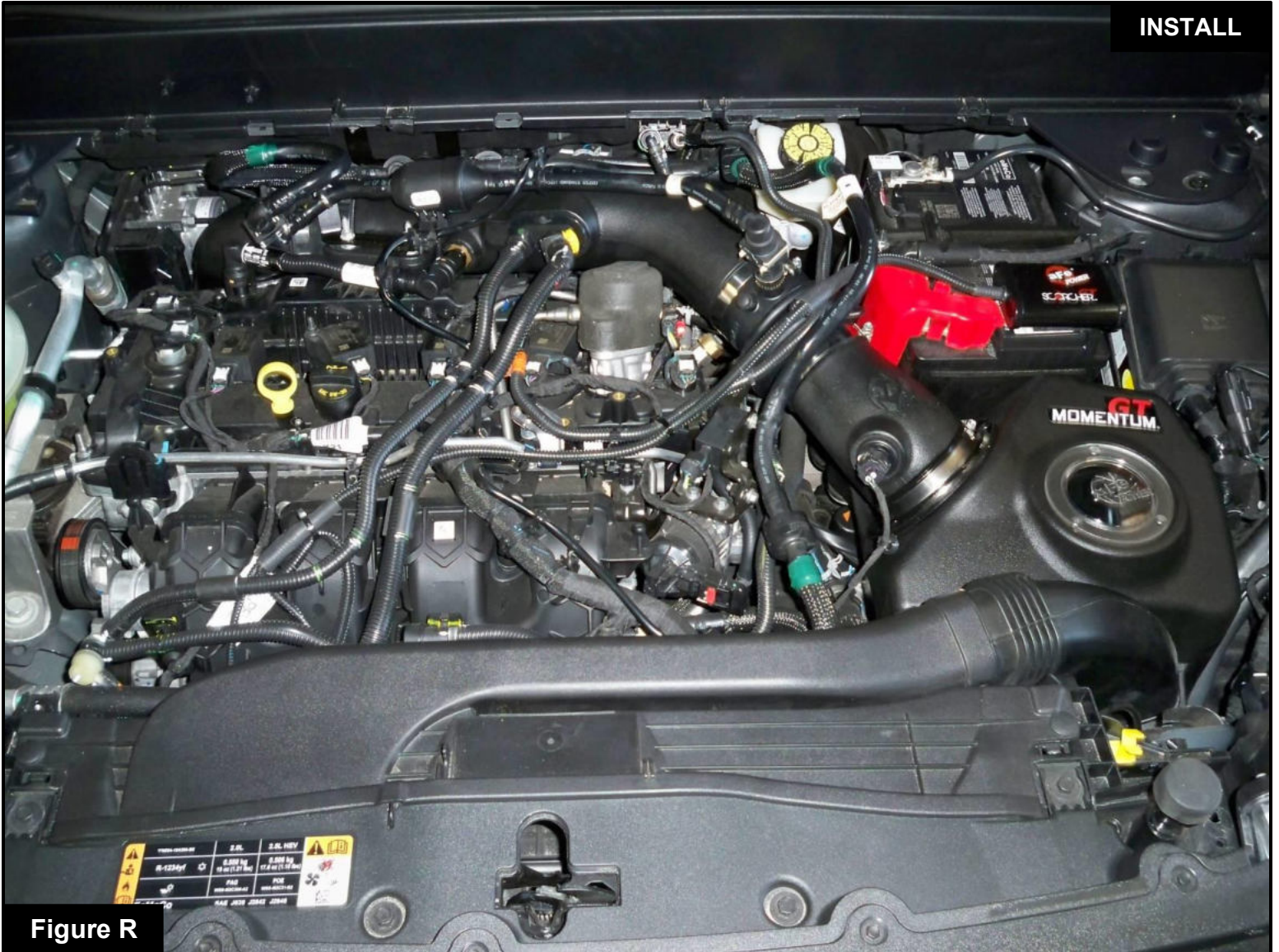
Step 47: Install the IAT sensor into the temp sensor fitting by rotating  $\frac{1}{4}$  turn clockwise until it locks into place. Rotate the temp sensor fitting to have mounting tab (45) pointing in the direction of the tube opening.

**Figure R****Refer to Figure R for Steps 48-50**

Step 48: Place a #48 clamp **46** onto the coupling assembly end.

Step 49: Install the filter side aFe POWER intake tube into the coupling assembly first and then into the air filter. Align the tube correctly and tighten the clamps using an 8mm nut driver.

Step 50: Connect the IAT sensor electrical connector **47**.


**Figure R**

### **Refer to Figure R for Step 51-52**

Step 51: Reinstall the engine cover if the vehicle came with one.

Step 52: Check all the components are tight and secure. Your installation is now complete. Thank you for choosing aFe POWER!

**NOTE: Check all bolts, clamps, and connectors after 100-200 miles.**



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<https://afepower.com/contact>