



Mustang GT500 Air Induction System

P/N 10699-07S, 10699-07ST, 10699-10S & 10699-10ST

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Note: Due to the extreme flow capacity of our upgrade intake assembly, a computer re-tune is necessary. If you did not receive our CL7140 programmer with this intake assembly, then you MUST have a custom tune programmed by a reputable tuner that was developed SPECIFICALLY for this intake assembly. This system increases airflow by 36% and the usable horsepower range by 35%. The installation of this (or any other aftermarket) air intake system without proper tuning will result in poor performance and an air/fuel ratio that is not correct. If you are having a custom tune performed by someone who is not familiar with the tuning requirements of this system, please have them contact us directly, and we will provide them with the necessary information.

The C&L 7140 Predator tuner that we supply comes with 2 different flow bench and dyno developed tunes for our GT500 system. The tunes are accessible from the main menu (under "Performance Tunes"), and your computer will automatically be loaded with the appropriate adjustments when selected. As with all supercharged applications, these tunes require the use of premium unleaded fuel. One tune is for just the air intake assembly (the "Stage 1" package), and the other tune provides support for a smaller diameter blower pulley (the "Stage 2" system). Choose the tune that matches your installation and follow the separate tuning directions that we provided with your programmer. **If your C&L kit came with a Predator Tuner and the C&L logo does not come up when you plug the tuner up to your vehicle, you did not receive our CL7140 tuner.** You may have to use the "options" menu of the Predator to obtain your CAL ID and have a knowledgeable tuner generate a custom tune for your Programmer, or tunes may be purchased from C&L. This tune will then need to be transferred to your predator using the DSDownloader software (available from the Diablo website) using a 9 pin serial cable and a 12-volt power supply as described in the Predator manual. The only official tuning support that we provide for our GT500 air intake system is available through the CL7140 Predator Tuner.

If you make any other changes to the vehicle that may affect the air/fuel ratio or timing requirements, refer to the tuning tips sheet provided with the CL7140 programmer for directions on how to properly make these adjustments. The use of a dyno equipped with a wide-band air/fuel ratio monitor is suggested to make such adjustments, and you should try to maintain your wide open throttle air/fuel ratio from between 11.7:1 (conservative) to 12.0:1 (aggressive) throughout the entire upper RPM range.

Tools needed for installation: a flat blade screwdriver, Philips screw driver, socket wrench with extension, 8mm socket, 10mm socket and a socket driver for the supplied T-20 torx bit.

****Important note: Some Mustangs built after December 2005 use self-tapping screws to hold the MAF sensor in place. DO NOT USE THE SELF-TAPPING SCREWS IN OUR INLET ASSEMBLY. We have provided you with new MAF screws and washers to replace the original factory fasteners, and they will be found already threaded into the inlet pipe assembly. If your vehicle came with the "self tapping" type screws from the factory, you will risk damaging your new inlet assembly if you attempt to install them. We will not warranty parts not installed correctly.**

1. To remove the stock assembly, loosen the clamp that secures the stock inlet hose to the throttle body. Next, you will notice a nylon vacuum hose that runs from the valve cover to the left hand side of the stock inlet pipe. Reach under the fitting that attaches this hose to the inlet pipe, and you will find that there is a little green tab that is pointing straight down. Pull this tab towards the rear of the vehicle and then pull the connector towards the passenger side of the vehicle. The green tab will now clear the catch that is located on the stock vacuum nipple fitting on the inlet pipe. There is a small vacuum hose that is attached to the right hand side of the inlet pipe near the throttle body. This must also be unplugged. Now disconnect the MAF sensor connector located on the top left of the air filter housing (near the driver's side valve cover) which has a wiring connector plugged into it from the left side directly above the valve cover. To disconnect, slide the red tab (located under the MAF connector) towards the left of the vehicle. This will unlock the connector. To slide the connector off the MAF sensor, squeeze the underside of the connector tab and pull the connector away towards the left. Go to the right hand side of the factory air filter box assembly, and you will see a 10mm bolt that secures the front of the stock air intake assembly to the body of the vehicle just in front of the driver's side wheel well. Loosen and remove this bolt using the 10 mm socket wrench with extension, and set it aside for future use. 2010 owners will separate the factory air filter shroud from the round plastic "cold air" feed by loosening the clamp that attaches it to the rubber boot, which stays attached to the factory filter shroud. The entire air inlet assembly can now be removed from the vehicle. After removing the rubber inlet hose from the throttle body, lift straight up on the air box assembly releasing the rubber feet that isolate it from the body and the entire assembly will come out. Remove the intake assembly by pulling it out towards the front of the vehicle and sliding the stock rubber inlet tube under the factory strut tower brace.