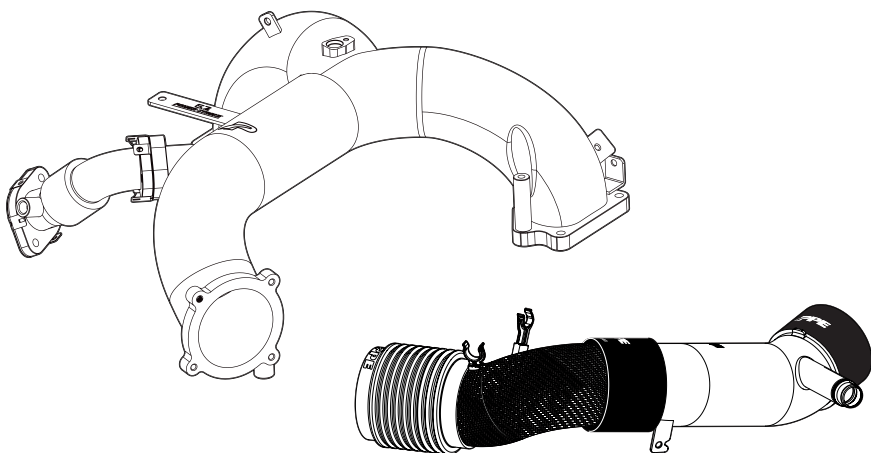
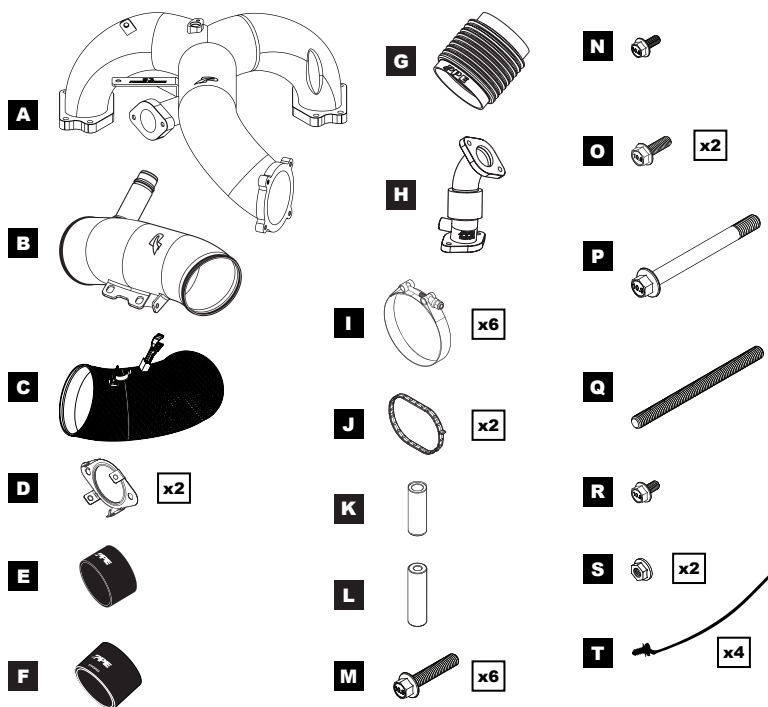




Zilla Intake Manifold And Turbo Inlet Kit

2015 - 2019 Ford 6.7L Power Stroke



CONTENT

A. Intake Manifold (1)	H. EGR Pipe (1)	O. M8-1.25 X 25mmL Flange Bolt (2)
B. Turbo Inlet (1)	I. T-bolt Clamps (6)	P. M8-1.25 X 80mmL Flange Bolt (1)
C. Airbox Duct (1)	J. Manifold Gaskets (2)	Q. M6-1.0 x 80mmL Stud (1)
D. EGR Pipe Gaskets (2)	K. Manifold Support Spacer (1)	R. M6-1.0 X 12mmL Flange Bolt (1)
E. 4" x 2.5" Silicone Coupler (1)	L. Dipstick Support Spacer (1)	S. M6 Flange Nut (2)
F. 4" x 3" Silicone Coupler (1)	M. M6-1.0 X 30mmL Flange Bolt (6)	T. Zip Ties (4)
G. Flexible Coupler (1)	N. M5-0.8 X 12mmL Flange Bolt (1)	



**INSTALLATION
VIDEO**



**PRODUCT
RESOURCES**

DISASSEMBLY

1. Engine off and cool.
2. Disconnect the negative terminal on the batteries.
(Fig. 1)



3. Separate the coolant hoses from the OEM intake and loosen the intake tube clamps. **(Fig. 2)**



4. Disconnect the MAF sensor harness from the intake.
(Fig. 3)



5. Remove the airbox lid and detach the intake tube from the lid.
(Fig. 4)



6. Remove the intake tube.
(Fig. 5)



7. Dislodge the charge pipe adapter retaining clip on the throttle housing loosen the clamp and remove the adapter. (Fig. 6)



8. Loosen the lower clamp on the cold side charge air pipe and disconnect the pipe from the intercooler. **(Fig. 7)**



9. Loosen the hot side intercooler clamp dislodge the turbo adapter retaining clip and remove the hot side charge pipe. **(Fig. 8)**



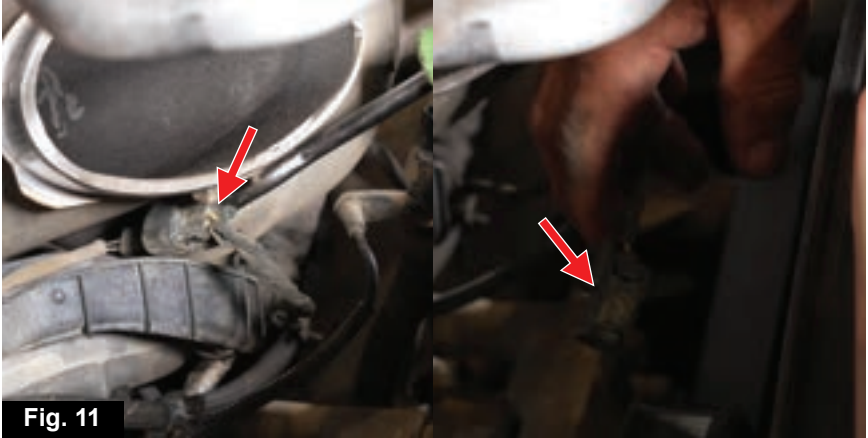
10. Remove the degas hose (three way coolant overflow hose).
(Fig. 9)



11. Remove the aluminum throttle housing and gasket.
(Fig. 10)



12. Unseat the temp sensor connector clip below the factory lower intake manifold then disconnect the connector. **(Fig. 11)**



13. Remove the EGR pipe between the EGR cooler and the lower manifold. **(Fig. 12)**



14. Unseat the heater return hose clip from the upper manifold. Disconnect the inlet and outlet fittings from the fuel filter then remove the filter. Be careful of the small amount of fuel that might come out from the fittings. **(Fig. 13)**



15. Remove the bolt that secures the engine dipstick and transmission dipstick together. Remove the engine dipstick to the upper manifold bolt. **(Fig. 14)**



16. Remove the dipstick bracket nut from the upper manifold.
(Fig. 15)



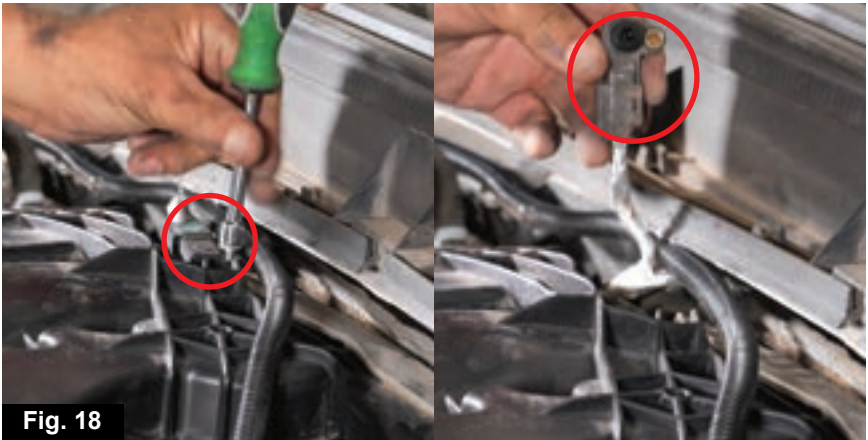
17. Loosen all fuel filter housing bolts and remove the housing.
(Fig. 16)



18. Remove all 8 upper manifold to cylinder head bolts along with all 7 upper manifold to lower manifold bolts. (**Fig. 17**)



19. Disconnect the MAP sensor connector and remove the sensor from the upper manifold. (**Fig. 18**)



20. Remove the upper manifold.
(Fig. 19)



21. Remove all 3 lower manifold to coolant bridge bolts and disconnect the manifold to turbocharger compressor housing clamp then remove the lower manifold. (Fig. 20)



INSTALLATION

1. Install the 4 inch ID 2.5 inch length coupler **(E)** onto the turbocharger flange with two 4 inch clamps **(I)**. **(Fig. 21)**



Fig. 21

2. Slide the turbo inlet into the coupler **(E)**. Install two M8 x 25mm bolts **(O)** through the support bracket onto the cooling bridge tighten bolts to 16 lbs-ft. **(Fig. 22)**



Fig. 22

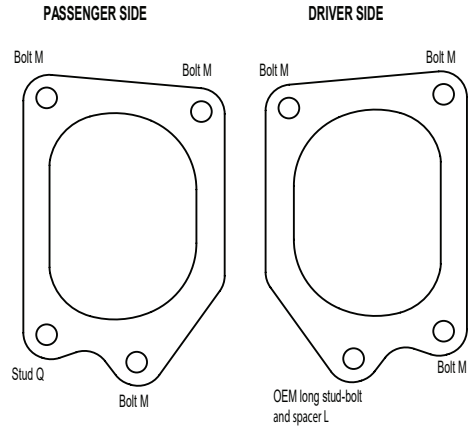
3. Tighten both clamps (I) on the silicone coupler (E).
(Fig. 23)



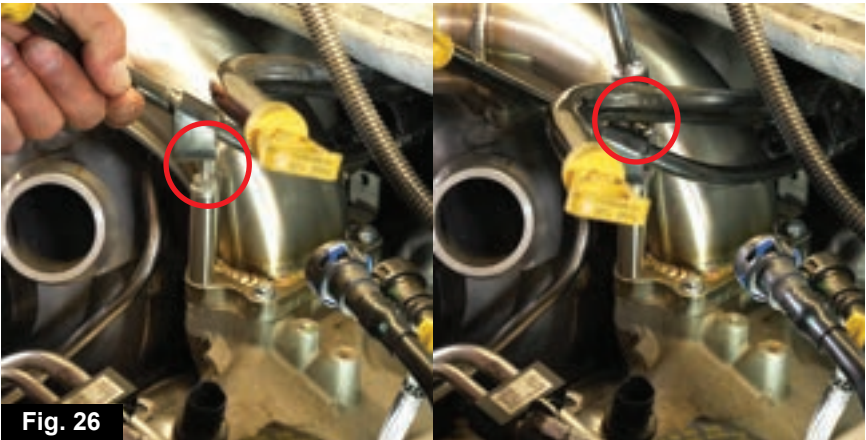
4. Install the two viton flange gaskets (J) onto the PPE manifold (A), and drop the manifold in place. (Fig. 24)



- Secure the manifold (**A**) in place with a OEM long stud bolt along with the provided hardware. Install the 53mm spacer (**L**) onto the OEM long stud-bolt (Left of Fig.25), and install to the driver side manifold flange. Install the (6) M6 bolts (**M**) and the one M6 stud (**Q**) to the rest of the bolt holes following the diagram (Right of Fig.25). Tighten all M6 hardware to 100 lb-in (**Fig. 25**)



- Slide the oil dipstick tube bracket over the factory stud bolt installed during step 5 secure the bracket with one of the provided M6 nuts (**S**). (**Fig. 26**)



7. Install the provided long M8 bolt (**P**) through the manifold support bracket and the 47mm spacer (**K**) into the coolant bridge tighten bolt to 16 lb-ft. (**Fig. 27**)



8. Secure the rear dipstick bracket to the driver side manifold using the short M6 bolt provided (**R**). (**Fig. 28**)



9. Pre install the provided gaskets (**D**) onto the EGR pipe (**H**), install pipe reusing OEM bolts. (**Fig. 29**)



10. Reinstall EGR temp sensor to the new EGR pipe (**H**). (**Fig. 30**)



11. Use one of the provided zip ties (**T**) to secure the wire by clipping the zip tie insert into the manifold bracket, reinstall the MAP sensor to the manifold using the M5 bolt provided (**N**). (**Fig. 31**)



12. Slide the 4 by 3 inch coupler (**F**) onto the front end of the turbo inlet pipe along with two clamps (**I**). (**Fig. 32**)



13. Reinstall the OEM airbox lid attach the 4 and 1/4 inch end of the ribbed flex coupler (**G**) to the airbox lid. (**Fig. 33**)



14. Install the carbon fiber air duct (**C**) to the ribbed flex coupler (**G**) and the 4 inch straight coupler (**F**) then tighten all clamps (**I**). (**Fig. 34**)



15. Reconnect the MAF sensor electrical harness ensuring it snaps firmly into place. **(Fig. 35)**



16. Reinstall fuel filter housing and fuel filter. Tighten the fuel filter housing bolts to 80 lb-in. **(Fig. 36)**



17. Install throttle housing to the front of the PPE manifold reusing OEM hardware. Tighten all bolts to 120 lb-in. **(Fig. 37)**



18. Reinstall the hot and cold side charge air pipes. (The PPE Charge Pipe Kit was installed in the illustrations). **(Fig. 38)**



19. If using PPE Charge Air Pipe kit, tighten all clamps to 85 lb-in. If reusing factory charge pipes, tighten all clamps to 75 lb-in. **(Fig. 39)**



Installation complete



DISCLAIMER OF LIABILITY

Performance products can increase horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drive-train components, which could result in drive-train failure.

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