



# DON'T BE

Don't be fooled by outrageous claims. Torque is the true measure of performance. aFe products are engineered and matched to produce maximum torque over all others!

## 2011 FORD V8-6.7L

# \$729



**Stage 2 intake**  
aFe is first to market with this intake that features a huge 360° inverted cone air filter, a one-piece housing and tuned intake tube which outflows the factory intake by 67%.

**THE  
WINNINGEST  
INTAKE  
IN DIESEL  
DRAG  
RACING**



### DPF-Back Exhaust

4" High Flow 409 stainless steel system outflows the factory exhaust by 11% for increased performance and lowers EGT's. System is finished with a double wall 304 polished stainless tip.



## 2008-10 FORD V8-6.4L

# \$729

### Stage 2 intake

This new sealed intake provides a unique dynamic air scoop and outflows the factory intake by 41%.

**28 hp  
54 lbs.  
Torque**



### DPF-Back Exhaust

4" High Flow 409 stainless steel system with unique vent system produced 2hp 37 lbs. x ft torque and lowers EGT's. System is finished with a double wall 304 polished stainless tip.



**Huge 6" black powder coated exhaust tip included with each package FREE!**

**aFe  
POWER**

# DIESEL

2003-07 FORD V8-6.0L

**\$749**

## Stage 2 intake

New sealed intake design features a rugged appearance combined with state-of-the-art design, fit and outflows the factory intake by 119%.

**19 hp  
114 lbs.  
Torque**



**Turbo Back Exhaust**  
4" High Flow 409 stainless steel system produces 5hp and 16 lbs. x ft. torque and lowers EGT's.

1999-03 FORD V8-7.3L

**\$749**

## Stage 2 intake

Patented design using an integrated battery tray and a huge 360° inverted cone filter outflows the factory intake by 112%.

**50 hp  
112 lbs.  
Torque**



**Turbo Back Exhaust**  
4" High Flow 409 stainless steel system outflows the factory exhaust by 29% and lowers EGT's.

Most advanced FLOW engineering

**DIESEL**

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**Jeremy Pulse: Owner/Fabricator**

## AFe PRO GUARD D2 FILTER

aFe's Pro Guard D2 performance fuel filter fits 2001-10 GM Duramax with the V8-6.6L.

It exceeds the new GM specifications with a 4-micron rating and the performance spin-on fuel filter uses a 3/8-inch-8 center thread and has a maximum working pressure of 30 psi with a maximum flow rate of 50 gph. It has operating temperatures between minus-50 degrees F to 225 degrees F. This filter is as durable as your Duramax.



Retail price is \$59.95.

Contact aFe 951-493-7155 or [www.aFepower.com](http://www.aFepower.com).

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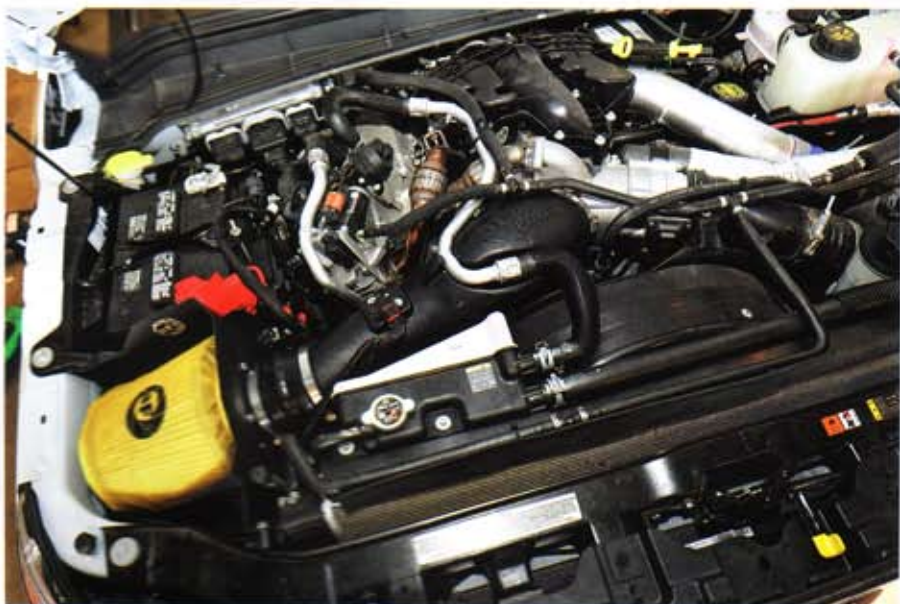
## DIAMOND EYE PERFORMANCE

Diamond Eye Performance's diesel exhaust system is now available for Dodge's oldest 5.9L Cummins diesel. Wake up your 1st generation, 1989-93 Dodge with a 4-inch mandrel-bent, aluminized, turbo back exhaust system. This system features a CNC machined end-form for superior fit and finish. Immediately you'll notice an increase in both horsepower and torque along with that aggressive sound.



Contact Diamond Eye Performance  
800-635-9950 or  
[www.diamondeyeperformance.com](http://www.diamondeyeperformance.com). DT

## AFE STAGE 2 INTAKE FOR THE 2011 FORD 6.7L POWER STROKE



New engines are fun, but the downside to being one of the first to own one is the lag in aftermarket product availability (that, and the premium price tag to be the first guy in town with the new model).

However, Advanced Flow Engineering (aFe) had its Stage 2 intake system on the market just as the 2011 Ford 6.7L Power Stroke diesels were hitting dealerships.

aFe claims its Stage 2 intake outflows the stock intake by 67 percent. The kit replaces the stock intake box and air inlet. The top of the aFe intake cage seals against the underside of the hood and draws air through a forward-facing vent and an open bottom design.

One of our install shops, Powerlabs Diesel, picked up a new 2011 Ford 6.7L early this summer. We immediately got a Stage 2 intake system from aFe (p/n 54-11872) and put it to the test. Here's what we think:

1. Sound. The stock intake is fitted with sound baffles and noise restrictors. In stock form, the 6.7L is as quiet as the old Triton V10. That may be a good selling point for Ford in certain market segments, but we feel that if we're paying that much more for a turbo diesel, we want to hear the thing every now and then. The aFe Stage 2 intake opens up the airways and makes the whine of the single-sequential turbo slightly audible.
2. Throttle response. The new 6.7L Power Stroke is a very responsive engine. The aFe Stage 2 intake makes it noticeably more responsive. We didn't see much of a gain on the dyno, which was expected, but we were pleasantly surprised with how well the intake affected the way the truck drives.
3. Fit. Every intake fits differently. Few fit as well as the stock intake. The aFe 6.7L Power Stroke Stage 2 intake fits like it was designed by Ford (maybe that's how they had their intake to market so quickly ...).
4. Design. We like how aFe uses the hood to seal off the topside of the filter box. It allows for quick and easy filter element removal. Everything from the washable filter to the injection-molded inlet tube is quality stuff. **DT**

**SOURCE:**

Advanced Flow Engineering  
[www.afepower.com](http://www.afepower.com)