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**25 What It Is: Ford 7.3L Turbo Pedestal Kit****Why You Want It:**

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**26 What It Is: Ford Super Duty Sealed Air Intake System****Why You Want It:**

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Where To Get It:

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Continued on page 32

GET TUBED

More Power With aFe's Duramax Intercooler Tube Upgrade

BY DIESEL WORLD STAFF
PHOTOGRAPHY: DIESEL WORLD STAFF



When most enthusiasts think of aFe, the first thing to come to mind is the company's intake systems. Short for "advanced FLOW engineering," aFe has looked to other parts of the engine to maximize airflow, developing a lineup of exhaust systems, intercoolers and intake manifolds to complement its intakes.

Along the way of expanding its offerings, one of the engineers at aFe pulled off the intake tube on a Duramax and saw room for improvement. Not only was there available space to make the factory tube bigger in diameter, there were also bends that could be eliminated or smoothed out to improve airflow, which led to the development of an intercooler tube upgrade.

The upgraded intercooler tube for 2004-to-2007 LLY/LBZ Duramax powerplants from aFe is built from 409 stainless steel 3-inch tubing. A larger mandrel-bent tube allowed aFe to increase airflow by 67 percent compared to the factory unit, according to testing performed by aFe. For appearance reasons, as well as cooling efficiency, the intake tube is powder-coated, and two heavy-duty, five-ply reinforced couplings pro-

vide enough strength for high-boost applications, while T-bolt clamps secure the couplings.

What makes the aFe intake tube work is that by out-flowing the factory piece, more air is easily able to get into the engine. It's the same principle of installing an aftermarket intake elbow, air intake system or anything that increases airflow and efficiency – more air into the engine typically results in more power and lower exhaust gas temperatures.

We went to aFe's facilities in Corona, Calif., to follow the installation of an intake tube into a 2500HD equipped with a LBZ Duramax. From start to finish, the project took less than an hour, and the results on the dyno, for a part that retails for less than \$250, are worth taking a look at when it comes to bang-for-your-buck modifications.



1. The stock intercooler tube on the driver side of the engine is the one that aFe's tube replaces. According to aFe, its intake tube outflows the stock unit by 67 percent.



2. Loosen the clamp on the intercooler tube using a 7/16-inch-deep socket or a wrench. Take care to not damage the coupler hose that attaches to the turbo, as it will be reused with the aFe tube.



3. Remove the two pushpin fasteners by pulling up the center pin, then prying the pin assembly out, and two large head plastic fasteners that attach the driver-side fender-well forward portion.



4. Pull back the fenderwell and secure with steel wire to gain access to the intercooler coupling.



6. Remove the stock intercooler tube by lowering it through the opening in the fenderwell.



5. Loosen the clamps on the lower intake tube elbow coupler using 7/16-inch-deep socket.



7. Side by side, you can see the differences between the stock intercooler tube and the one made by aFe.



8. Install the new aFe intercooler tube through the fenderwell by carefully raising it through the fenderwell opening.



9. Install the new silicone hump coupler and clamps provide to intercooler. Do not tighten clamps so the tube can move and flex to ease installation of coupler at turbo.

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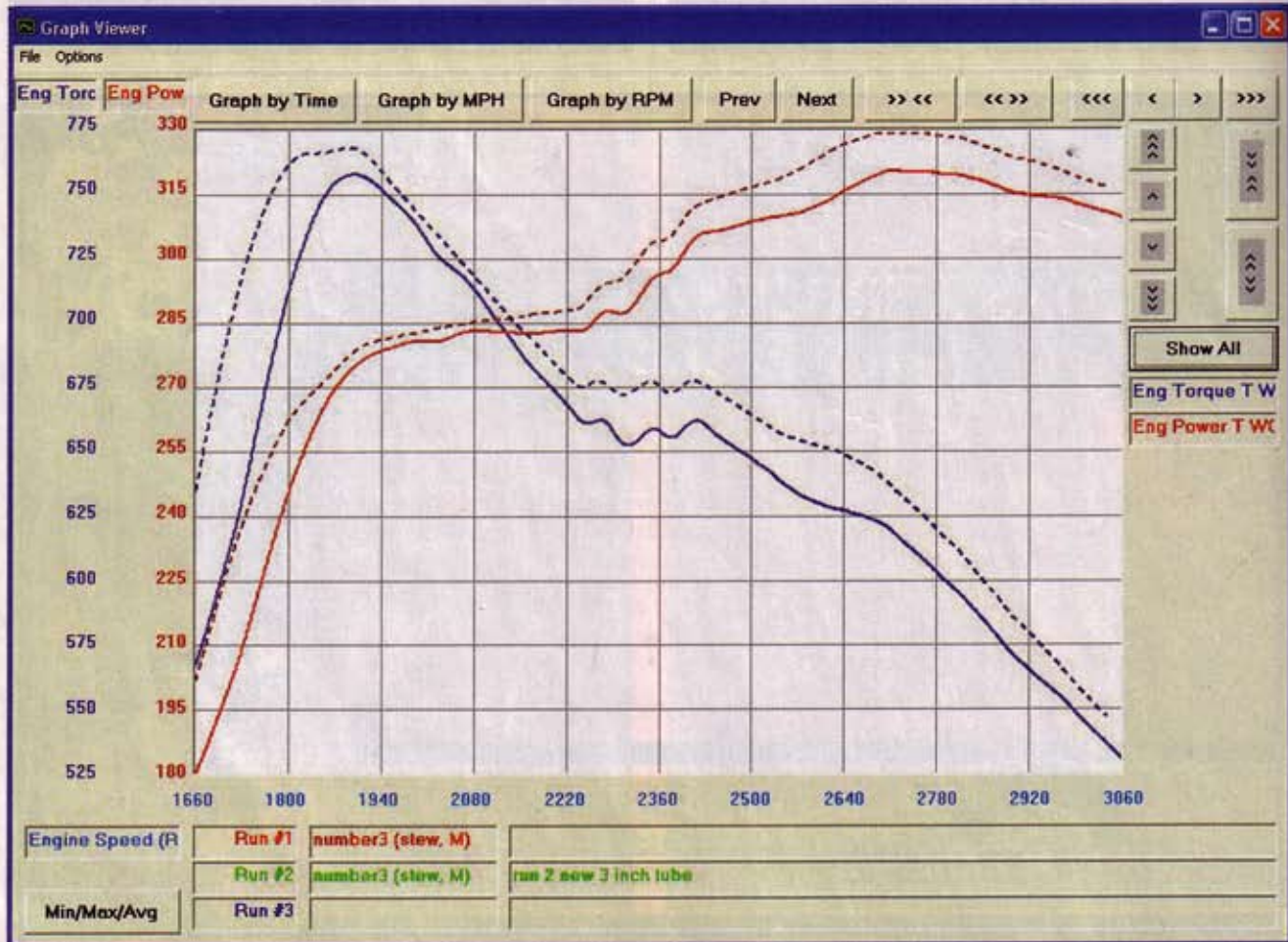




10. Reinstall turbo coupler. Tighten and torque all clamps to 75 in.-lb. Reinstall fenderwell. Since the charge air temperature may reach 400 degrees at full load, ensure wiring is routed away from the inter-cooler tube.

SOURCE:

aFe Power
(951) 493-7100
www.afepower.com



On the dyno at aFe's headquarters, the intake tube picked up 16 hp on the top end, while boosting the LBZ's torque 49 lb-ft at 1,800 RPM.

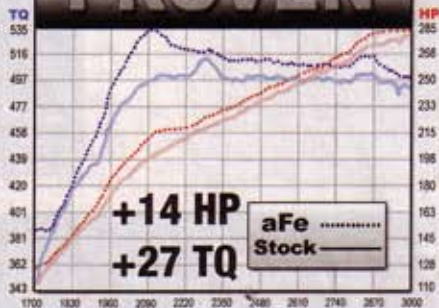


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