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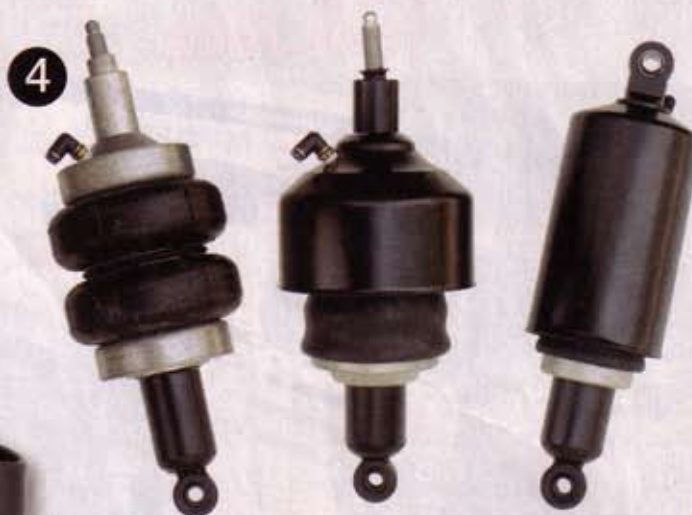
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④ RIDETECH BLACK SERIES SHOCKWAVES

Since its introduction in 1999, the Shockwave has proven to be the most significant development in air suspension—ever! In summer 2003, two United States patents (pat# 6,581,918 and pat# 6,807,186) were granted concerning the design and function of the Shockwave. Here it is 2010, and times being what they are, Ridetech has decided that an economical model was in order. The Black series is not only an affordable option, it's also the easiest way to install air suspension on your vehicle. The new Black series Shockwaves are designed around a quality steel body twin tube adjustable shock absorber, combined with quality Firestone bellows. This makes an exceptional product that will stand the test of time.

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⑤ AFE BLACK CERAMIC-COATED EXHAUST TIPS

Advanced Flow Engineering (aFe), an industry leader in performance intakes, filters, manifolds and exhaust systems, is pleased to announce the release of their new black ceramic-coated exhaust tips. Nothing looks meaner than a big exhaust system, and nothing is cooler than black. Upgrade the look of your exhaust with the new black ceramic-coated exhaust tips that fit any 4-inch exhaust system. Black ceramic-coated exhaust tips from aFe are available in 5- and 6-inch outlets and come with a very cool, laser-cut aFe Power badge. These black tips are heat-resistant up to 1,600 F, which will eliminate discoloring that occurs with standard chrome or stainless steel tips.

AFE POWER
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⑥ MEGUIAR'S ULTIMATE WASH & WAX

While traditional wash and wax products can be weak on suds, shine and protection, Meguiar's all-new 2010 Ultimate Wash & Wax proves different. In fact, this unique formula, made from an exclusive blend of carnauba and synthetic polymers, delivers both protection and a glossy "just waxed" shine, while you wash. Plus, the ultimate sudsing action safely lifts dirt and grime, enhancing the appearance of any automotive exterior, all in just one easy step.

Meguiar's Ultimate Wash & Wax is the perfect way to clean and shine your car's finish in between regular waxing, thereby boosting protection and glossiness. Meguiar's Ultimate Wash & Wax is compatible with all Meguiar's washes and waxes. For the best results, Meguiar's recommends using a high quality wash mitt, like Meguiar's microfiber wash mitt. Follow by drying with a 100 percent cotton terry towel or high quality microfiber towel, such as Meguiar's Water Magnet microfiber drying towel.

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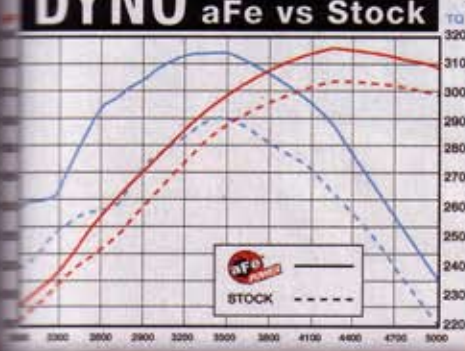


Silver Bullet Throttle Body Spacer ••••• 46-33002

Stage 2 Air Intake ••••• 54-11623

MACH Force XP Cat-Back Exhaust ••••• 49-43015

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aFe Power Package

A COMPLETE HORSEPOWER KICK FOR THE '09 FORD F-150 PLATFORM

EVERY TIME AN AUTOMOBILE MANUFACTURER REDESIGNS ITS HOTTEST MODELS, HUNDREDS OF COMPANIES CHAMP AT THE BIT TO BE THE FIRST TO COME OUT WITH FRESH NEW AFTERMARKET PARTS TO FIT THEM. Sometimes, as in the case of the '09 Ford F-150 trucks, styling cues and some components have been improved and redesigned. Although it's not a complete overhaul or brand-new model, new parts are sometimes needed to work with the new setups. One of the companies that put its R&D department through some late nights developing and testing new products and applications is aFe Power in Corona, California. Just as the new '09 Ford F-150s began rolling off dealers' lots, aFe was fully stocked with cold air intake systems, throttle body spacers and exhaust kits designed for the truck.

The air intake system consists of either a polished intake tube, or a formed tube ending with a large air filter. aFe provides more upgrades to maximize horsepower and mileage gains on the '09 Ford F-150's 5.4L motor. A throttle body spacer can be easily installed to increase airflow where it

matters the most. Of course, increased air going into the engine won't help without improving the truck's ability to expel excess gases from the motor in an efficient manner. A cat-back exhaust is also offered to improve performance and provide that low rumbling tone that every truck owner desires.

aFe offers various stages for their intake kits. The Stage 1 intakes consist of a new air filter that drops into the factory setup. The Stage 2 kit replaces the factory unit, offering a polished, engineered air tube as well to maximize power. The throttle body spacer for the '09 F-150 is machined from durable T-6061 aluminum and uses a helical and serrated design inside to create turbulence just prior to engine entry to maximize the air/fuel burn. The company's Mach Force XP cat-back exhaust systems complete the package by allowing exhaust gases to flow freely and increasing horsepower, torque, mileage and overall efficiency. The exhaust kit is made from stainless steel for a long lasting finish. We dynoed the F-150 after the install was finished. The truck gained an extra 18 hp and 35 ft-lbs of torque as well as a nice tone thanks to the aFe power package. ■



Here is the factory intake on the '09 Ford F-150 5.4L engine. Just count up all of the noise reducing air boxes and tubes mounted off of the intake tube. If you counted a whopping six, then you get a gold star and some very restricted airflow coming into your truck. These boxes were created to help silence the intake, which restricts power.



With the breather out of the way, the throttle body tube can be removed.

Unbolt and set aside the throttle body resonator. This part helps to keep vibrations at a minimum, so we will reuse it with the new intake.

The stock intake is removed by unclamping the lid, disconnecting the MAF sensor, and loosening all of the hose clamps on the intake tube. Toss the old paper filter in the trash as well.

Remove the bolts on the throttle body tube.

Use a pair of channel locks to unclamp and remove the final air box.

aFe includes a billet-machined throttle body spacer with its intake kit, which is also available separately. The spacer has a helical design that increases air turbulence at the point of entry for added power.

The throttle body spacer and gasket are bolted to the throttle body along with the resonator. Reconnect the wiring plug to finish the job.

Using the provided spacers, bolt the throttle body tube back onto the motor and reconnect the side air box. These spacers raise the tube's mounting points just enough to compensate for the throttle body spacer without interference.

Reconnect the breather tube.

11



Clamp the three-angle elbow to the filter and polished intake tube.

Assembly on the heat shield from aFe begins by bolting the polyurethane inlet to the heat shield using the supplied Allen screws.

12



The other end of the tube is clamped to the throttle body tube.

The large 5.5-inch aFe Pro 5R filter is pressed into the assembled heat shield.

13



We are finished under the hood of the F-150 with the air intake and throttle body spacer installed. Increased and unrestricted airflow means more power, but the opposite end of the airflow, i.e. the exhaust, needs to meet the same requirements. aFe offers a cat-back exhaust system for these trucks to do just that.

The heat shield and filter assembly is slid and locked into place into the bottom of the factory air box.

14



While it's up on the lift, the factory exhaust is removed by unbolting the clamps and coupler.

To seal the box to the hood, apply the provided seal. The rubber seal is cut to fit and even pre-notched for the corners of the heat shield.

15



The rear hangers are unbolted and removed to make it easier to pull the exhaust system out in one piece.

Unbolt the mass airflow sensor from the factory intake tube and transfer it to the show-polished aFe intake tube.

16



The entire factory exhaust system is removed in one fell swoop and tossed in the dumpster.

aFe offers one cat-back exhaust P/N for all of the '09 F-150 trucks. The first pipe is cut to length according to the instructions depending on your truck's wheelbase. Our extended cab, short-bed truck has a wheelbase of 144 1/2 inches, necessitating a 12-inch cut. It is a good idea to do this cut in two steps and test-fit first to make sure you don't over cut.



This particular truck is a 4 x 4 model and has a large, off-road-style tire for a spare. We lowered the spare tire down so that we could bend back the heat shield for plenty of clearance with the exhaust.

The next section of 3-inch pipe is mated to the cut and deburred pipe with a supplied clamp.



With everything tightened up, slip the chrome exhaust tip over the exit pipe. Hold it in place when tightening to ensure the perfect angle is retained.

Support the new muffler on a stand while the rest of the system is installed and clamped in place.



With the intake, throttle body spacer and cat-back exhaust installed at aFe, we headed down the street to the company's dyno facility to retest the truck and see what we gained from the quick parts upgrade.

Transfer the factory hangers to the new exhaust pipes. The over-the-axle exit pipe is the next to be installed using the supplied clamps. Keep all of the clamps loose until everything is positioned correctly.



Bolt the hangers back to the frame.



Start tightening all of the clamps and the coupler. Support the center section of the exhaust so that the tubes aren't misaligned when tightened.



The '09 Ford F-150 gained a whopping 18 hp and 35 ft-lbs of torque over stock thanks to the aFe intake, throttle body spacer and cat-back exhaust system. Throttle response picked up as well. Based on prior experiences, we anticipate a small mpg gain as well. That is if we keep our foot off of the gas pedal, but feeling the added power is part of the fun, so we don't see the truck being babied!

Source

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