2002-2005 Ford Thunderbird - Engine Air Filter

2002-2005 Ford Thunderbird | Easy | 20-30 minutes | $35 DIY

TOOLS

Flathead screwdriver or 7mm/8mm nut driver (outlet tube hose clamp) T20 Torx driver (only if you choose to remove the MAF from the lid - not required for a filter swap)
Shop vacuum or clean rag

PARTS

Engine air filter for 2002-2005 Ford Thunderbird; verify engine, housing shape, and VIN fitment $35.00

STEPS

1. **Clear the engine cover - Pop the hood and look at the driver’s side of the 3.9L V8’s** engine bay. The black plastic air filter housing sits at the front corner, fed by a large intake snorkel. First remove the plastic engine cover. It is held by two plastic screws.
2. **Disconnect the MAF - it’s in the lid - Find its electrical connector on top of the lid.** Pull the little red locking tab straight back first, then squeeze the release and pull the plug off. Set the wiring aside where it can’t snag. Do not touch the sensing element inside the sen...
3. **Free the outlet tube - Loosen the hose clamp on the outlet tube right where it meets the** air filter housing. You don’t need to pull the tube fully off yet, but the owner’s manual procedure starts here because the cover can’t open far enough with the tube locked...
4. **Release the two cover clamps - Now lift the cover. You have to disconnect the housing** from the main hose completely to get enough room. Slide the outlet tube off the housing neck, then lift the cover (with the MAF riding in it) clear and set it down sensor-side up.
5. **Pull the old filter - Lift the old panel filter out of the lower housing and note how it** sat. Pleats face up, sealing edge down in the housing’s channel. Inspect the old one. Check the housing floor for leaves and grit while you’re in there.
6. **Clean and fit the new filter - Wipe or vacuum the inside of the lower housing and the** underside of the cover, clearing every bit of grit from the sealing surfaces. Take care not to crimp the element’s edges between the housing and cover.
7. **Close it up in reverse - Set the cover back on, reconnect the outlet tube to the housing** neck, and flip both spring clamps shut. They should snap firmly with thumb pressure. Start the engine and confirm there’s no check-engine light and no hissing around the box.

TORQUE

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