

Lincoln Mark VII Air Box Removal



Starting at the throttle body ...



I disconnected the air intake line by loosening the two hose clamps with a 5/16 nut driver.



I disconnected the air filter housing from the fender by removing the top two bolts with a 7/16 ratchet. I disconnected the three bolts that connect the in-fender air box to the fender and let it hang loose and free.



I raised ...



... and secured the vehicle.



I removed the 7/16 nuts that held the corner apron on to the fender.



More nuts.



I removed the trim from the fender ...



... and out of the way of the apron, by removing the 7/16 nut inside of the fender.



More nuts.



The very last apron nut/bolt is located under our yellow turn signal light. If this was a junk yard, I could be a knuckle head and destroy the front end to get to the six cent bolt, but this is MY parts car! I didn't find any combination of extensions, swivels, ratcheting box end wrenches, NOTHING ... but a 1/4 drive with a deep socket 3/16. AND THEN, I had to push in the grill and use BOTH HANDS on the ratchet (one to support it and one to turn it) just to get this last and smallest bolt out of the apron! It's well worth it though.



The air box is all but ready to fall out by itself at this point. I grabbed the fender near the front edge and pulled it away from the engine. I removed one of the nozzles from the air box then yanked the entire assembly out through the hole that I created.



This picture is just so that you can see the size of the box. I don't know ANYONE who has kept this and said, "Oh yeah ... I think I'll put it back in to restrict my air flow and made the engine quieter." The box served it's purpose. It is now time to move on :)