



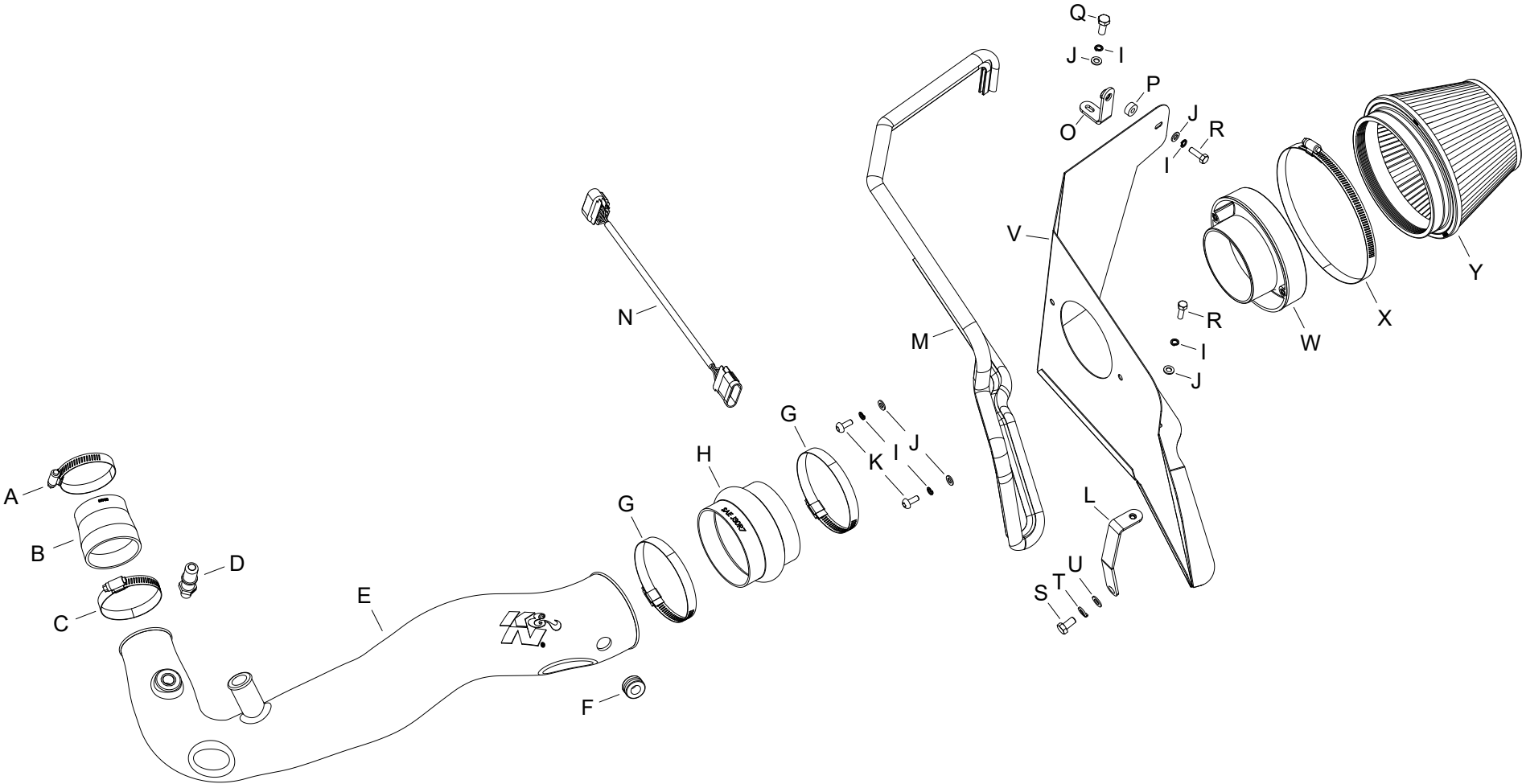
# INSTALLATION INSTRUCTIONS

Not legal for sale or use in California on any pollution controlled motor vehicle.

## 63-2606 FORD 2018-23 Mustang L4-2.3L Ecoboost

### TOOLS NEEDED:

- Ratchet
- Extension
- 10mm Socket
- 4mm Allen Wrench
- Flat Blade Screwdriver



### PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #36	1	08530	I WASHER, M6 SPLIT LOCK ZINC	5	1-3025	Q BOLT; M6-1 X 16MM, HEX	1	07812
B HOSE; 2.25"ID TO 2.5"ID X 2.5"L	1	08638	J WASHER; 6MM FLAT	5	08269	R BOLT; M6 X 1 X 20MM, HEX	2	07795
C HOSE CLAMP #40	1	08554	K BOLT; M6 X 1 X 16MM, BTNHD	2	07730	S BOLT; 8MM-1.25 X 16MM, HEX	1	07844
D VENT; 1/4 NPT TO 5/8"OD	1	082628	L BRACKET; "L"	1	064325	T WASHER, M8 SPLIT LOCK ZINC	1	1-3036
E INTAKE TUBE; (JX)	1	087292	M EDGE TRIM; (55"L)	1	102480	U WASHER; 8MM, FLAT	1	08272
F GROMMET; 1"OD, 1/2"ID, 1/2"	1	08064	N EXTENSION HARNESS; 11"L	1	21783	V HEAT SHIELD	1	073272
G HOSE CLAMP #64 STAINLESS	2	08645	O BRACKET; "L" SMALL	1	064326	W ADAPTER; #454	1	27300
H HOSE; HUMP 4"ID X 3"L	1	08418	P SPACER: .625"OD X .250"ID	1	06555	X HOSE CLAMP # 104	1	08697
						Y AIR FILTER	1	RU-2960

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

### TO START:

1. Turn off the ignition and disconnect the negative battery cable.
- NOTE:** Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicles anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



2. Loosen the hose clamp securing the factory intake tube to the air filter housing.



3. Using pliers, squeeze the spring clamp until it locks in the open position. Then disconnect the BOV hose from the intake tube.





4. Release the locking ring and then disconnect the crank case vent tube from the intake tube.



5. Loosen the hose clamp securing the intake tube to the Turbo.



6. Remove the factory intake tube from the vehicle.  
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



7. Disconnect the inlet air temperature sensor electrical connection.



8. Remove the bolt securing the air filter housing to the inner fender and remove the air filter housing from the vehicle



9. Install the provided edge trim onto the heat shield as shown.  
**NOTE: Some trimming of the edge trim will be necessary.**



10. Install the filter adapter into the heat shield as shown.



11. Install the heat shield mounting bracket (064326) onto the heat shield as shown.  
**NOTE: Be sure to place the provided spacer between the heat shield and bracket.**



12. Install the heat shield mounting bracket onto the inner frame rail using the provided hardware.  
**NOTE: Use the existing threaded hole in the frame rail.**



13. Install the heat shield assembly onto the inner fender and bracket and then secure with the provided hardware.



14. Install the K&N® air filter onto the filter adapter and secure with the provided hose clamp.  
**NOTE: Drycharger® air filter wrap; part # 22-8049DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com®>.**



15. Install the provided hose (08638) onto the turbo and secure with the provided hose clamp.



16. Remove the inlet air temperature sensor from the factory air filter housing.  
**NOTE: The inlet air temperature sensor is very fragile; take care while removing the sensor so as not to damage it.**



17. Install the provided grommet into the K&N® intake tube as shown.



18. Remove the O-Ring from the factory temperature sensor and then install the sensor into the grommet installed into the K&N® intake tube.





19. Install the provided quick disconnect fitting into the K&N® intake tube as shown.  
**NOTE: NPT fittings are easy to cross thread. Install the vent fitting “hand” tight, then turn it two complete turns with a wrench.**



20. Slide the provided hump hose (08418) onto the end of the K&N® intake tube, then install the intake tube into the hose at the turbo inlet. Slide the hump hose into position on the filter adapter and secure the tube with the provided hose clamps.



21. Connect the crank case vent hose to the fitting installed into the K&N® intake tube.



22. Install the BOV hose onto the K&N® intake tube and release the factory spring clip.



23. Connect the provided extension harness to the factory inlet air temperature sensor harness and then connect the other end to the inlet air temperature sensor as shown.



24. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

25. It will be necessary for all K&N® high flow intake systems to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

**ROAD TESTING:**

1. Start the engine with the transmission in neutral or park, and the parking brake engaged. Listen for air leaks or odd noises. For air leaks secure hoses and connections. For odd noises, find cause and repair before proceeding. This kit will function identically to the factory system except for being louder and much more responsive.
2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.
3. If road test is fine, you can now enjoy the added power and performance from your kit.
4. K&N Engineering, Inc., requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean and re-oil, purchase our filter Recharger® service kit, part number 99-5050 or 99-5000 and follow the easy instructions.