



INSTALLATION INSTRUCTIONS

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

63-2618

FORD

2021-24 Bronco Sport

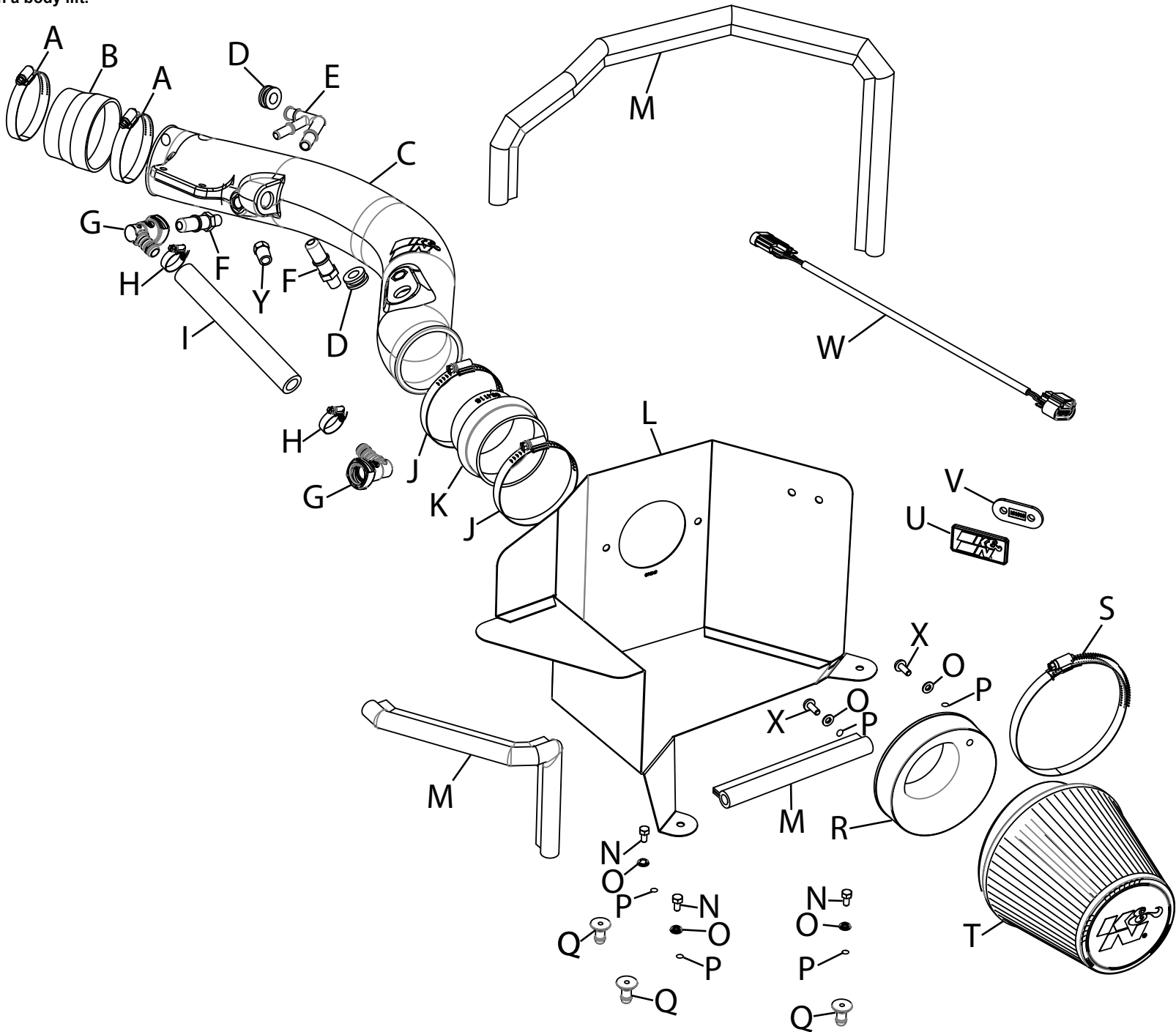
L4-2.0L

2022-24 Maverick

L4-2.0L

- TOOLS NEEDED:**
- Ratchet
 - Extension
 - 10mm Deep Socket
 - Plier
 - Flat blade Screwdriver

NOTE: This kit was not designed to fit vehicles with a body lift.



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP; #52	2	08610	I HOSE; 5/8"ID X 8"L	1	5-7008	Q MOUNT; PLASTIC AIRBOX	3	8-186-1
B HOSE; ADAPTER 3.25/3" X 2.25"	1	5-323	J HOSE CLAMP; #48	2	08601	R ADAPTER; FILTER, 3"OD	1	21569
C INTAKE TUBE; (PV)	1	087526	K HOSE; HUMP, 3"ID TO 3.25"ID	1	084118	S HOSE CLAMP; #88	1	KITHS88
D GROMMT; 1/2"ID, .75GD	2	KITHGRMT03	L HEAT SHIELD	1	074549	T AIR FILTER	1	RU-5147
E VENT; EJECTOR TEE, V	1	08548-1	M EDGE TRIM; (50"L)	1	102481	U BADGE; PLASTIC SNAP-IN	1	088096
F VENT; 1/4 NPT TO 5/8"OD	2	082628	N BOLT; M6 X 1 X 12MM HEXHD	3	07727	V PLATE; LOCKING	1	010151
G FITTING; 16-14MM	2	KITFITTING33	O WASHER; 6MM FLAT	5	08269	W EXTENSION HARNESS	1	21783
H HOSE CLAMP; #10 MINI	2	08411	P WASHER; M6 SPLIT LOCK	5	1-3025	X BOLT; M6 X 1 X 16MM BTNHD	2	07730
						Y PLUG; 1/4 NPT, PLASTIC	1	08032

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. Remove the two pushpins that secure the fresh air intake duct and then remove the duct from the vehicle.



3. Separate the two sections of the fresh air intake duct, set the section that connects to the factory air box aside as it will not be used with the K&N intake system.



4. Remove the hardware that secures the engine cover and then remove the cover from the engine.



5. Loosen the hose clamp that secures the factory intake tube to the air filter housing. Disconnect the IAT sensor electrical connection and unhook the wiring harness from the air filter housing.



6. Release the white safety lock clip and then release the clip that secures the vent line to the factory intake tube and disconnect. **NOTE: On models may not be equipped with this vent line, skip to the next step.**



7. Disconnect the electrical connection to the sensor shown, then disconnect the engine side connection for the vent and set the assembly aside. This part will be reused with the K&N intake system. Disconnect the CCV connections on the valve cover and intake tube. **NOTE: The connectors with the orange locking mechanism are none serviceable and cannot be reused after removal. They will need to be cut apart using side cutters to remove the outer shell. New connectors are supplied with the K&N intake system.**



8. Release the red and yellow safety lock clips on the ejector vent lines and then release the clips that secure the ejector lines and disconnect them from the intake tube.



9. Loosen the hose clamp that secures the factory intake tube to the turbo inlet. Remove the hardware that secures the factory intake tube to the engine. This hardware will be reused with the K&N intake system.



10. Release the spring clamp that secures the BOV hose to the factory intake tube and disconnect the BOV hose from the intake tube. Remove the complete stock intake tube from the vehicle.



11. Lift up the factory air filter housing to dislodge it from the mounting grommets and remove it from the vehicle.



12. Install the edge trim onto the heat shield as shown. **NOTE: the edge trim will be cut into three sections of 32", 12" and 6".**



13. Using the provided hardware secure the filter adapter into the heat shield as shown. Install the K&N badge into the holes of the heat shield.



14. Install the heat shield mounting posts onto the K&N heat shield using the provided hardware.



15. Install the heat shield into the vehicle so the mounting posts insert into the factory air filter housing mounting grommets.



16. Install the provided hump hose onto the filter adapter and secure with the provided hose clamp.



17. Install the provided step coupler onto the turbo inlet and secure with the provided hose clamp.



18. Remove the IAT sensor from the factory air filter housing, remove the O-ring from the sensor and then install the sensor into the K&N intake tube using the provided grommet. Install the provided CCV fitting into the K&N intake tube. **NOTE: The IAT sensor is fragile, use caution while handling the sensor. NOTE: On models may not be equipped with this vent line, skip to the next step.**



19. Install the remaining CCV fitting into the K&N intake tube as shown. Install the provided ejector fitting into the K&N intake tube using the provided grommet. **NOTE: NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.**



20. Install the K&N intake tube into the couplers at the filter adapter and turbo inlet, adjust the tube for best fit and secure with the provided hose clamp and factory hardware.



21. Connect the BOV hose too the K&N intake tube and secure with the factory spring clamp.



22. Assemble the provided CCV fittings and hose as shown.



23. Install the CCV assembly onto the valve cover port and the fitting installed into the K&N intake tube.



24. Connect the ejector line fittings to the ejector and secure the factory retaining locks.



25. Reinstall the factory vent, secure the safety lock and reconnect the electrical connection. **NOTE: On models may not be equipped with this vent line, skip to the next step.**



26. Install the K&N air filter and secure with the provided hose clamp.



27. Reinstall the factory fresh air duct and secure with the factory pushpins.



28. Reinstall the engine cover and secure with the factory hardware.



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

30. 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.