



INSTALLATION INSTRUCTIONS

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

63-2621 FORD 2021-25 F150 2021-25 RAPTOR 2022-25 EXPEDITION V6-3.5L

TOOLS NEEDED:

- Ratchet
- Extension
- 7mm socket
- Flat blade screw driver
- Side cutters
- Heat Gun

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; #28	2	08483	G TUBE; AIRCHARGER (QL)	1	087544	M FITTING; 3/8NPT TO .620"	1	82637-1
B HOSE; 1.88"ID TO 2.25"ID	2	084134	H VENT; EJECTOR TEE, V	1	08548-1	N FITTING; 45DEG, DISCONNECT	1	080025
C HOSE CLAMP; #36	2	08530	I GROMMET; 1"OD, 1/2"ID	1	08064	O HOSE CLAMP; #10 MINI	4	08411
D STUD; 6MM-1.00 X 35MM	2	08220	J FITTING; QUICK CONNECT	1	82395	P HOSE; 5/8"ID X 14"L	1	084083
E WASHER; 1"D X 1/4" HOLE	2	08160	K GROMMET; 1"ID - 1.75"OD	1	KITGRMT06	Q FITTING; 16-14MM QC PCV 90	1	KITFITTING33
F NUT; 6MM NYLOCK, HEXHD	2	07512	L TUBE; AIRCHARGER (QM)	1	087545			

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:

- 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.



- Loosen the three hose clamps that secure the intake tube to the air filter and turbo inlet tubes and then remove the tube from the vehicle. Remove the bolt that secures the air filter housing to the inner fender, lift the air filter housing up to dislodge it from the mounting grommets and remove it from the vehicle.



- Remove the passenger side turbo inlet tube by accessing the hose clamp on the turbo inlet through the passenger side wheel well. Lift the splash shield up and use a ratchet, extension with 7mm socket.



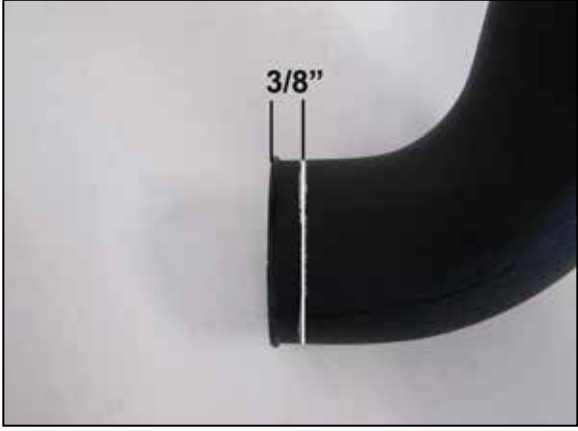
4. Dislodge the passenger side turbo inlet tube from the mounting grommet and then remove it from the vehicle.



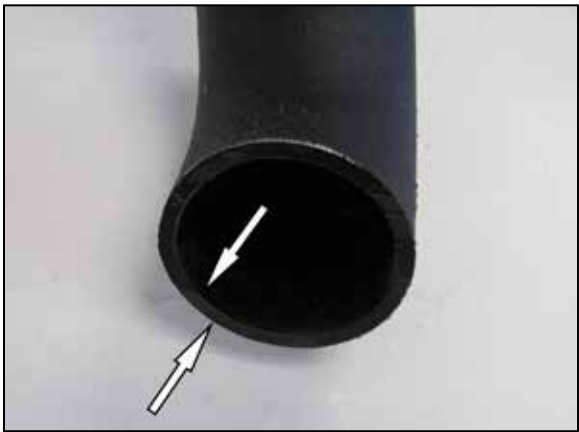
5. Install the provided hose clamps onto one of the provided step coupler as shown and then install the coupler onto the turbo inlet and secure with the hose clamp.



6. Install the provided 6mm stud into the insert on the K&N passenger side turbo inlet tube.



6a. On 2023 and later Ford Raptor model vehicles it is necessary to trim 3/8" off the end of tube p/n 087545. Using a marker, measure and draw a line 3/8" from the turbo inlet end of the tube as shown.



6b. Using a saw, carefully cut the tube at the line marked in the previous step. Once the tube is cut use a deburring knife or similar device to remove all burrs and cutting debris along the inside and outside edge of the tube. Carefully clean the tube of any shavings or debris before installation.



7. Place the K&N passenger side turbo inlet tube into position in the coupler and so the 6mm stud aligns with the mounting grommet. Secure the tube with the hardware and clamp provided.



8. Release the locks that secure the vent lines to the ejector fittings and then disconnect the lines from the fittings.



9. Rotate the BOV locking ring counterclockwise and then disconnect the BOV hose from the turbo inlet tube.



10. Using a pair of side cutters, cut the black hard-shell portion of the CCV connectors at the valve cover and turbo inlet tube so the fittings can be disconnected and the CCV hose assembly and be removed. **NOTE: Some vehicles may be equipped with a pressure sensor in the CCV line, Disconnect the pressure sensor electrical connection at this time.**



11. Loosen the hose clamp at the turbo inlet, unhook the mounting post and remove the driver side turbo inlet tube.



12. Install the provided step coupler and hose clamps onto the K&N driver side turbo inlet tube.



13. Install the provided CCV fitting and mounting stud into the K&N driver side turbo inlet tube.



14. Install the provided ejector fitting into the K&N driver side turbo inlet tube using the provided grommet. **NOTE:** The ejector fitting is fragile, Grab the fitting on the main body and use a twisting motion while pushing the fitting into the grommet. Using some lubricant like WD40 will ease the installation into the grommet. Pushing in the fitting on the top vent leg may result in the fitting fracturing.



15. Install the grommet and BOV fitting into the driver side K&N turbo inlet tube. Apply a small amount of lubricant onto the fitting to ease installation.



16. Assembled K&N driver side turbo inlet tube.



17. Install the K&N driver side turbo inlet tube so the coupler attaches to the turbo inlet and the mounting stud engages the mounting grommet. Secure the tube with the provided hardware and hose clamp.



18. Connect the BOV hose to the BOV fitting installed into the K&N tube. Be sure the hose is locked into position with the locking ring.



19. Assemble the provided CCV hose as shown. **NOTE: On models equipped with a pressure sensor in the CCV line go to step #19a, all others proceed to step 20.**



19A. On models equipped with a pressure sensor in the CCV line, use a heat gun or similar source, warm the CCV line enough to release the connection to the pressure sensor. Disconnect the CCV lines from the pressure sensor.



19B. Measure back three inches from the 90-degree quick connector and then cut out a one-inch section of hose. Install the pressure sensor from the previous step as shown and secure with the provided hose clamps.



20. Install the CCV hose assembly onto the valve cover and turbo inlet tube fittings. **NOTE: On models equipped with the pressure sensor in the CCV line, reconnect the pressure sensor electrical connection.**



21. Connect the vent lines to the ejector fitting installed into the K&N inlet tube.



22. Reinstall the air filter housing and intake tube. **NOTE: Shown with K&N intake kit 63-2617 installed.**

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

24. 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.