



INSTALLATION INSTRUCTIONS

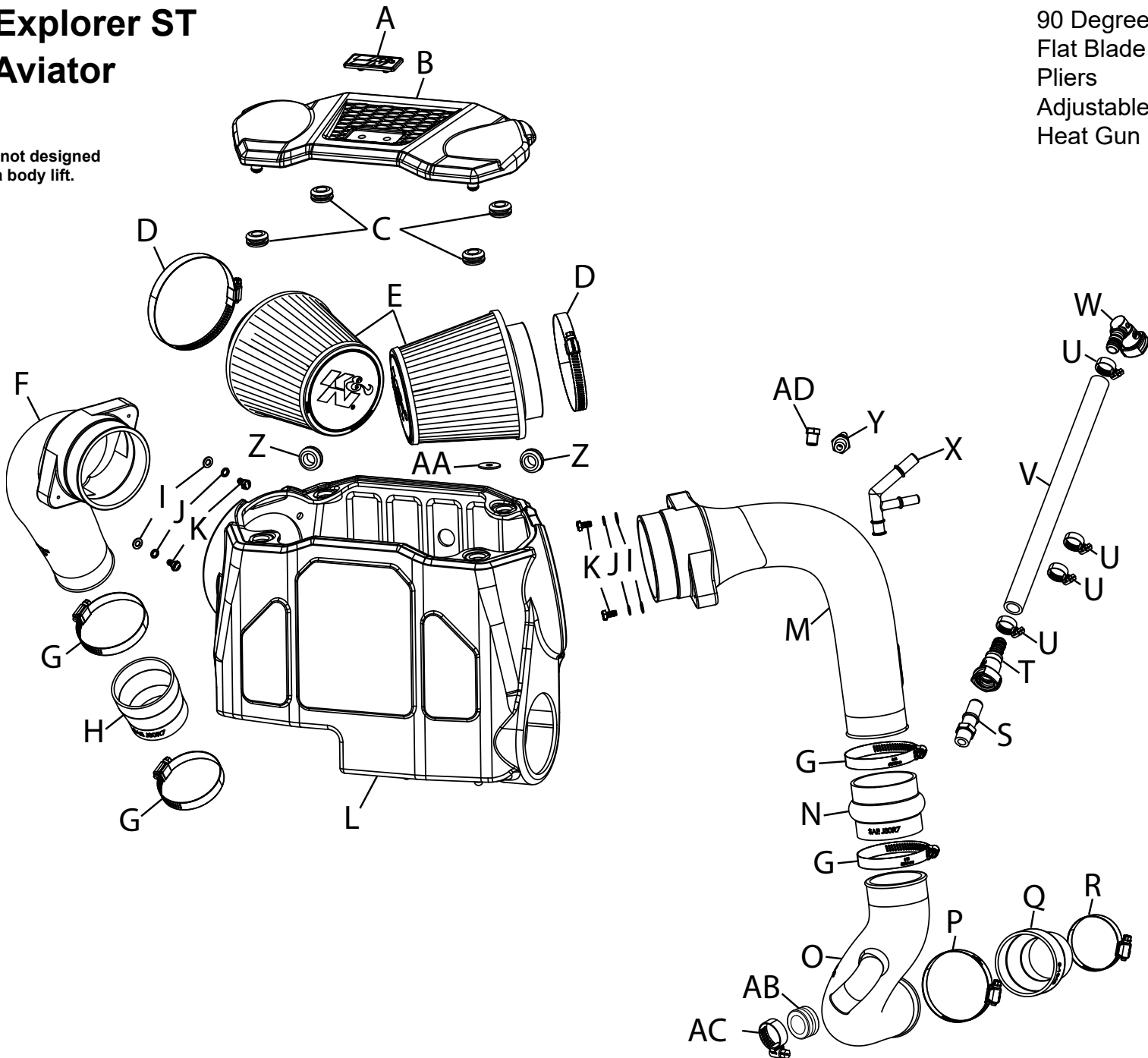
Not legal for sale or use in California on any pollution controlled motor vehicle.

63-2622 FORD / LINCOLN 2020-26 Explorer ST 2020-26 Aviator V6-3.0L

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

TOOLS NEEDED:

- Ratchet
- Extension
- 10mm Socket
- 90 Degree Pick
- Flat Blade Screw Driver
- Pliers
- Adjustable Wrench
- Heat Gun



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A BADGE; PLASTIC SNAP-IN	1	088096	K BOLT; M6-1 X 16MM, HEX	4	07812	U HOSE CLAMP; #8 MINI	4	08410
B AIR BOX, LID (QQ)	1	087549	L AIR BOX; (QR)	1	087550	V HOSE; 5/8"ID X 14"L	1	084083
C GROMMET; 1"OD, 1/2"ID, 1/2"THK	4	08064	M TUBE; DRIVER 2, (QO)	1	087547	W FITTING; 16-14MM, PCV	1	KITFITTING33
D HOSE CLAMP; #72	2	08671	N HOSE; HUMP 2.75"ID X 3"L	1	08439	X VENT; EJECTOR TEE V	1	08548-1
E AIR FILTER	2	RU-5296	O TUBE; DRIVER 1, (QN)	1	087546	Y FITTING; 1/4"NPT TO .312"OD X 2.41"L	1	82643
F TUBE; PASSENGER, (QP)	1	087548	P HOSE CLAMP; #40	1	08554	Z GROMMET; 9/16"ID - 1.125"OD	2	KITGRM T02
G HOSE CLAMP; #44	4	08577	Q HOSE; 2.75" TO 2"ID X 3"L	1	5-1045	AA WASHER; 1"D X 1/4" HOLE, FENDER	1	08160
H HOSE; 2.75" TO 2.5"ID X 2.5"L	1	084016	R HOSE CLAMP; #32	1	08507	AB CAP; 1.46" ID EPDM	1	KITCAP05EPDM
I WASHER; 6MM FLAT	4	08269	S FITTING; 3/8NPT TO .620"	1	82637-1	AC HOSE CLAMP; #16	1	08413
J WASHER; M6, SPLIT LOCK	4	1-3025	T FITTING; 16-14MM PCV	1	08526	AD PLUG; 1/4 NPT, PLASTIC, BLACK	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. Loosen the hose clamps that secure the passenger side intake tube to the turbo inlet and factory air filter housing. Remove the passenger side intake tube from the vehicle.



3. Depress the locking tabs and then disconnect the three vent lines attached to the driver side intake tube.



4. Loosen the hose clamps that secure the driver side intake tube to the air filter housing.



5. Disconnect the CCV hose from the valve cover. There are three clips inside the connector that lock the fitting onto the valve cover, using a 90 degree pick or similar device the clips can be released one at a time while applying slight pressure upwards on the fitting. The upward pressure will help prevent the clips from rellocking while releasing the others. Replacement connectors are provided to be used with the K&N intake kit. **NOTE: Some early model vehicles may be equipped with a pressure sensor in the CCV line, Disconnect the pressure sensor electrical connection at this time.**



6. Release the BOV hose spring clamp and then disconnect and remove the BOV hose. **NOTE: Some models may not be equipped with a BOV, on these models skip to next step.**



7. Release the spring clamp the secures the driver side intake tube to the turbo inlet and then remove the intake tube from the vehicle.



8. Disconnect the IAT sensor electrical connection and unhook the wiring harness from the air filter housing, release the over center clips and then remove the upper air filter housing and filter.



9. Remove the lower air box mounting nut. Release the three locking tabs that secure the fresh air intake duct and the unhook the duct from the lower air filter housing. **NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



10. Remove the IAT sensor from the factory upper air filter housing, remove the O-ring from the sensor and then install it into the K&N air filter housing using the provided grommet.



11. Install the K&N air filter housing into the vehicle and secure with the provided fender washer and factory mounting nuts.



12. Reconnect the IAT sensor electrical connection.



13. Install the provided couplers and quick connect fitting into the lower driver side intake tube. **NOTE: on models that do not have a BOV, install the provided CAP onto the fitting molded into the K&N intake tube and secure with the provided hose clamp. The cap is a tight fit.**



14. Install the lower driver side intake tube onto the turbo inlet and secure with the provided hose clamp.



15. Connect the BOV hose to the K&N lower intake tube. **NOTE: On vehicles not equipped with a BOV, skip to the next step.**



16. Install the quick connect fitting into the driver side upper K&N intake tube. Install the provided ejector fitting with the provided grommet into the intake tube. **NOTE: When installing the ejector fitting, grab it on the main shaft not the extended portion to prevent possible breakage. NOTE: Some later models may not have the single quick disconnect vent line, in this case install the provided 1/4"NPT plug into the intake tube.**



17. Assemble the provided CCV hose and fittings. **NOTE: On models equipped with a pressure sensor in the CCV line go to step #17a, all others proceed to step 18.**



17A. On models equipped with a pressure sensor in the CCV line, pull back the outer foam covering and then 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.



17B. 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.



18. Connect the assembled CCV hose to the fitting installed into the intake tube and to the valve cover port.



18A. On models equipped with the pressure sensor in the CCV line, reconnect the pressure sensor electrical connection.



19. Install the driver side upper intake tube into the coupler on the lower intake tube and into the K&N air filter housing.



20. Secure the driver side intake tube to the air filter housing with the provided hardware then tighten all the hose clamps.



21. Connect the vent lines to the quick connect fitting and ejector fitting.



22. Install the provided coupler onto the passenger side turbo inlet.



23. Install the passenger side intake tube into the coupler at the turbo inlet and into the K&N air filter housing.



24. Secure the intake tube to the K&N air filter housing using the provided hardware.



25. Install the air filters onto the intake tube and secure with the provided hose clamps. Install the four grommets into the lid mounting holes in the air filter housing.



26. Install the K&N badge into the lid and then install the lid onto air filter housing.



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

28. 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.