



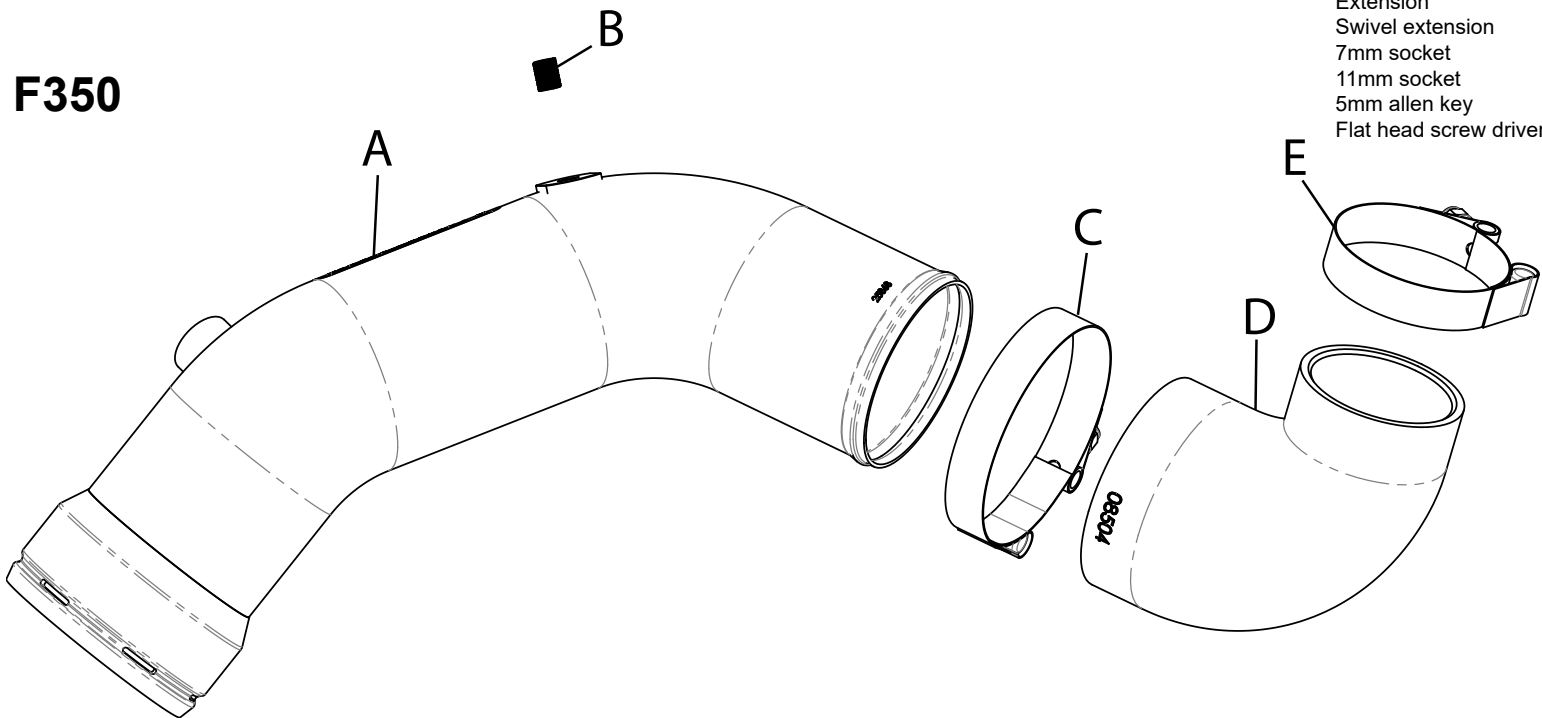
INSTALLATION INSTRUCTIONS

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

77-1002KC FORD 2017-25 F250 / F350 V8-6.7L DSL

TOOLS NEEDED:

Ratchet
Extension
Swivel extension
7mm socket
11mm socket
5mm allen key
Flat head screw driver



PARTS LIST:

	Description	Qty.	Part #
A	TUBE; 3.5"OD X 17"L, ALUM.	1	25868C
B	PLUG; STAINLESS STEEL, 1/8"NPT	1	1-1014
C	HOSE CLAMP; T-BOLT, #400	1	25853
D	HOSE; 3.5"ID TO 2.5"ID, 90DEG	1	08504
E	HOSE CLAMP; T-BOLT, #312	1	21852

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. Disconnect the vent line at the quick connect fitting.



3. Disconnect the IAT sensor electrical connection and set the harness aside. Set the vent line aside for clearance while removing the factory charge tube.



4. Using a small screwdriver or similar device, unlock the retaining clip that secures the factory charge tube quick connect coupler.



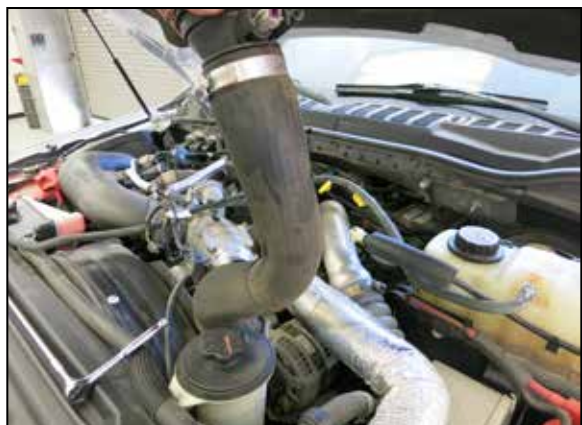
5. Some vehicles will be equipped with a tamper-proof cap. This fitting is not used on K&N charge tube.



6. Using a 7mm socket, loosen the factory hose clamp that secures the charge tube to the inter cooler.



7. Separate the charge tube from the throttle body.



8. Separate the charge tube from the intercooler and then remove it from the vehicle.



9. Remove the bolt that secures the power steering reservoir and set the reservoir to the side to aid with clearance during installation of the K&N charge tube.



10. Install the provided elbow coupler onto the intercooler with the provided clamp but do not tighten completely.



11. Remove the IAT sensor from the factory charge tube and install it into the K&N charge tube.



12. Remove the O-ring and retaining clip from the factory charge tube and install them into the K&N charge tube.



13. Install the K&N charge tube into the vehicle so the tube engages into the elbow coupler. **NOTE: Apply spray lube to the tube/elbow connection to aid the insertion of the tube into the coupler as it is a tight fit.**



14. Connect the quick connector to the throttle body, push the coupler firmly until there is an audible "click" is heard. Pull back on the coupler to be sure the locking ring is engaged.



15. Adjust the tube and elbow coupler for best fit and then secure the hose clamps.



16. Reinstall the power steering reservoir and secure with the factory bolt.



17. Reconnect the IAT sensor electrical connection and position the vent lines and harness.



18. Install the provided 1/8" npt plug and K&N decal. Be sure to apply thread sealer to the npt threads.



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

20. 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.