

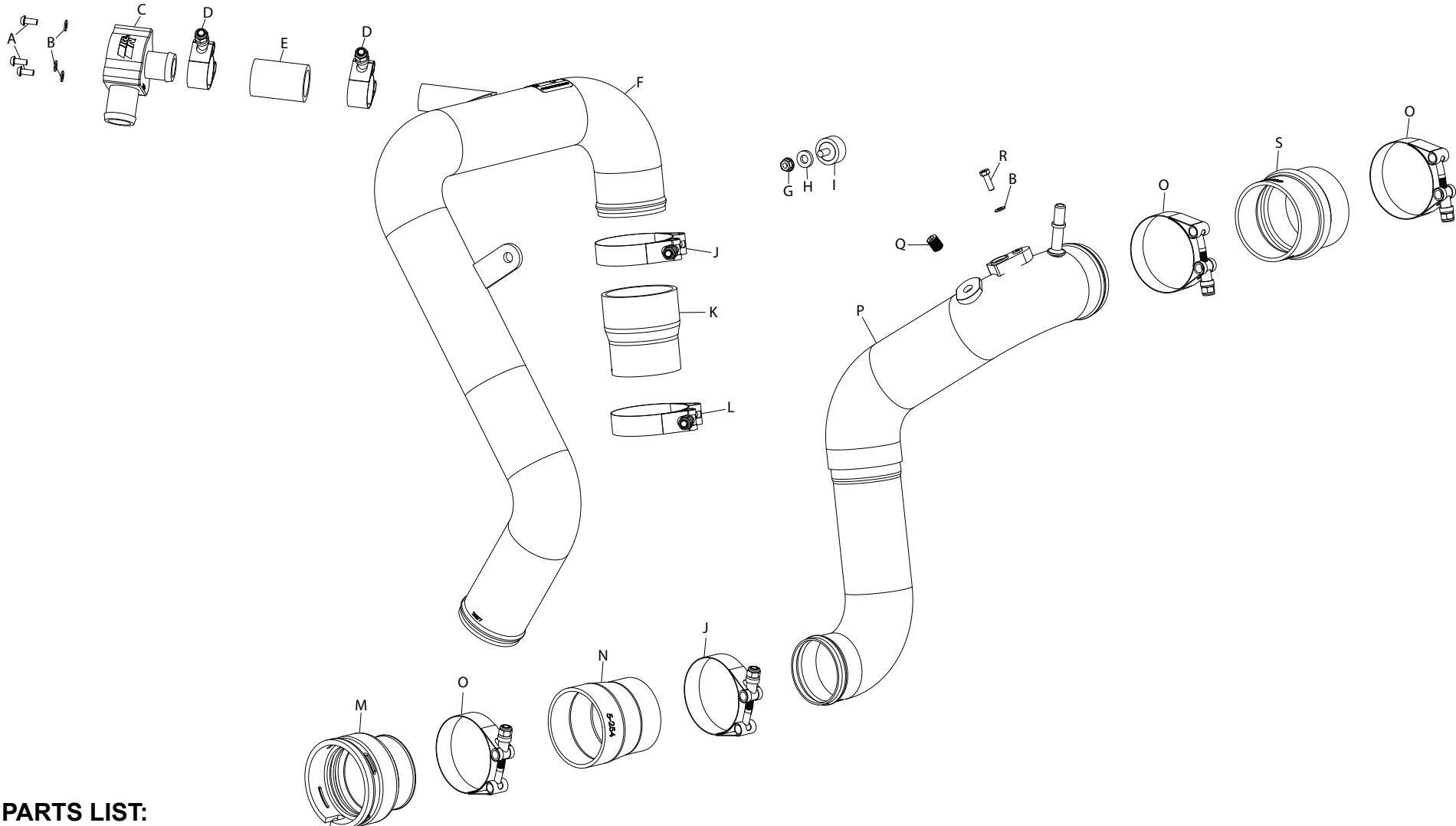


INSTALLATION INSTRUCTIONS

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

77-1005KC FORD 2021-24 BRONCO 2024 RANGER L4-2.3L

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



TOOLS NEEDED:

- Ratchet
- Extension
- 7mm Socket
- 8mm Socket
- 10mm Socket
- T30 TORX
- Flat Blade Screw Driver
- 4mm Allen Key
- 6mm Allen Key
- Channel Lock Pliers

PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A BOLT; M5 X .8 X 12MM, BTNHD	3	07734	H WASHER; 1/4"ID X 5/8"OD - SAE	1	08275	O HOSE CLAMP; T-BOLT, #312	3	21852
B WASHER; 5MM FLAT	4	08212	I STUD; M6-1.00 M/M RUBBER MTND	1	07027	P TUBE; 2.5" TO 2.75"OD X 25"L	1	25876C
C MAINFOLD; BOV, ALUM.	1	088104	J HOSE CLAMP; T-BOLT, #263	2	21851	Q PLUG; STAINLESS STEEL 1/8"NPT	1	1-1014
D HOSE CLAMP; T-BOLT, #131	2	21849	K HOSE; STEP, 2"ID TO 2.5"ID X 3"L	1	084127	R BOLT; 5MM-.80 X 16MM, HEXHD	1	22204
E HOSE; 1"ID X 2.5"L	1	5-1095	L HOSE CLAMP; T-BOLT, 3/4", 2"-2.31"	1	9437	S HOSE; HUMP 2.75"ID X 3"L	1	08439
F TUBE; 2.5"OD X 35"L, (AL)	1	25877C	M COUPLER; QC, 2.75"OD, (AL) CLAMP ON	1	088103			
G NUT; M6 HEX, SERRATED	1	444.460.04	N HOSE; ADAPTER 2.5" / 2.75" X 3" BLK	1	5-254			

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 green locking clip and then disconnect the EVAP hose from the cold-side charge pipe. Disconnect the pressure sensor electrical connection.



3. Loosen the hose clamp that secures the charge pipe to the throttle body.



4. Release the locking clip securing the charge tube to the intercooler. Push the clip back until it snaps into the unlock position. **NOTE:** the charge tube is removed in picture to show the clip in the unlocked position.



5. Pull the charge pipe back from the throttle body and unhook it from the intercooler, then remove the factory cold-side charge pipe from the vehicle.



6. Remove the locking clip and O-ring from the factory charge pipe. **NOTE: Pay attention to the direction the O-ring is installed into the factory charge pipe, it will need to be installed into the supplied coupler in the same direction.**



7. Install the O-ring and locking clip from the factory charge pipe onto the provided quick connect coupler as shown. **NOTE: Be sure to install the O-ring in the correct direction as noted in the previous step.**



8. Install the provided step coupler onto the quick connect coupler and secure with the provided clamp.



9. Apply thread sealer to the 1/8npt plug and then install the plug into the accessory port.



10. Remove the pressure sensor from the factory charge tube and install it into the K&N tube using the provided hardware.



11. Install the provided hump coupler onto the K&N charge pipe and secure with the provided hose clamp.



12. Install the quick connector assembly onto the inter cooler, push the assembly on until the locking clip snaps into position. **NOTE: The notch shown on the quick coupler needs to align with the index tab on the intercooler.**



13. Install the K&N charge pipe into the vehicle and onto the throttle body, install the bottom of the charge tube into the coupler at the intercooler. Align the tube for best fit and then tighten the hose clamps.



14. Connect the EVAP vent line to the quick connect fitting on the charge tube and then reconnect the pressure sensor electrical connection. This completes the cold side charge pipe installation.



15. Release the green locking tab and then disconnect the CCV quick connect fitting and detach it from the radiator shroud.



16. Release and disconnect the other end of the CCV line from intake tube.



17. Disconnect the BOV electrical connection and unhook the wiring harness from the mounting post.



18. Loosen the hose clamp the secures the factory hot-side charge tube to the turbo charger.



19. Loosen the hose clamp that secures the hot-side charge tube to the intercooler inlet hose.



20. Remove the bolt that secures the charge tube to the mount.



21. Release the spring clamp securing the BOV hose to the BOV and then disconnect the BOV hose.



22. Remove the hot-side charge pipe from the vehicle.



23. Install the provided BOV hose onto the K&N BOV manifold and secure with the provided hose clamp.



24. Remove the BOV from the factory charge tube and install it onto the K&N BOV manifold using the provided hardware.



25. Install the provided step hose onto the turbo outlet and secure with the provided hose clamp.



26. Install the provided rubber mounted stud onto the charge tube mount.



27. Install the K&N charge tube and align with the mounting stud. Secure the tube to the stud with the provided nut but do not completely tighten the nut.



28. Insert the charge tube into the Coupler at the turbo outlet and the intercooler inlet hose, adjust the tube for best fit and then secure the hose clamps. Fully tighten the charge pipe mounting nut.



29. Install the BOV assembly onto the charge pipe and position so the outlet aligns with the BOV hose, Install the BOV hose onto the BOV and secure with the factory spring clamp. Then tighten the hose clamp to secure the valve assembly on to the charge pipe.



30. Reconnect the BOV valve electrical connection.



31. Reinstall the CCV hose to the quick connect fittings. Install the K&N decal as shown.



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

33. 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.