



INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

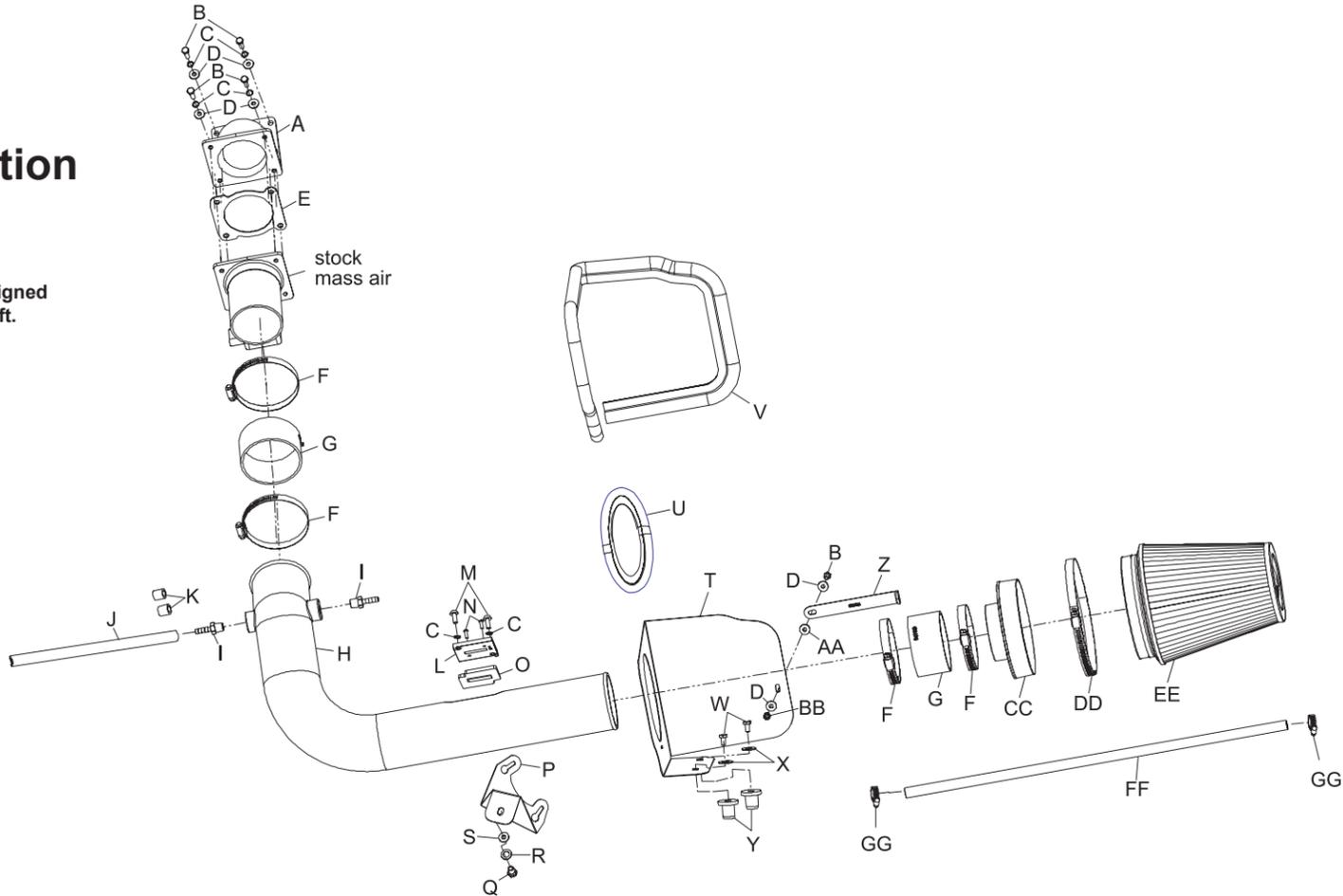
# INSTALLATION INSTRUCTIONS

**57-2568**  
**FORD**  
**2006 Expedition**  
**V8-5.4L**

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

**TOOLS NEEDED:**

- Flat Blade Screwdriver
- Ratchet
- Extension
- 10mm Socket
- 13mm Socket
- 9/16" Socket
- 2.5mm Allen Wrench
- 4mm Allen Wrench
- 13mm Wrenc



**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Adapter #430	1	21516	M Bolt; 6MMx1.00x16mm, b/h/a	2	07730	Y Insert; 3/8-16x3/4"x15/16"L, rubber	2	08163
B Bolt; 6MMx1.00x20mm hexhead	5	07865	N Bolt; m4-.7x12, b/h/a	2	07726	Z Bracket "L"	1	070026
C Washer, 1/4" split lock	6	08198	O Gasket	1	09069	AA Spacer: .625"odx.250"idx.250"L	1	06555
D Washer; 1/4"idx5/8"od flat	6	08275	P Bracket	1	26629	BB Nut; 6mm nylock	1	07553
E Gasket	1	09070	Q Bolt; 8mmx1.25x16mm, hexhead	1	07844	CC Adapter #380	1	21512-1
F Hose clamp; #56	4	08620	R Washer; 8mm wave	1	08239	DD Hose Clamp #104	1	08697
G Hose; 3.5"idx2"L, silicone	2	08630	S Washer; 5/16"idx5/8"od, flat	1	08276	EE Air filter	1	RF-1020
H Intake tube	1	087178	T Heat shield	1	07675	FF Hose; 3/8"idx30"L, Silicone	1	08614
I Vent; strt, 3/8"hose, 1/4"npt	2	08047	U Edge trim (17")	1	102469	GG Hose clamp; #6 mini	2	08407
J Hose; 5/16"idx24"L, silicone	1	08403	V Edge trim (44")	1	102486	HH Wrench Torx	1	69801
K Spacer; .625"odx.375"idx.625"L	2	07849	W Bolt; 3/8"-16x1-1/4"L ss hexhead	2	07779			
L Adapter #420	1	21515	X Washer; 3/8" flat, ss	2	08134			

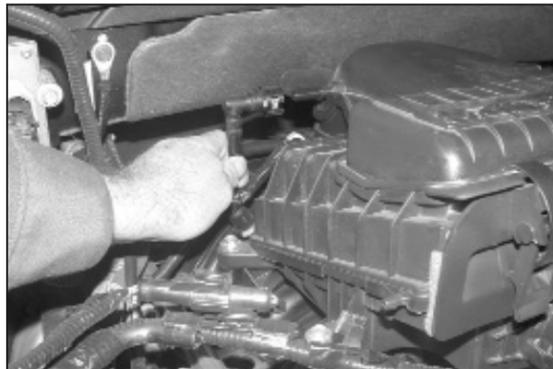
**NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.**

**TO START:**

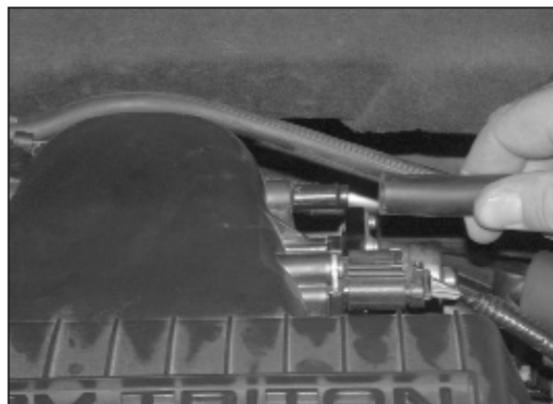
1. Turn off the ignition and disconnect the negative battery cable.  
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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.**



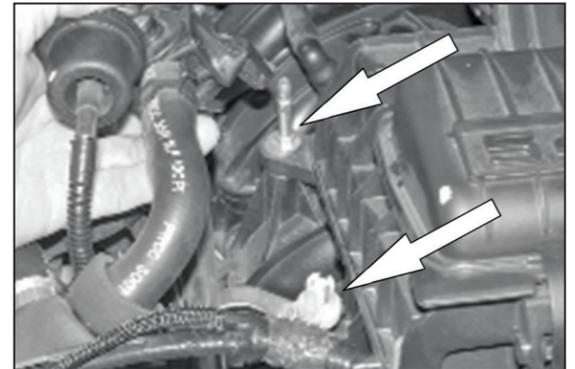
2. Disconnect mass air sensor electrical connection.



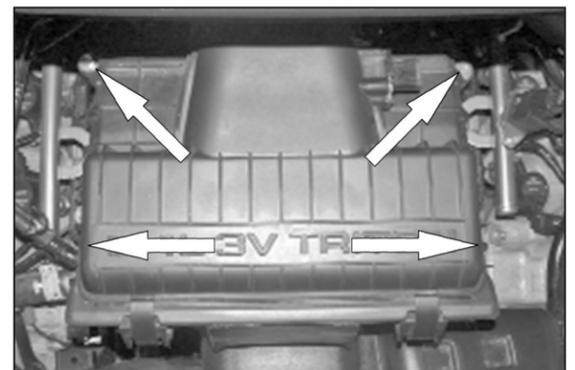
3. Rotate the crank case vent hose locking ring and pull the crank case vent hose off of air filter housing. Unhook the wiring harness retaining clip from the air box.



4. Disconnect the brake booster vent line from the air filter housing as shown.



5. Pull up on the heater control valve and wiring harness mounting clips to unhook them from the air box mounting studs as shown.

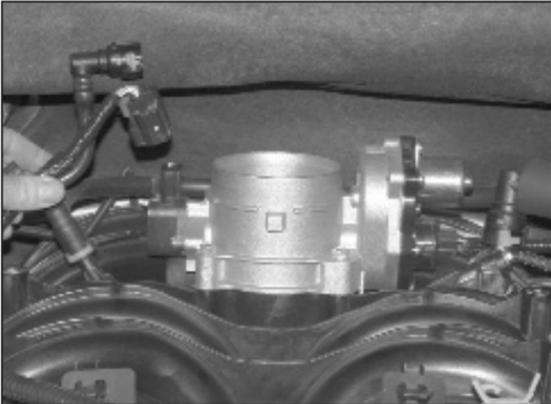


6. Remove the four air box mounting bolts shown, with a 10mm socket.

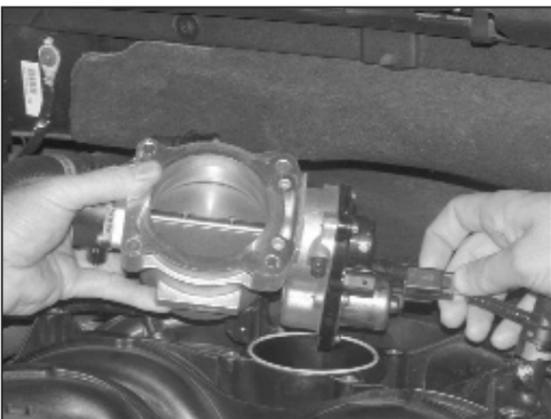


7. Lift the air filter housing and remove the entire intake tube and filter assembly from the inner fender of the vehicle.

**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**

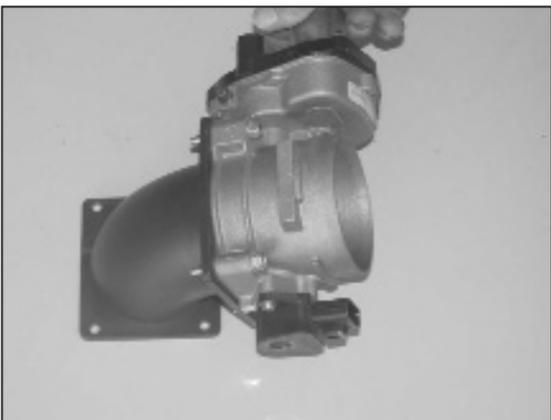


8. Disconnect the TPS sensor electrical connection from the throttle body. Then remove the four throttle body mounting bolts.



9. Lift the throttle body from the intake manifold. Then disconnect the throttle body motor electrical connection.

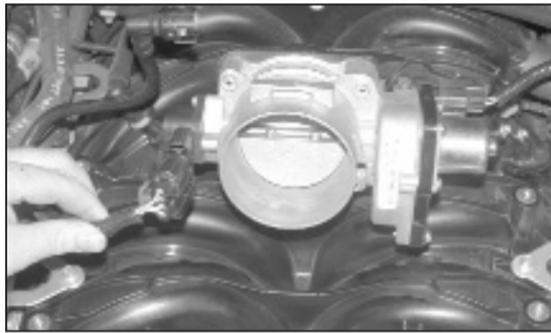
**NOTE: Take caution to avoid dropping debris down the intake manifold throat.**



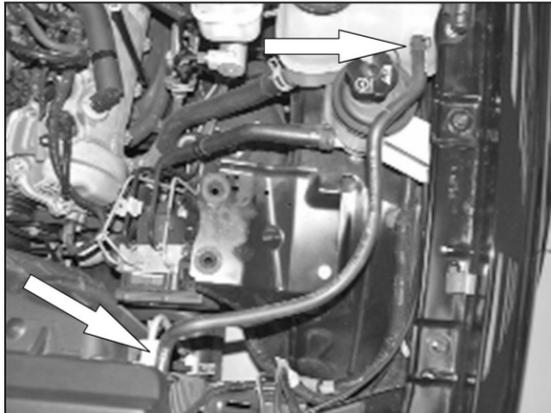
10. Using the bolts removed in step #8, secure the throttle body to the K&N® throttle body adapter with the gasket as shown.



11. Install the throttle body assembly onto the intake manifold with the hardware provided as shown.

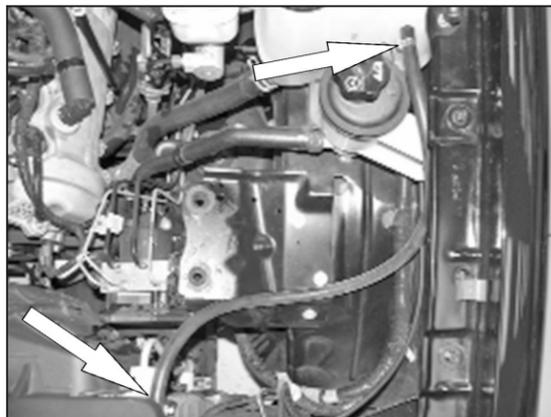


12. Reconnect the throttle body motor and TPS electrical connections.



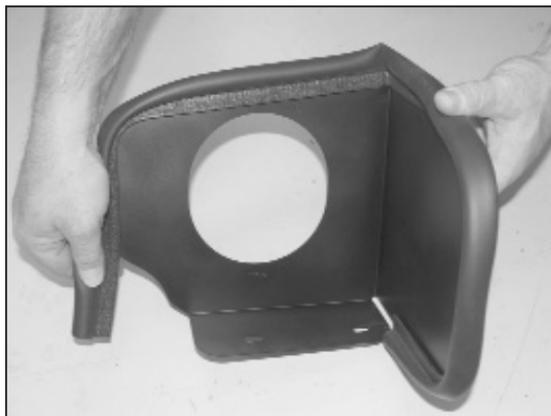
13. Loosen the coolant recovery hose, hose clamps, and then remove the factory recovery hose shown. Be sure to catch any coolant, which flows out of the radiator during hose removal.

**NOTE: Be sure to let the engine cool completely before removing the overflow hose or hot coolant will escape from the radiator and injury or damage may result.**



14. Install the supplied coolant recovery hose and secure with the provided hose clamps.

**NOTE: Be sure to replace the coolant that was recovered during hose removal by replenishing it in the coolant recovery tank.**



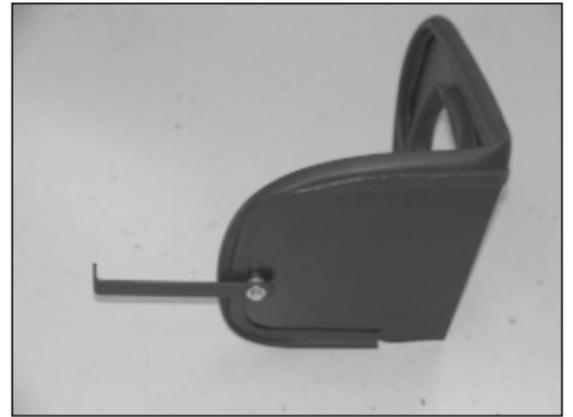
15. Install the long edge trim onto the heat shield as shown.

**NOTE: Some trimming of the edge trim will be necessary.**



16. Install the short edge trim into the hole in the heat shield as shown.

**NOTE: Some trimming of the edge trim will be necessary.**

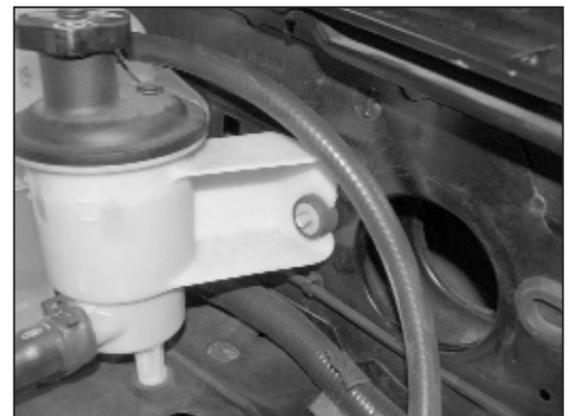


17. Install the "L" bracket (#070026) onto the heat shield with the provided spacer and hardware as shown.

**NOTE: The spacer is to be placed between the bracket and heat shield.**



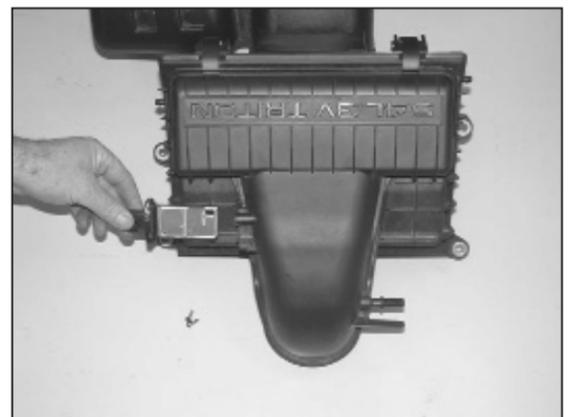
18. Install the provided nut inserts into the air box mounting holes as shown.



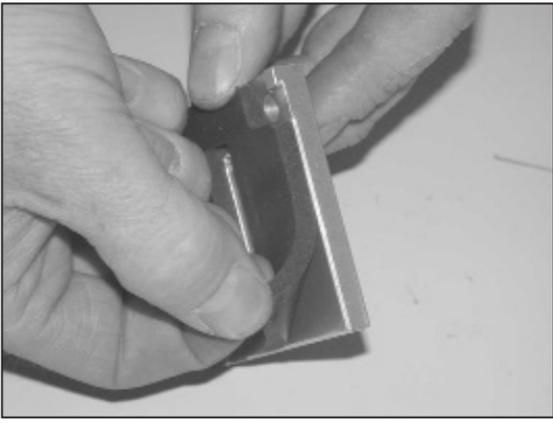
19. Remove the power steering reservoir mounting bolt shown.



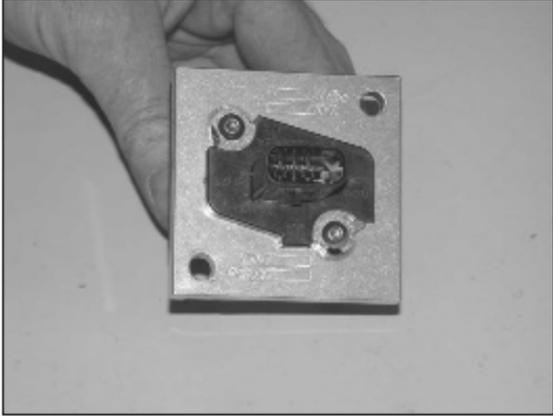
20. Install the heatshield as shown and secure with the provided hardware.



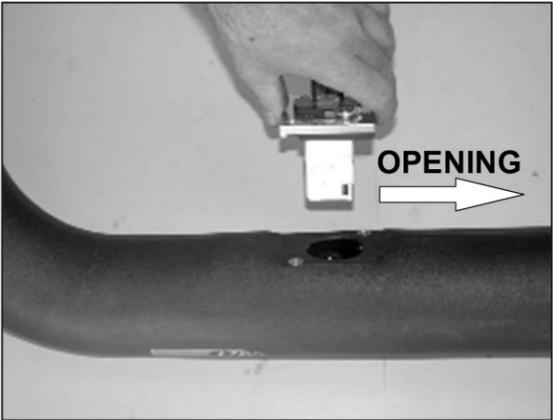
21. Remove the two screws that secure the mass air sensor to the air box with the wrench provided. Then remove the mass air sensor.



22. Install the provided gasket onto the K&N® mass air adapter as shown. Sticky side down.

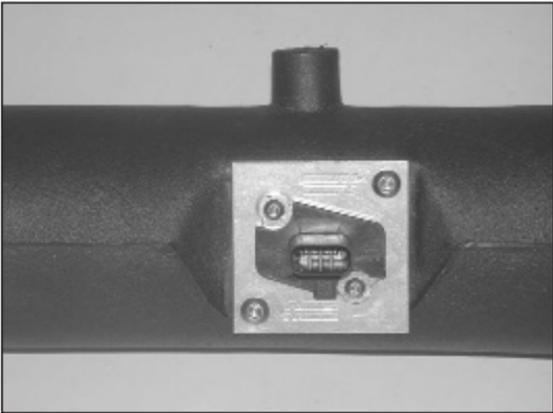


23. Install the mass air sensor into the K&N® mass air adapter as shown and secure with the provided hardware.

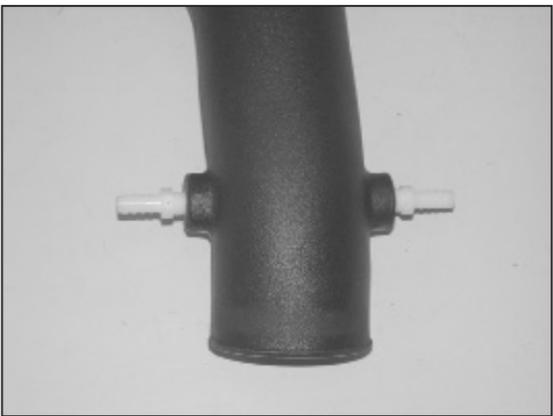


24. Install the mass air sensor assembly into the K&N® intake tube.

**NOTE: Make sure the open end of the mass air sensor is towards the filter end of the tube**

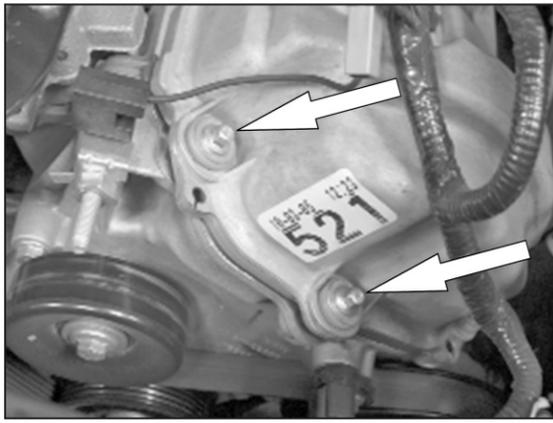


25. Secure the mass air sensor assembly onto the K&N® intake tube with the provided hardware as shown.

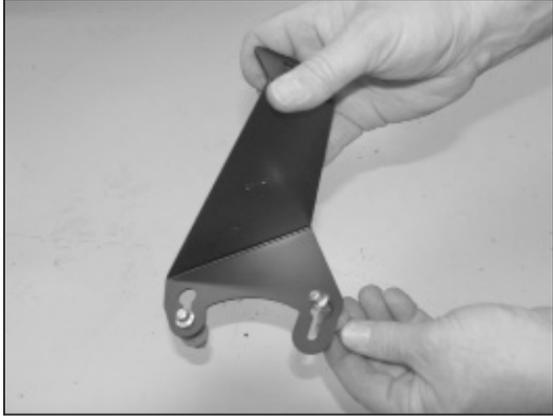


26. Install the provided NPT fittings into the intake tube as shown.

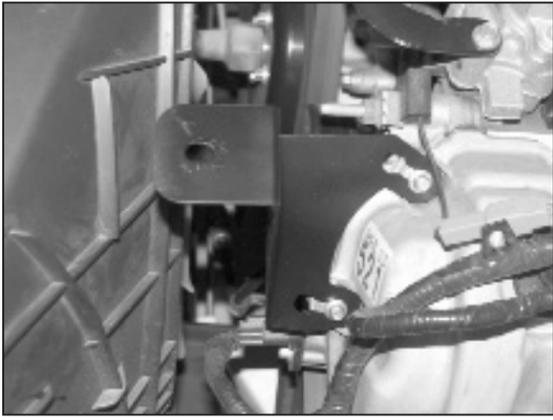
**NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench**



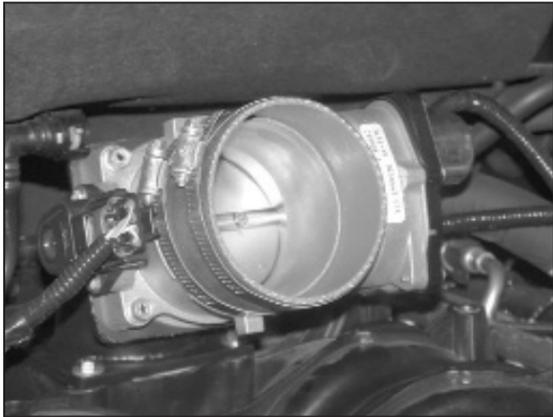
27. Remove the two valve cover mounting bolts shown.



28. Pass the two valve cover bolts, removed in step #27, through the keyhole slots in the tube mounting bracket as shown.



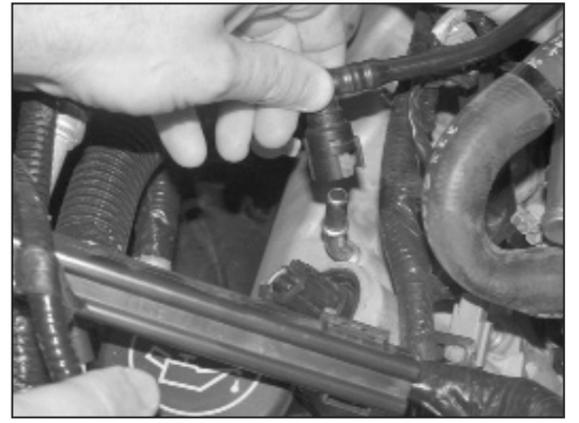
29. Install the tube mounting bracket into the valve cover using the factory bolts. Do not completely tighten the bolts at this time



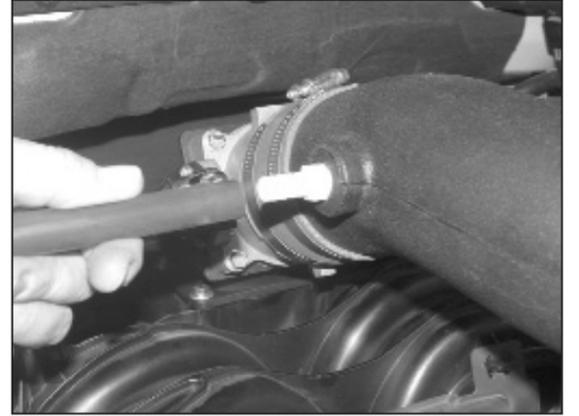
30. Install silicone hose (#08630) onto the throttle body with the provided hose clamps as shown.



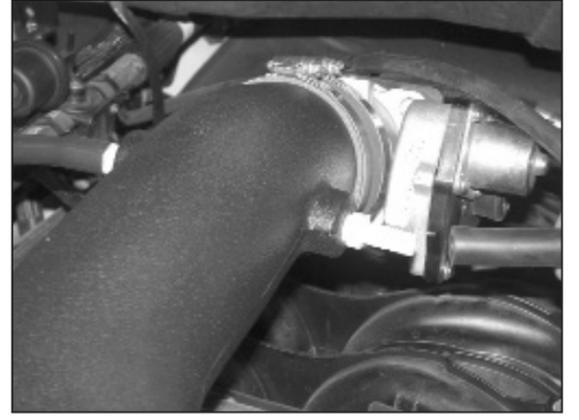
31. Install the K&N® intake tube onto the throttle body and position so that it lines up with the tube mounting bracket installed in step #29. Secure the intake tube with the provided bolt and hose clamp.



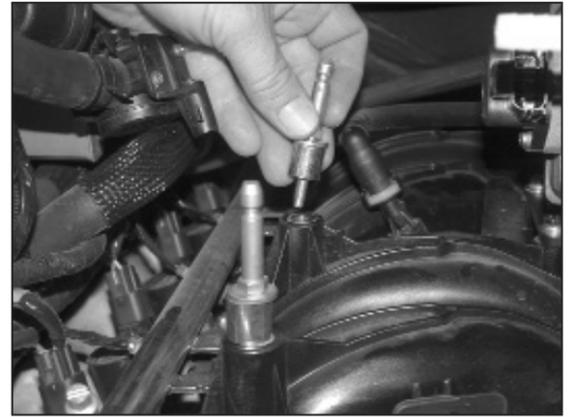
32. Unlock the crank case vent hose and remove the hose from the valve cover.



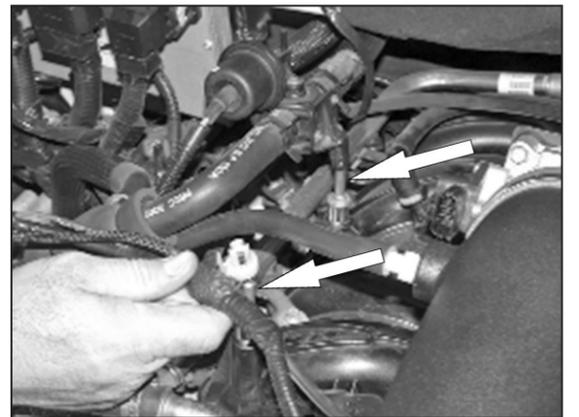
33. Install the provided silicone vent hose onto the valve cover and onto the K&N® intake tube as shown



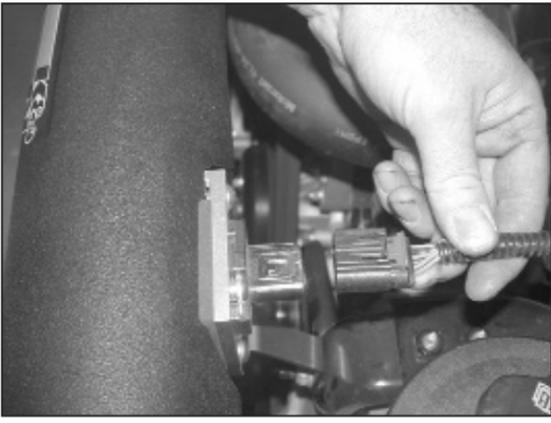
34. Install the factory brake booster vent hose to the K&N® intake tube as shown.



35. Re-install the factory air box mounting studs with the provided spacers as shown.



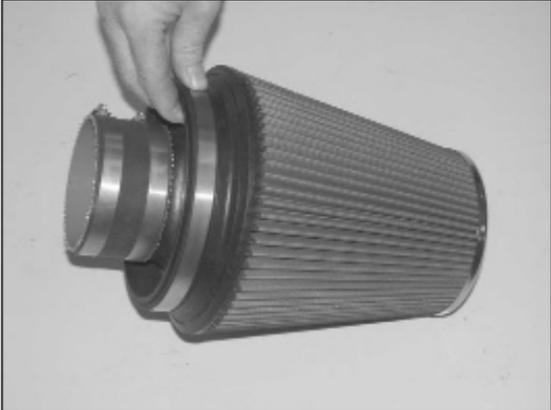
36. Re-install the heater control valve and wiring harness mounting clips onto the air box mounting studs as shown.



37. Reconnect the mass air sensor electrical connection.



38. Install the silicone hose (#08630) onto the K&N® filter adapter and secure it with the provided hose clamp as shown.



39. Install the adapter assembly into the K&N® air filter as shown. Tighten hose clamp.

**NOTE: Drycharger® air filter wrap; part #RF-1020DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>.**



40. Install the K&N® Air filter assembly onto the K&N® intake tube as shown and secure with the provided hose clamp.



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

42. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

43. 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.

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