



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

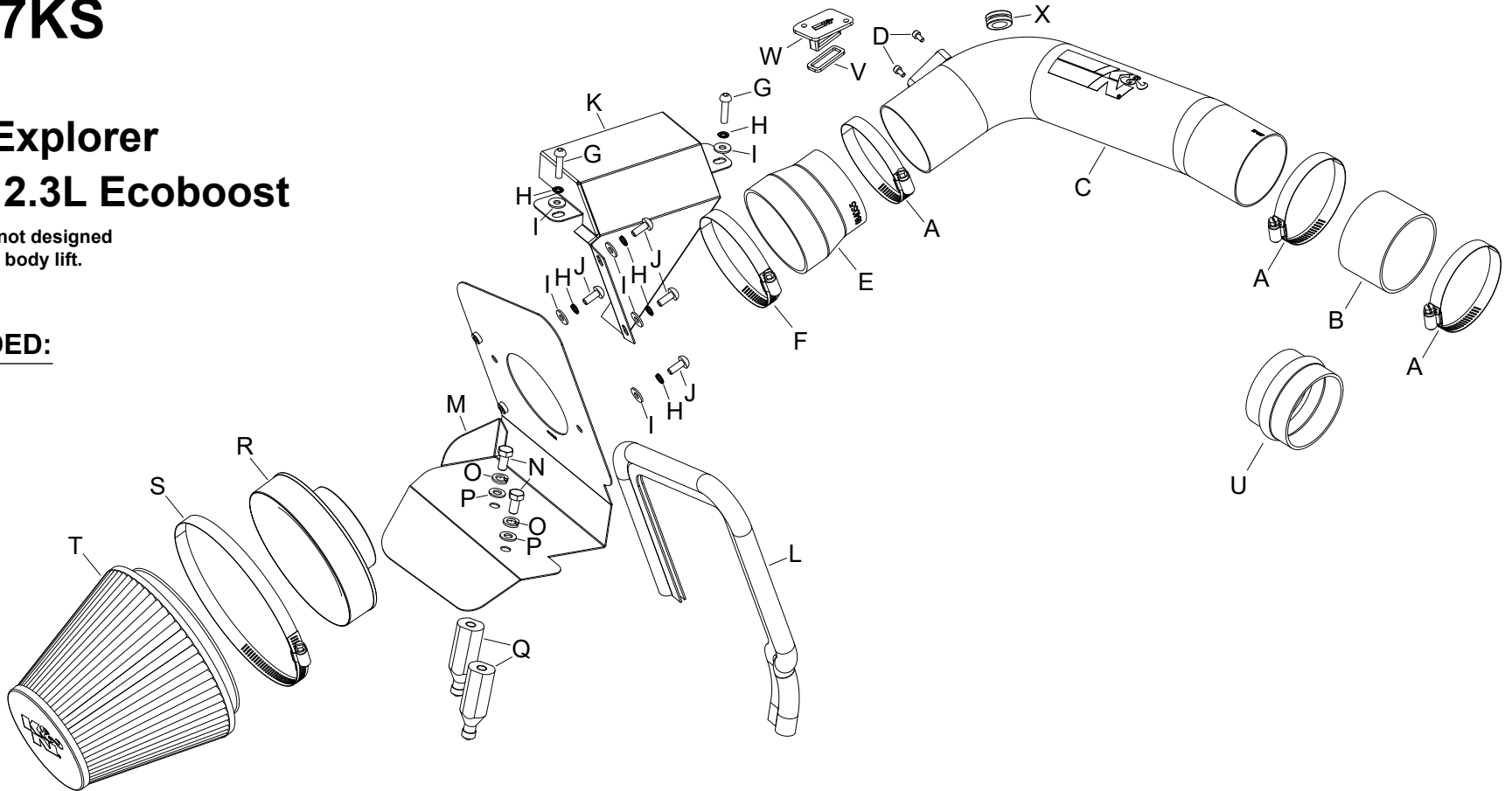
# INSTALLATION INSTRUCTIONS

## 77-2587KS FORD 2014-17 Explorer L4-2.0L / 2.3L Ecoboost

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

### TOOLS NEEDED:

- ratchet
- extension
- 10mm socket
- 8mm socket
- 13mm wrench
- T20 torx
- 4mm allen key
- 3mm allen key
- drill
- 3/4" bit or unibit



### PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #48	3	08601	I WASHER; 6MM FLAT, SS	6	08269	Q STANDOFF; 6.0 FORD AIRBOX	2	06532
B HOSE; 3" ID X 2" L REIN.	1	08711	J BOLT; M6 X 1.00 X 16MM, SS	4	07730	R ADAPTER; UNIVERSAL, 6"	1	21512-1
C INTAKE TUBE	1	27627KS	K SCOOP	1	074083	S HOSE CLAMP #104	1	08697
D BOLT; M4 - 0.07 8MM, A/H CAP	2	07733	L EDGE TRIM (23")	1	102495	T AIR FILTER	1	RF-1048
E HOSE; 3-1/2" TO 3" ID X 3" L	1	084055	M HEAT SHIELD	1	074082	U HOSE; 3" ID X 3" L HUMP	1	08696
F HOSE CLAMP #56	1	08620	N BOLT; 8MM-1.25 X 16MM, HEX	2	07844	V GASKET; MASS AIR SENSOR	1	09076
G BOLT; M6-1.00 X 25MM, SS	2	07729	O WASHER, M8 SPLIT LOCK ZINC	2	1-3036	W BLOCK OFF	1	21508
H WASHER, M6 SPLIT LOCK ZINC	6	1-3025	P WASHER; 8MM, FLAT, SS	2	08272	X GROMMET	1	08064

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. Release the locking tab and then disconnect the inlet air temperature sensor electrical connection and unhook the harness from the air filter housing. **NOTE: there is two different style inlet air temperature sensors used throughout the year coverage.**



3. Loosen the hose clamp that secures the factory intake hose to the turbo inlet pipe.

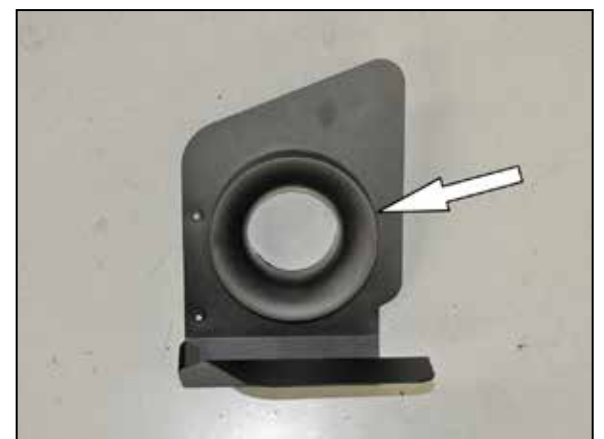


4. Release the two upper air filter housing retaining clips and then remove the upper air filter housing and intake hose assembly.



5. Remove the two bolts securing the fresh air intake scoop. Lift up the lower air filter housing to release it from the mounting grommets and then remove it from the vehicle.

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



6. Secure the air filter adapter to the heat shield using the provided hardware.



7. Install the two provided mounting studs onto the heat shield using the provided hardware.



8. Secure the provided fresh air intake scoop to the heat shield using the provided hardware.

**NOTE: Do not completely tighten the scoop at this time.**



9. Install the provided edge trim onto the heat shield as shown.

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



10. Install the air filter onto the filter adapter and secure with the provided hose clamp.

**NOTE: Drycharger® air filter wrap; part # RF-1048DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.**



11. Install the heat shield/filter assembly into position so that the mounting studs engage the mounting grommets.



12. Secure the fresh air intake scoop to the core support and tighten the bolts which secure the scoop to the heat shield.



13. Remove the inlet temperature sensor from the factory air filter housing. The early style sensor requires removing the two screws that secure it. The later style requires lifting the locking tab and rotating the sensor counter clockwise while pulling out.



14. On vehicles equipped with the early style inlet temperature sensor, install the sensor into the K&N® intake tube and secure with the hardware provided.



14a. On Vehicles equipped with the later style sensor, drill a 3/4" hole approximately 2" back from the sensor boss as shown. Be sure to remove any burrs caused during the drilling process. A Unibit will work well to drill the hole.



14b. On vehicles equipped with the later style sensor, install the provided grommet and factory sensor into the hole drilled in the previous step.



14c. Install the sensor block off plate with the provided gasket using the hardware provided.



15. Install the step coupler hose (084055) onto the K&N® intake tube as shown. Do not tighten the hose clamp at this time.



16. Install the appropriate coupling hose onto the turbo inlet pipe and secure with the provided hose clamp.

**NOTE: 2.0L engines use coupler hose #08711. 2.3L engines use coupler hose #08696.**



17. Install the K&N® intake tube assembly into the coupler at the turbo inlet tube, then slide the step coupler onto the filter adapter. Adjust the tube for best fit and secure the hose clamps.



18. Reconnect the inlet air temperature sensor electrical connection.



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

20. 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.

21. 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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