



FUEL INJECTION PERFORMANCE KIT FIPK

INSTALLATION INSTRUCTIONS

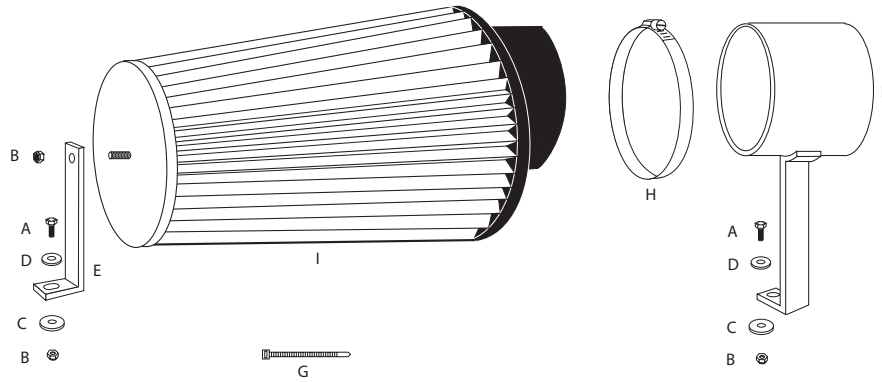
57-2501

FORD

1986-88 Mustang

V8-5.0L

This kit fits vehicles without mass-air sensors only (will fit 1988 non-california vehicles)



PARTS LIST:

Desc.	Qty.	Part#
A 1/4-20 x 3/4" hex bolt	2	08386
B 1/4-20 nylock nut	3	07517
C fender washer	2	08160
D flat washer	2	08275
E "L" bracket	1	07928
F Filter adapter	1	07943TK
G zip-tie	1	21589
H size 60 hose clamp	1	08624
I Filtercharger® element	1	RF-1003

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

INSTALLATION

See the figure below for stock part locations.
See the exploded view for finished kit locations.

- 1) Disconnect the vehicle's negative battery cable.
- 2) Loosen the 2 hose clamps on the [intake hose](#).
- 3) Un-bolt the airbox assembly from the body, it is held in place by two bolts. (see fig. 1)
- 4) Carefully remove the airbox from the vehicle, but not the intake hose.
- 5) Slide the new filter adapter into the intake hose and secure it to an unused hole in the fenderwell. Do not tighten completely at this time. (see fig. 2)
- 6) Bolt "L" bracket to filter, using a supplied nylock. Do not tighten at this time.
- 7) Install the K&N Filtercharger® on to the filter adapter. It may be necessary to zip-tie the small plastic hose to keep it from rubbing on the filter. The "L" bracket will line up with an unused hole in the fenderwell. **Note:** the hole may need to be enlarged slightly for the bolt to fit. (see fig. 3)
- 8) Secure the bracket to the fenderwell with the provided hardware. Do not tighten at this time.
- 9) Rotate the K&N Filtercharger® for best clearance, tighten hose clamp and the remaining hardware.
- 10) Re-connect battery cable. Double check to make sure everything is tight and properly positioned before starting vehicle.
- 11) The C.A.R.B. exemption sticker, (attached) must be placed in a visible area 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.
- 12) It will be necessary for all FIPK's to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

These two bolts hold the airbox.

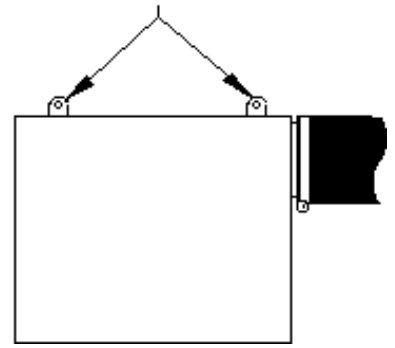


fig. 1

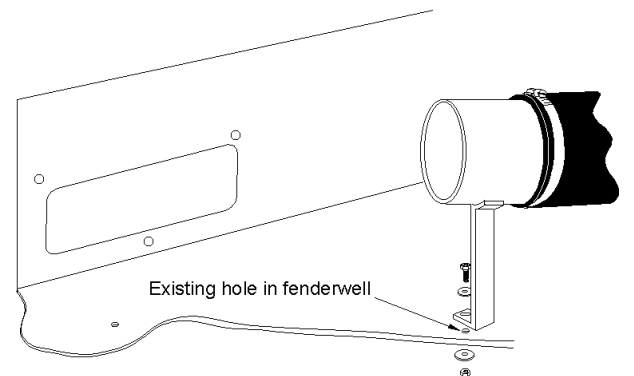


fig. 2

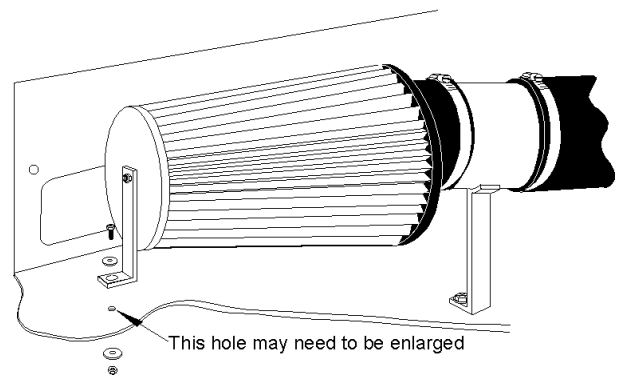
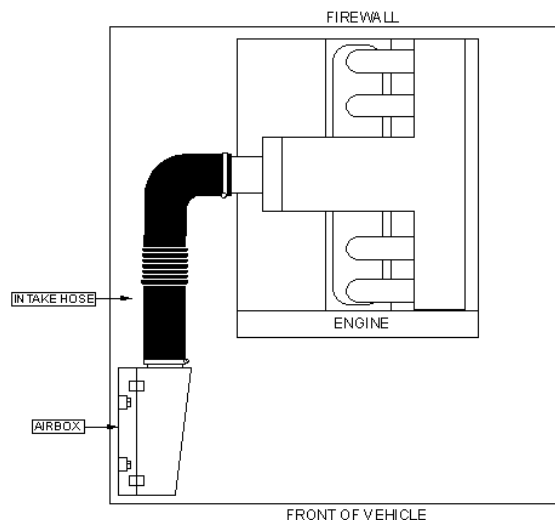


fig. 3

ROAD TESTING

Start the engine with the transmission in neutral or park, and the emergency brake on. Listen for any air leaks or odd noises. If there are air leaks, make sure the hose connections are secure. If there are any odd noises, check for the cause and repair before proceeding. The K&N Filtercharger® Injection Performance Kit will function identically to the factory air filter with the exception of being slightly louder than stock and much more responsive. If all preliminary checks are okay, then a road test is necessary. Listen carefully for rattling or other odd noises and fix as necessary. If the road test is fine, you can enjoy driving as normal with the added response and power. We suggest that the Filtercharger® element be checked periodically for dirt.

MUSTANG 5.0 ENGINE COMPARTMENT



Refer to this diagram for the location of the various parts listed in the installation instructions.