



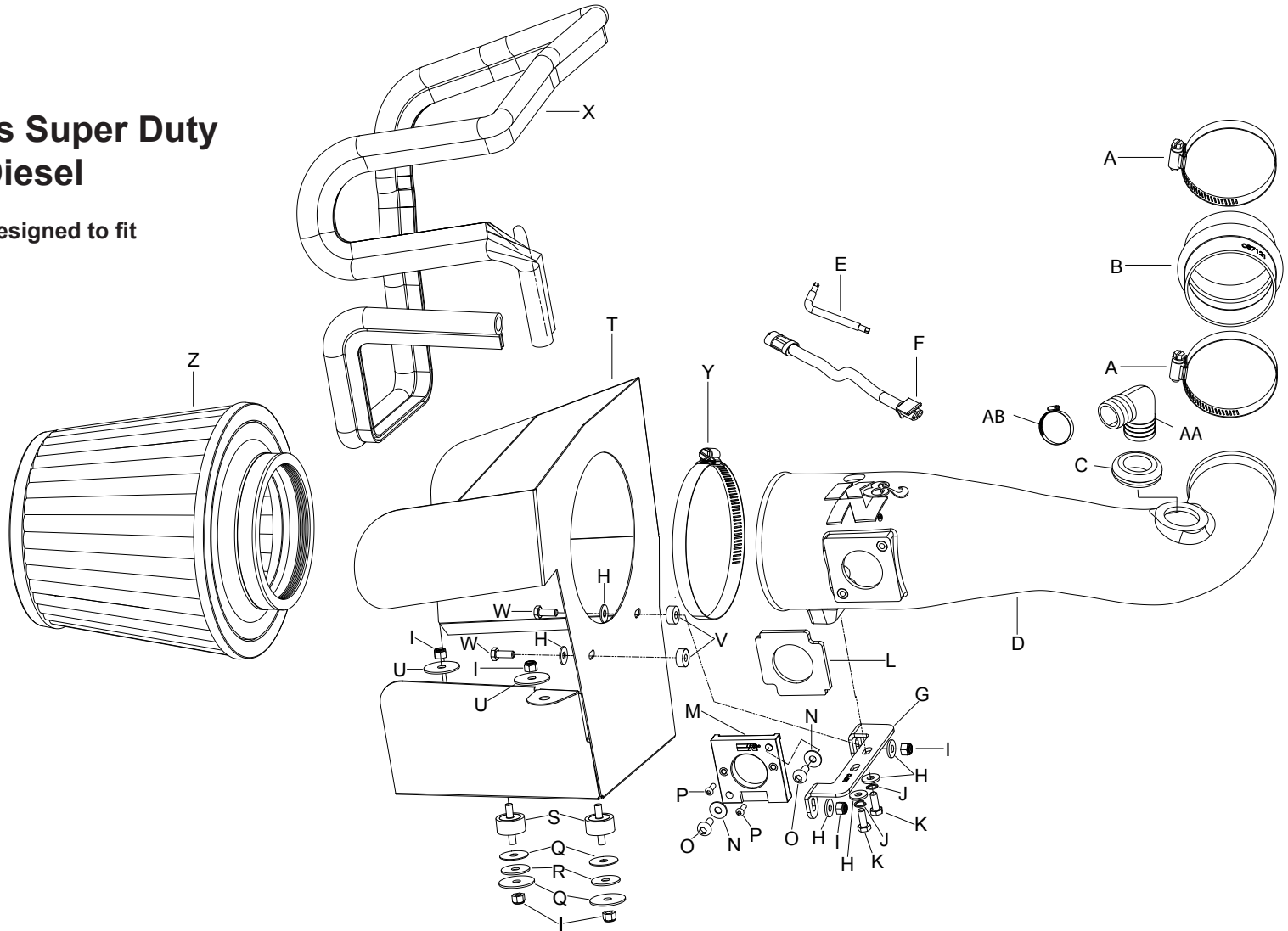
# INSTALLATION INSTRUCTIONS

57-2576

FORD

2008-10 F-Series Super Duty  
V8-6.4L Turbo Diesel

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



**TOOLS NEEDED:**

- 2.5mm Allen Wrench
- 4mm Allen Wrench
- 10mm Socket
- 10mm Wrench
- 13mm Wrench
- Extension
- Flat blade Screwdriver
- Ratchet

**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #44	2	08560	K Bolt; 6MM-1.00 X 16MM, SS	2	07812	U Washer; 6MM Flat, SS	2	08269
B Hose; 3"ID x 2.5"L, Hump Silic.	1	087121	L Gasket; 3/16 Poron	1	09074	V Spacer; .625" OD X .250"ID X .250"L	2	06555
C Grommet; 1-3/4"OD, 1"ID, 1/2"Thk	1	082000	M Adaptor; Mass Air Sensor	1	21503	W Bolt; M6-1.00 X 25MM ButtnHd., SS	2	07729
D Intake Tube	1	087226	N Washer; 1"D X 1/4 Hole Fender	2	08160	X Edge Trim (70")	1	102454
E Wrench; Torx T20 T/R, L-key	1	69801	O Bolt; M6 X 1.00 X 16MM ,ButtnHd., SS	2	07730	Y Hose Clamp #80	1	08694
F Ford 6.0L Extension Harness	1	21635-1	P Screw; M4- .7 X 12, ButtnHd. SS	2	07726	Z Air Filter	1	RU-5172
G Bracket, "L", STL, FB/PC	1	06712	Q Washer; 1.25D X .28 HOL ZN062 Fit	4	08151	AA Vent; 90 deg, 1"x1", plastic	1	08986
H Washer; 1/4"ID X 5/8"OD - SAE	6	08275	R Washer; 1" X .300 X .100 Rubber	2	21685	AB Hose Clamp #20	1	08436
I Nut; 6MM Nylock, HexHd., SS	6	07512	S Stud; M6-1.00 M/M, Rubber	2	07027			
J Washer; 1/4" Lock, ZN	2	08198	T Heat Shield	1	07686			

**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 mass air sensor electrical connection and unclip the wiring harness from the air box as shown.

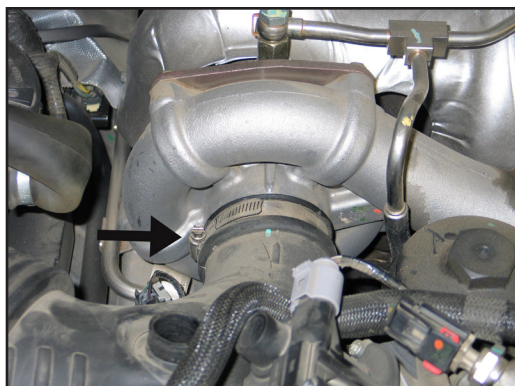


3. Disconnect the filter minder electrical connection.



4. Clip the band clamp which secures the crank case breather hose to the intake tube. Then disconnect the breather hose and fitting from the intake tube as shown.

**NOTE: On some models, the vent fitting is attached to the intake tube and is not removable. In this case remove the vent tube from the fitting.**



5. Loosen the hose clamp which secures the intake tube to the turbo inlet.

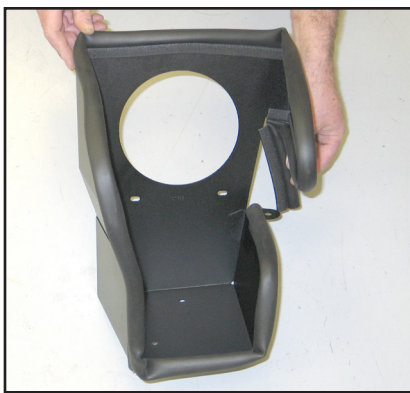


6. Unhook the warm air inlet tube from the fire wall as shown.



7. Lift up firmly on the complete air box assembly to dislodge it from the mounting grommets and then remove the complete air box and intake tube assembly from the vehicle.  
**NOTE: K&N recommends that customers do not discard factory air intake.**





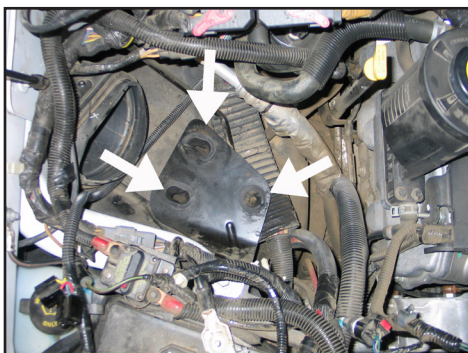
8. Install the provided edge trim onto the heat shield as shown.

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



9. Install the tube mounting bracket (06712) onto the heat shield using the provided hardware and spacers.

**NOTE: The spacers should be placed between the bracket and heat shield.**

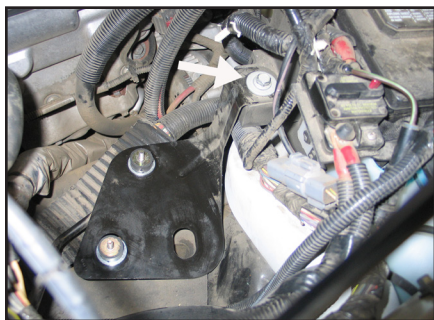


10. Remove the three air box mounting grommets shown from the mounting tray.



11. Install the provided rubber mounted studs onto the heat shield mounting tray using the provided hardware.

**NOTE: The fender washers should be placed on either side of the mounting tray with the rubber washer in between each fender washer.**



12. Remove the battery tray mounting bolt shown.

**NOTE: This bolt will be reused.**



13. Install the heat shield assembly into position so that the rubber mounted studs protrude through bottom of the heat shield. Secure the heat shield with the provided hardware and the factory battery tray bolt removed in step #12.



14. Remove the filter minder and grommet from the factory air filter housing as shown.



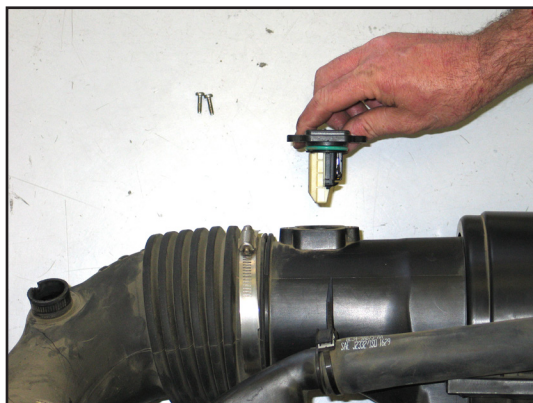
15. Install the filter minder and grommet into the K&N® intake tube as shown.



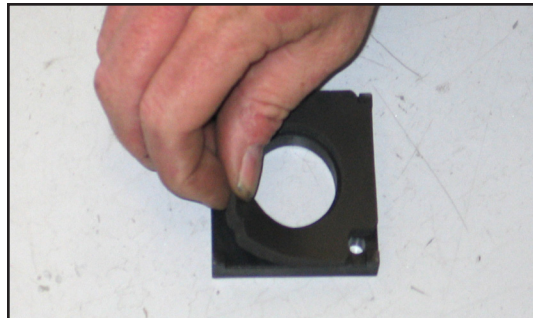
16. Install the supplied crank case grommet into the K&N® intake tube as shown.



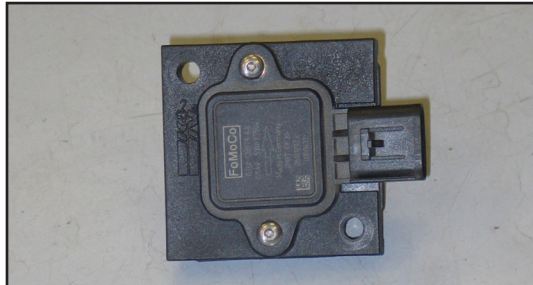
16a. On models that have the crank case vent fitting attached to the stock intake tube, install the supplied 90° vent fitting into the grommet as shown.



17. Remove the mass air sensor from the factory air filter housing.



18. Install the provided gasket onto the K&N® mass air sensor adapter.



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



20. Install the mass air sensor assembly onto the K&N® intake tube as shown and secure with the provided hardware as shown.

**NOTE: Be sure the mass air sensor is positioned with the connector face down as in the photo.**



21. Install the provided silicone (087121) hose onto the K&N® intake tube with the hose clamps provided as shown.

**NOTE: Do not tighten the hose clamp at this time.**



22. Install the K&N® intake tube assembly into the heat shield and slide the silicone hose onto the turbo inlet. Secure the intake tube to the mounting bracket on the heat shield with the provided hardware and then position the silicone hose onto the turbo and secure with the hose clamps.



23. Insert the crank case vent fitting into the grommet in the K&N® intake tube.

**NOTE: Using some spray lube on the grommet and fitting will ease the installation. On vehicles using the supplied 90° vent fitting, attach the crank case vent hose to the 90° fitting and secure with the provided hose clamp.**



24. Attach the filter minder extension harness provided into the factory harness and then connect the open end to the filter minder.



25. Install the K&N® Air Filter onto the K&N® intake tube and secure with the hose clamp.





26. Reconnect the mass air sensor electrical connection.



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

28. 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.

29. It will be necessary for all K&N® intake kits 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.