



# AIRCHARGER<sup>®</sup>

## HIGH-FLOW INTAKE KITS

### INSTALLATION INSTRUCTIONS

63-2586

FORD

2013-15 Fusion

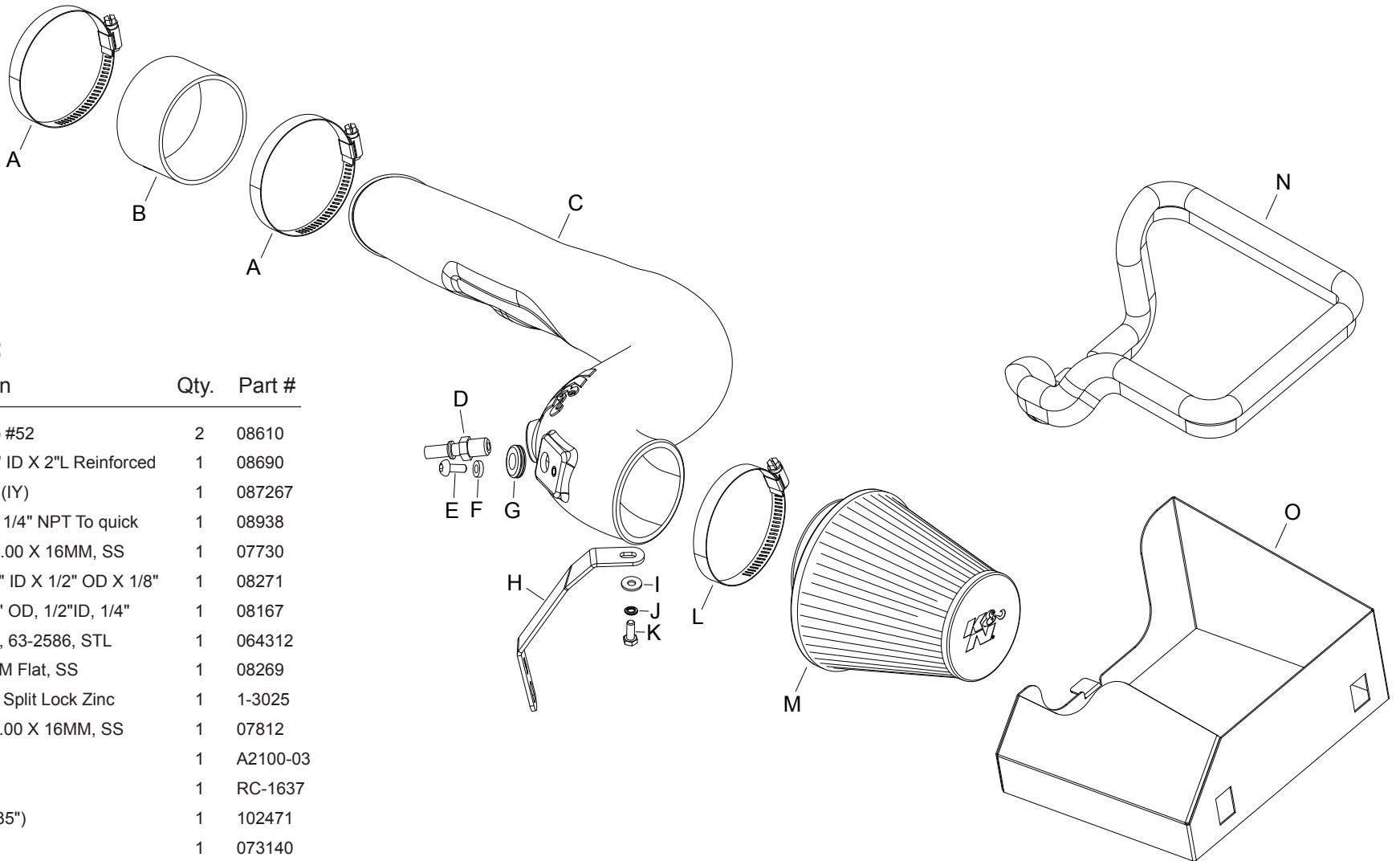
L4-1.6L Turbo

**TOOLS NEEDED:**

- flat blade screw driver
- 13mm socket
- ratchet
- extension
- 4mm allen key.

**PARTS LIST:**

Description	Qty.	Part #
A Hose Clamp #52	2	08610
B Hose; 3-1/4" ID X 2"L Reinforced	1	08690
C Intake Tube (IY)	1	087267
D Vent; STRT, 1/4" NPT To quick	1	08938
E Bolt; M6 X 1.00 X 16MM, SS	1	07730
F Washer; 1/4" ID X 1/2" OD X 1/8"	1	08271
G Grommet; 1" OD, 1/2"ID, 1/4"	1	08167
H Bracket; "C", 63-2586, STL	1	064312
I Washer; 6MM Flat, SS	1	08269
J Washer; M6 Split Lock Zinc	1	1-3025
K Bolt; 6MM-1.00 X 16MM, SS	1	07812
L Clamp #48	1	A2100-03
M <a href="#">Air Filter</a>	1	RC-1637
N Edge Trim (35")	1	102471
O Heat Shiled	1	073140



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

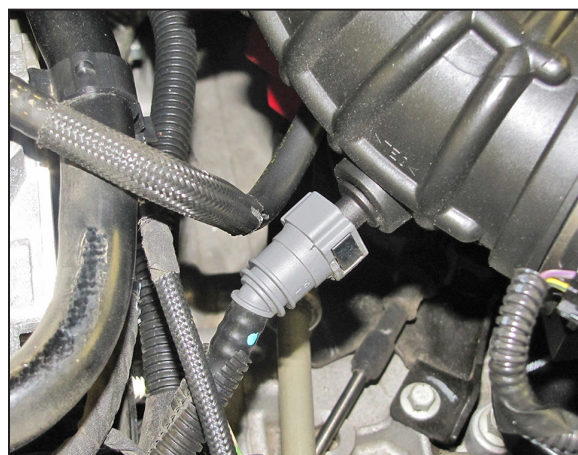
**TO START:**

1. Turn off the ignition and disconnect the negative battery cable. Be sure engine is completely cool before proceeding.

**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.**



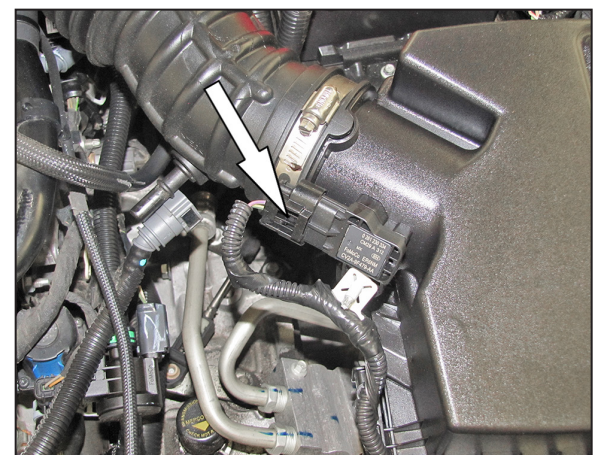
2. Lift up and remove the decorative engine cover.



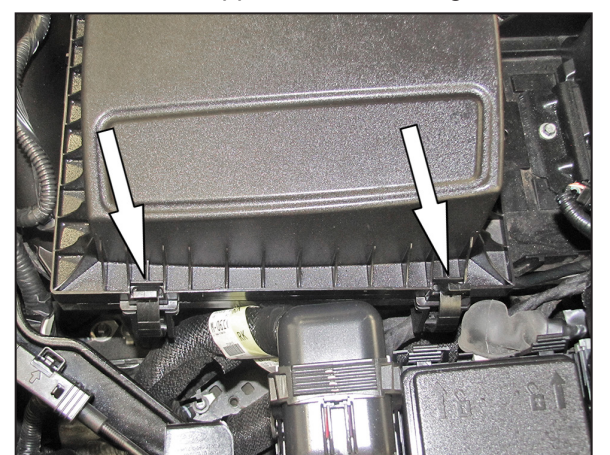
3. Disconnect the EVAP vent line by depressing the square locking tab.



4. Loosen the hose clamp securing the intake tube to the turbo inlet.



5. Disconnect the inlet air temperature sensor electrical connection then unhook the wiring harness from the upper air box housing.



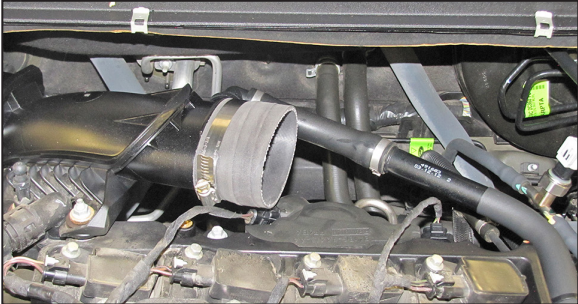
6. Release the two clips securing the upper air box to the lower air box.



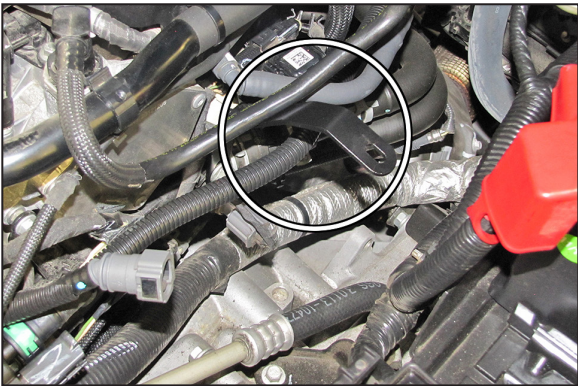


7. Lift up and remove the upper air box housing and intake tube from the vehicle. Remove the stock air filter.

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



8. Install the provided hose coupler (08690) onto the turbo inlet and secure with the provided hose clamp.

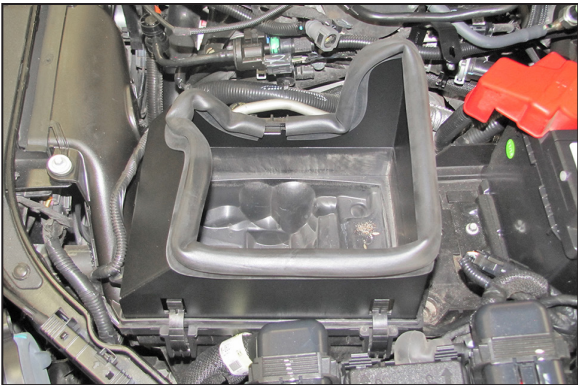


9. Be sure engine is completely cool before proceeding with this step. Remove the nut securing the thermostat housing (directly above the engine temperature sensor). Then install the provided tube mounting bracket and secure with the factory nut.



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

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



11. Install the heat shield assembly onto the lower air box and secure with the factory retaining clips.



12. Remove the inlet temperature sensor from the upper air box.



13. Install the provided grommet into the K&N® intake tube as shown.



14. Remove the sealing O-Ring from the sensor and then install the sensor into the K&N® intake tube and secure with the provided hardware.

**NOTE: The sensor is a tight fit to prevent air leaks. Be careful so to not push the grommet through the hole when installing the sensor. Be sure to place the provided spacer between the sensor and tube before securing the sensor.**

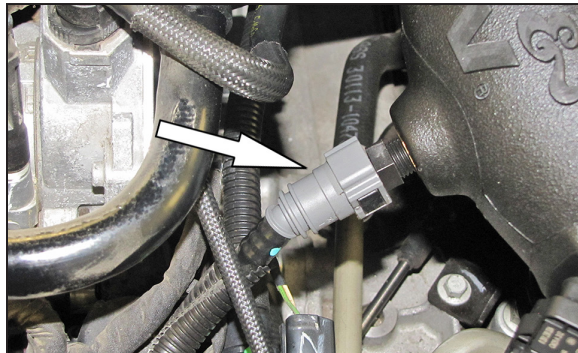


15. Install the quick disconnect fitting into the K&N® intake tube as shown.

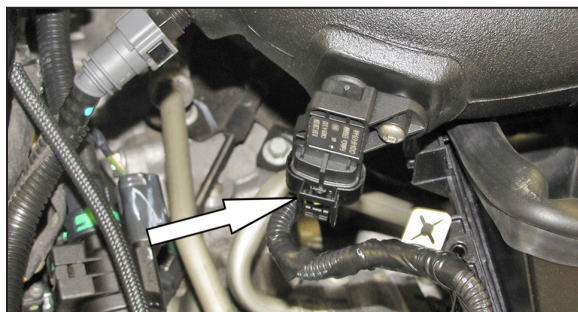
**NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.**



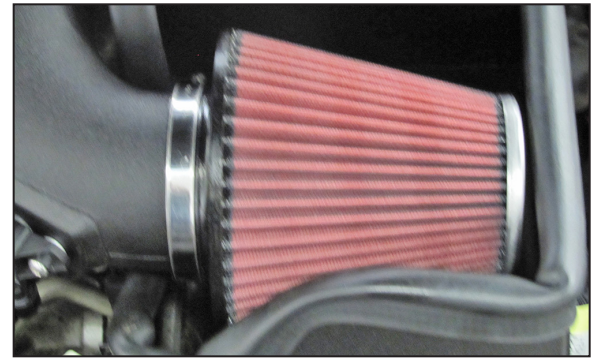
16. Install the K&N® intake tube into the coupling hose at the turbo inlet and align with the tube mounting bracket installed in step #8. Secure the tube with the provided hose clamp and hardware.



17. Connect the EVAP vent line to the quick disconnect fitting installed into the K&N® intake tube.



18. Reconnect the inlet air temperature sensor electrical connection.

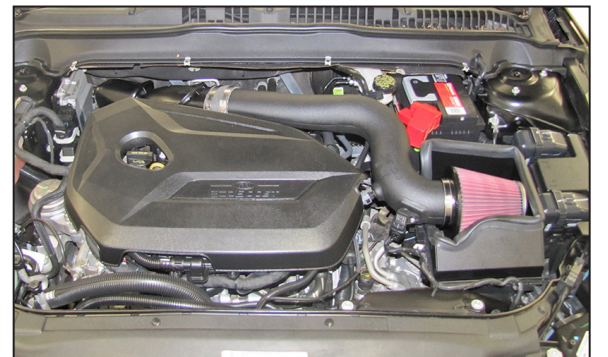


19. Install the K&N® air filter and secure with the provided hose clamp.

**NOTE: Clock the filter for best fit.**



20. Reinstall the engine cover.



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

22. 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.