



## INSTALLATION INSTRUCTIONS

# 71-2582

## FORD

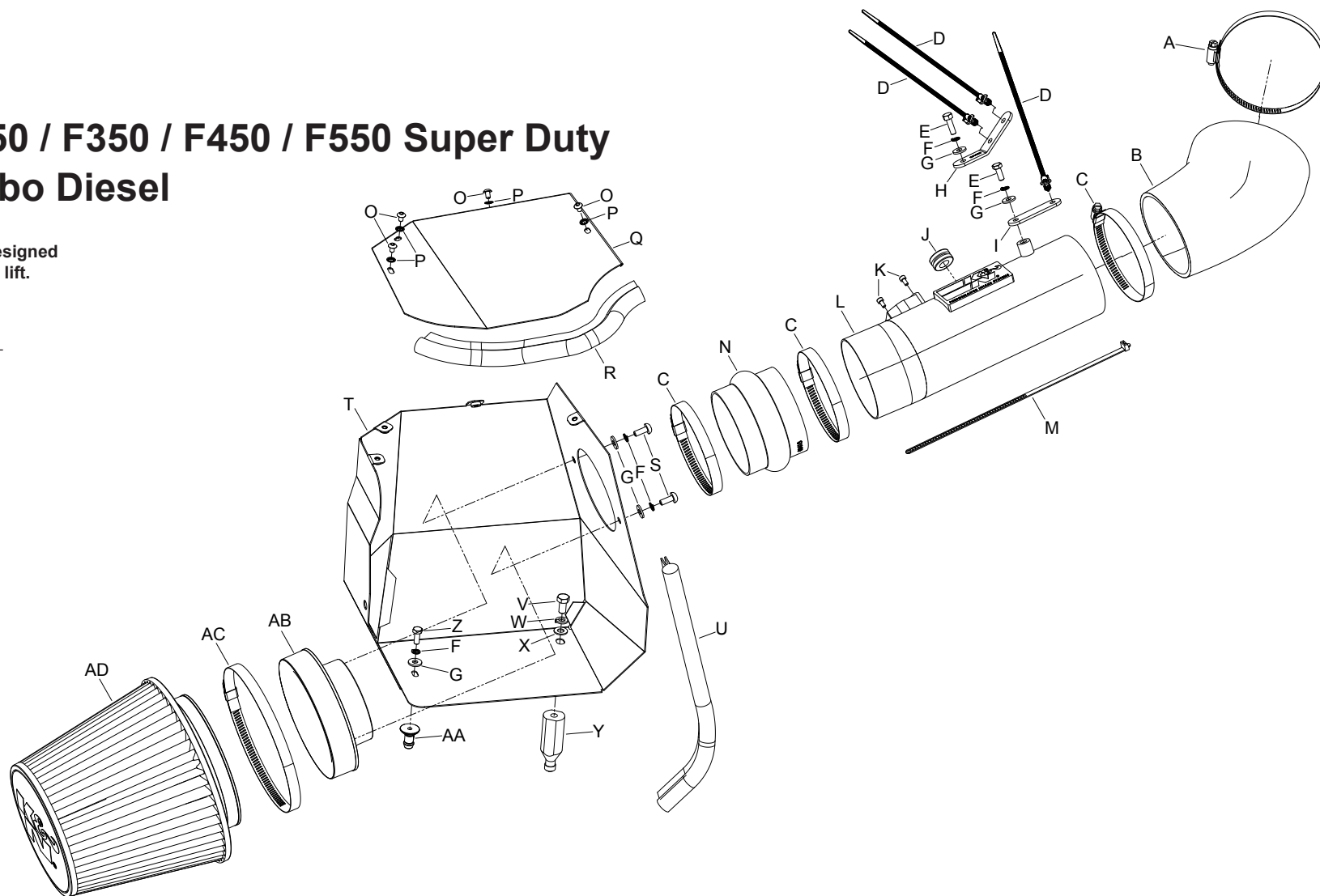
### 2011-15 F250 / F350 / F450 / F550 Super Duty

### V8-6.7L Turbo Diesel

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

#### TOOLS NEEDED:

Ratchet  
 Extension  
 13mm Socket  
 10mm Socket  
 8mm Socket  
 7/32" Socket  
 Flat Blade Screwdriver  
 Pliers  
 T20 Torx  
 13mm Wrench  
 10mm Wrench  
 4mm Allen Wrench  
 3mm Allen Wrench



#### PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #72, Black Zinc	1	08671K	K Bolt; M4-007 8MM, A/H Cap, SS	2	07733	U Edge Trim (15")	1	102474
B Hose; 4-1/2"ID TO 3-1/2"ID	1	08501	L Intake Tube	1	27593TK	V Bolt; M6-1.00" X 20MM Hex, SS	1	07795
C Hose Clmap #64, Black Zinc	3	08645K	M Cabel Ties; 11" Black	1	21590	W Washer; M8 Split Lock Zinc	1	1-3036
D Zip Tie, 8" Tree Push MNT	3	1-127	N Hose; 4"ID X 3"L Hump	1	08418	X Washer; 5/16"ID X 5/8"OD, Flat	1	08276
E Bolt; 6MM -1.00 X 16MM, SS	2	07812	O Bolt; M5 X .8 X 8MM	4	07740	Y Standoff; 6.0 Ford Airbox	1	06532
F Washer; M6 Split Lock Zinc	5	1-3025	P Washer; 5MM Internal Star Cut	4	07724	Z Bolt; 8MM-1.25 X 16MM	1	07844
G Washer; 1/4"ID X 5/8OD-SAE	5	08275	Q Heat Shield Lid	1	074090	AA Mount; Plastic Airbox	1	8-186
H Bracket; "L", 63-2585, STL	1	083155	R Edge Trim (11")	1	102468	AB Adaptor; 57-3058 #454	1	27300
I Bracket; "STRT", 71-2582	1	083166	S Bolt' M6 X 1.00 X 16MM, SS	2	07730	AC Hose Clamp #104, Black Zinc	1	08697K
J Grommet; 1"OD, 1/2"ID, 1/2"THK	1	08064	T Heat Shield	1	074091	AD <a href="#">Air Filter</a>	1	RU-5177HBK

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

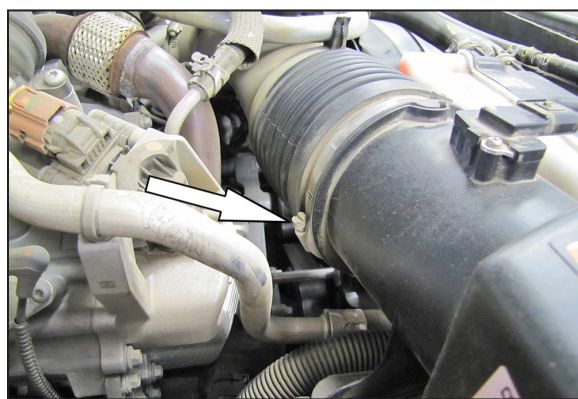
#### TO START:

1. Turn off the ignition and disconnect the negative battery cable.

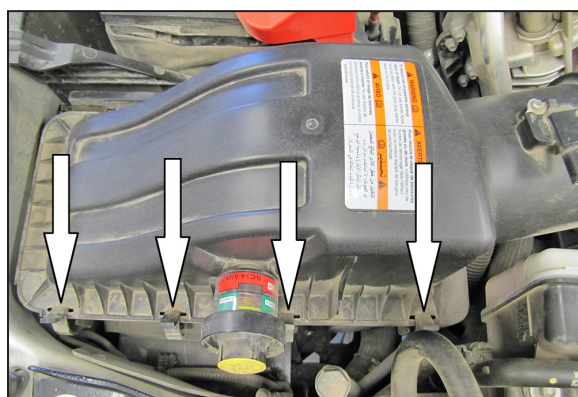
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied 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 red locking tab and then disconnect the mass air sensor electrical connection and unhook the wiring harness from the air box.



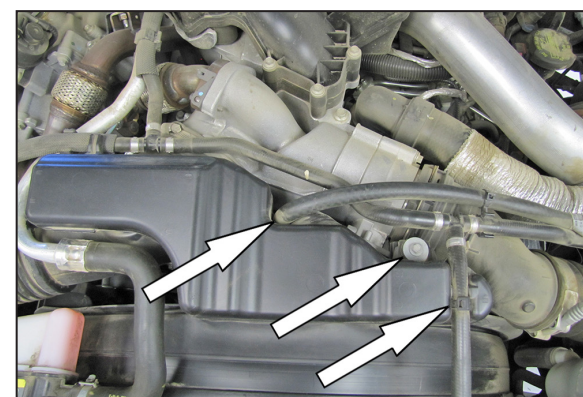
3. Loosen the hose clamp which secures the intake tube to the upper air box.



4. Release the four upper air box retaining clips.

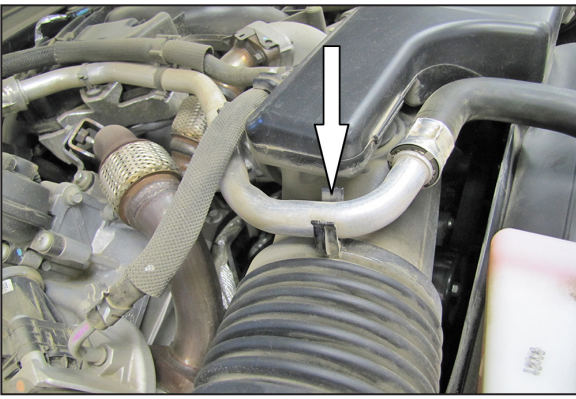


5. Remove the upper air box housing from the vehicle.

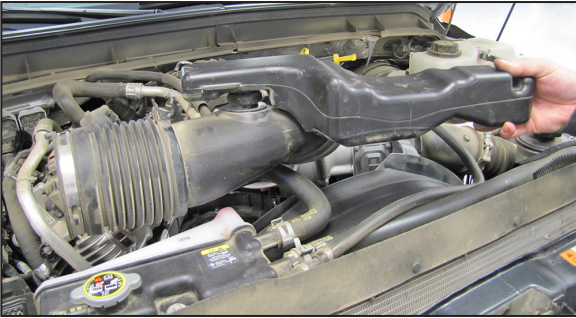


6. Unhook the coolant hoses from the intake plenum and remove the bolt securing the plenum to the engine fan shroud.

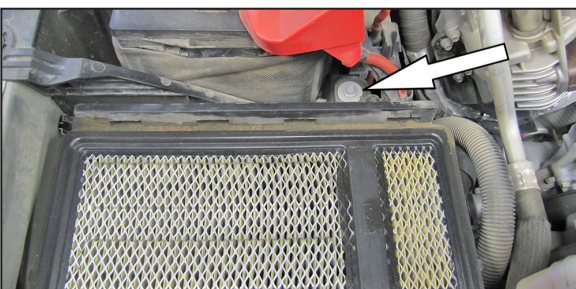




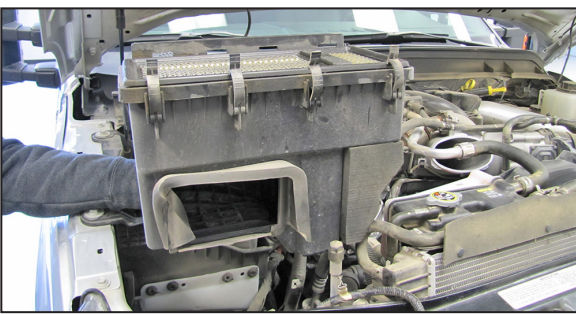
7. Unhook the coolant pipe from the intake tube.



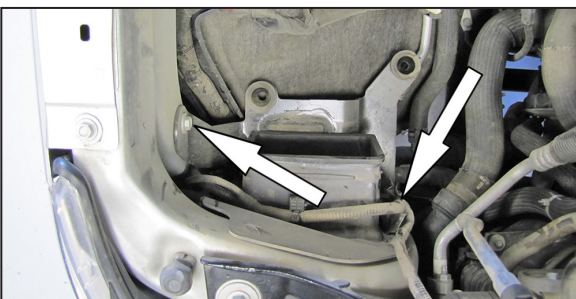
8. Loosen the hose clamp which secures the intake tube to the engine inlet then remove the intake tube from the vehicle.



9. Remove the bolt securing the lower air box to the battery tray.



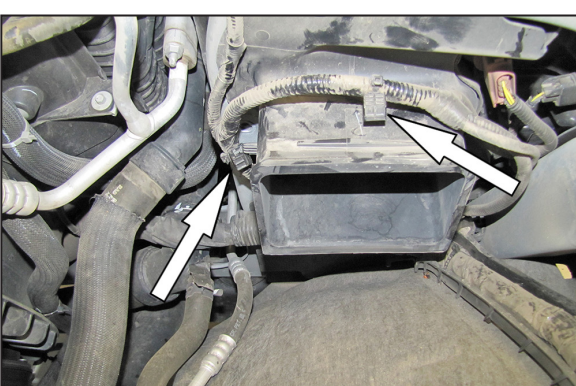
10. Remove the lower air box from the vehicle.  
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



11. Remove the two bolts which secure the air box mounting bracket to the core support and inner fender.



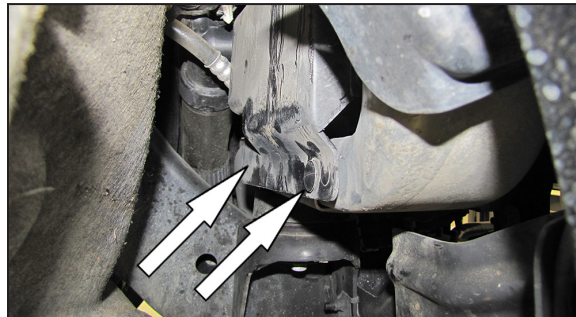
12. Remove the air box mounting bracket from the vehicle.



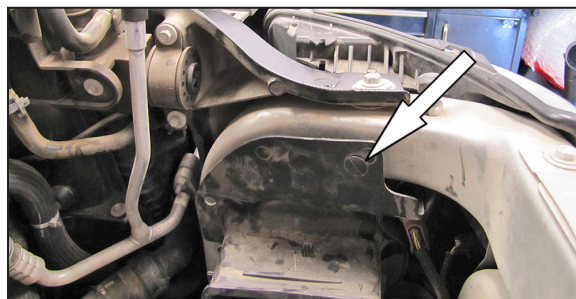
13. Unhook the wiring harness from the fresh air intake duct.



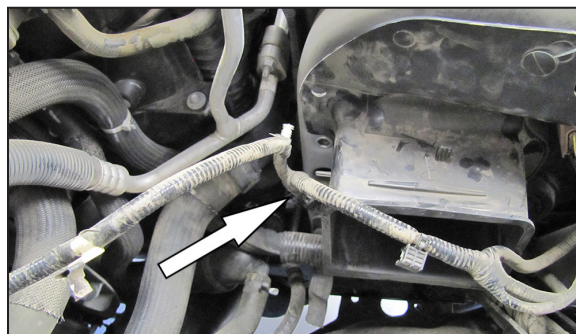
14. Remove the 5 bolts and one push pin securing the front of the inner fender panel and then pull the inner fender panel back to gain access to the bottom of the fresh air intake duct.



15. Remove the two clips shown that retain the bottom of the fresh air intake duct.



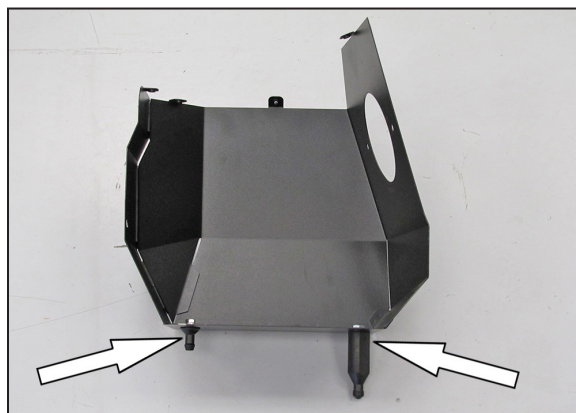
16. Remove the push pin securing the top of the fresh air intake duct.



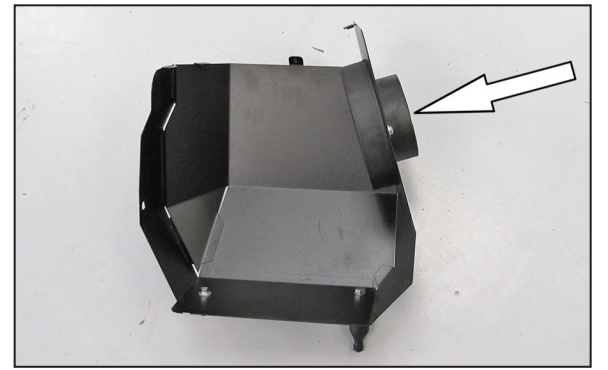
17. Unhook the wiring harness secured to the core support through the fresh air intake duct.



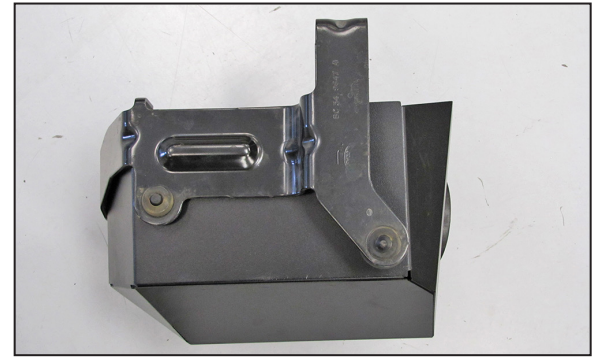
18. Remove the fresh air intake duct from the vehicle. Secure the inner fender to the vehicle with the original hardware from step #15.



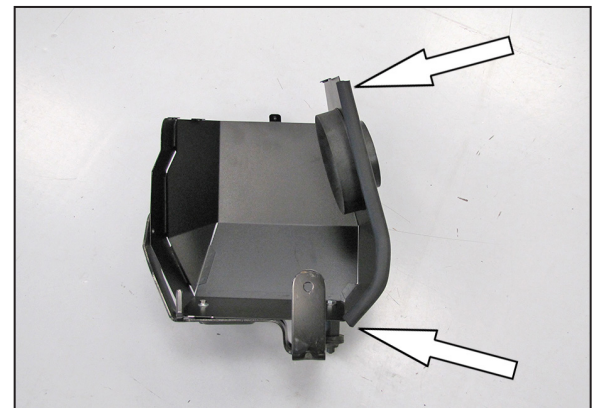
19. Install the two heat shield stand-offs onto the heat shield as shown using the provided hardware.



20. Install the filter adapter into the heat shield using the provided hardware.



21. Install the factory air box mounting bracket onto the heat shield as shown so that the mount stand-offs installed in step #20 snap into the factory mounting grommets.



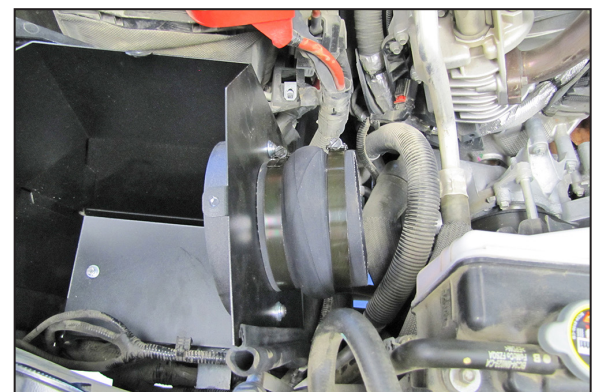
22. Install the provided edge trim onto the heat shield as shown.

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



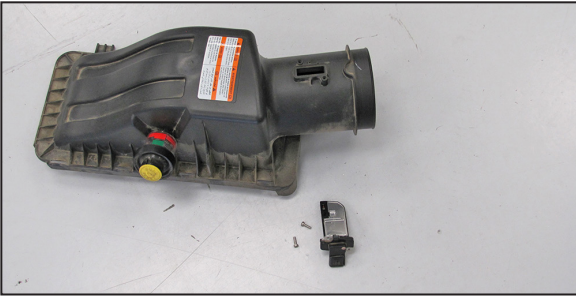
23. Set the heat shield assembly into position and secure with the factory mounting hardware from step #12.

**NOTE: Start the bolt going into the inner fender panel first, and then install the bolt attaching to the core support, then tighten both bolts. Take care lowering the heat shield into position as it will be very close to the positive battery cable. The negative battery cable should have been disconnected in step #1 to prevent any possible arcing.**

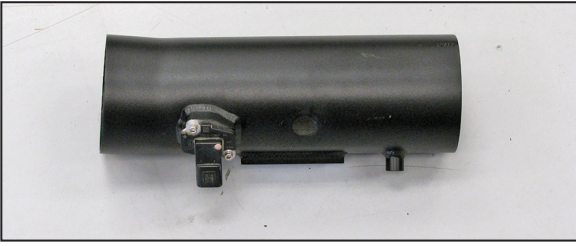


24. Install the silicone hump hose (08418) onto the filter adapter and secure with the provided hose clamp.

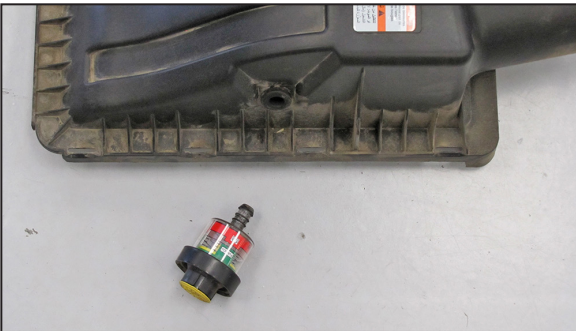




25. Remove the two screws securing the mass air sensor into the factory air box and then remove the sensor from the air box.



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



27. Remove the Filter minder from the factory air box housing.

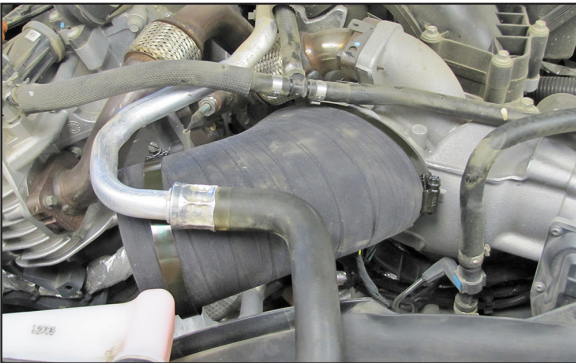


28. Install the provided grommet into the K&N® intake tube and then install the filter minder into the grommet as shown.



29. Install the provided silicone hump hose (08418) onto the K&N® intake tube.

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



30. Install the silicone hose (08501) onto the turbo inlet as shown.

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



31. Install the K&N® intake tube into the silicone hose at turbo inlet, Align with the filter adapter and install the hump hose. Adjust the tube and hoses for best fit and then secure with the provided hose clamps.



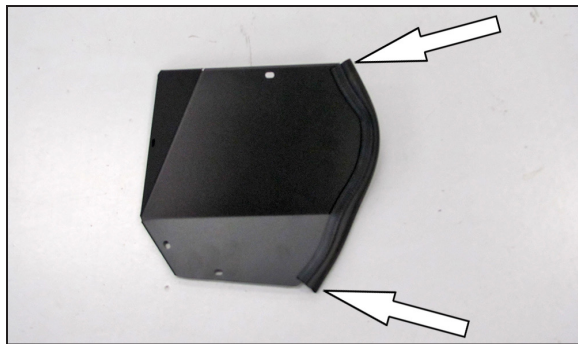
32. Secure the coolant pipe with the provided bracket (083166), mounting tie wrap and hardware to threaded stand-off on the K&N® intake tube.



33. Install the coolant hose bracket onto the fan shroud and then secure the coolant hoses with the provided mounting tie wraps as shown.



34. Feed the K&N® air filter top first into its location then rotate it back and install onto the filter adapter. Secure the air filter with the provided hose clamp.

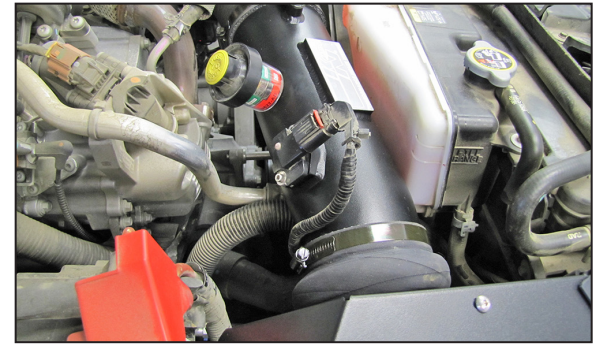


35. Install the provided edge trim onto the heat shield lid as shown.

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



36. Install the heat shield lid onto the heat shield and secure with the provided hardware.



37. Reconnect the mass air sensor electrical connection.



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

39. 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, purchase our Synthetic Filter Cleaner, part number 99-0624 and follow the easy instructions.