



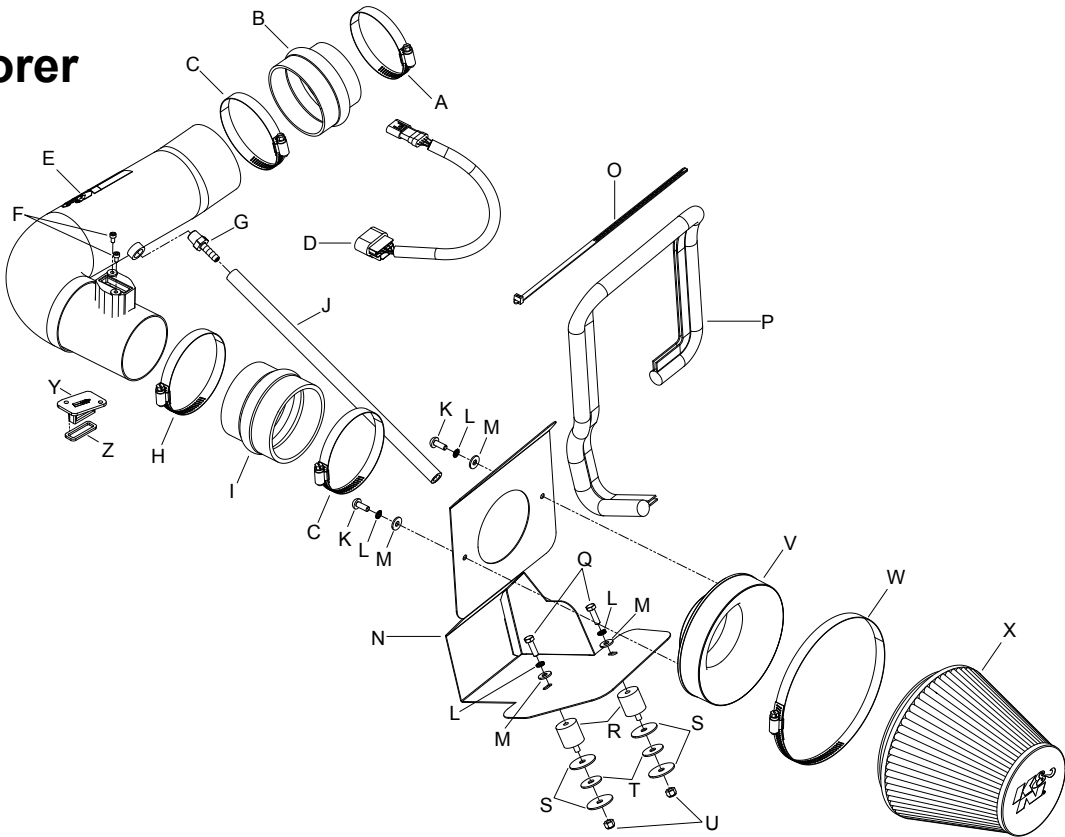
INSTALLATION INSTRUCTIONS

77-2575KS FORD 2011-14 Explorer V6-3.5L

NOTE: Excluding EcoBoost

TOOLS NEEDED:

- 3mm Allen Wrench
- 4mm Allen Wrench
- 8mm Socket
- 10mm Socket
- 10mm Wrench
- Extension
- Flat Blade Screwdriver
- Pliers
- Ratchet
- T20 Torx Wrench



| PARTS LIST | | | |
|------------|------------------------------------|------|---------|
| | Description | Qty. | Part # |
| A | Hose Clamp #48 | 1 | 08601 |
| B | Hose; 3-1/2" to 3" ID X 2-1/2"L | 1 | 084079 |
| C | Hose Clamp # 56 | 2 | 08620 |
| D | MAF Extension Harness | 1 | 21780 |
| E | Intake Tube | 1 | 27542 |
| F | Bolt; Socket 8-32 X 5/16 SS | 2 | 1-2023 |
| G | Vent; STRT, 3/8" Hose, 1/4" NPT | 1 | 08047 |
| H | Hose Clamp #52 | 1 | 08610 |
| I | Hose; Hump 3.25/3.50x3.00" | 1 | 5-576 |
| J | Hose; 3/8"IDx14"L | 1 | 5-1014 |
| K | Bolt; M6x1.00x16mm, ButtnHd, SS | 2 | 07730 |
| L | Washer, M6 Split Lock Zinc | 4 | 1-3025 |
| M | Washer; 6mm Flat, SS | 4 | 08269 |
| N | Heat Shield | 1 | 074072 |
| O | Cable Ties, 11" Blk. | 1 | 21590 |
| P | Edge Trim (35") | 1 | 102471 |
| Q | Bolt; 6mm-1.00x16mm, SS | 2 | 07812 |
| R | Stud; Rubber Mount, M6 X 1, 1" T | 2 | 02033 |
| S | Washer; 1.25D X .28 HOL | 4 | 08151 |
| T | Washer; 1" X .300 X .100 Rubber | 2 | 21685 |
| U | Nut; 6mm Nylock, Hexhead, SS | 2 | 07512 |
| V | Adapter; Universal, 6" Filter 3.5" | 1 | 21512-1 |
| W | Hose Clamp #104 | 1 | 08697 |
| X | Air Filter | 1 | RF-1048 |
| Y | Block Off | 1 | 21508 |
| Z | Gasket | 1 | 09076 |

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

TO START:

- 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.



- Disconnect the mass air sensor electrical connection.



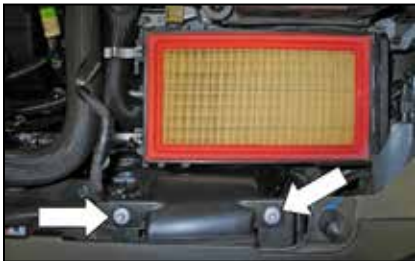
- Disconnect the crank case vent tube from the factory intake tube.



- Loosen the hose clamp securing the factory intake tube to the throttle body and disconnect the EVAP vent line from the EVAP check valve.



- Release the two upper air box retaining clips and then remove the upper air box and intake tube assembly from the vehicle.



- Remove the two fresh air duct retaining bolts shown.



- Remove the lower air box/fresh air duct from the vehicle.



- Remove the two air box mounting grommets shown.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



- Install the two provided rubber mounted studs onto the air box mounting bracket as shown.
NOTE: Be sure to place a fender washer on the top and bottom sides of the air box mounting bracket.



- Install the K&N® filter adapter into the heat shield as shown and secure with the provided hardware.



- Install the provided edge trim onto the heat shield as shown.
NOTE: Trimming of the edge trim will be necessary.



12. Install the heat shield assembly onto the rubber mounted studs and secure with the provided hardware.



13. Flex the heat shield in on the rubber mounted studs for clearance to install the K&N® air filter. Install the air filter and secure it with the provided hose clamp.

NOTE: Drycharger® air filter wrap; part # RF-1048DK is available to purchase separately.



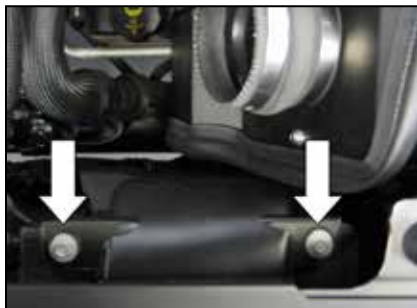
14. Install the silicone hump hose (5-576) onto the filter adapter and secure with the provided hose clamp.



15. Install the silicone hump hose (084079) onto the throttle body and secure with the provided hose clamp.



16. Remove the screw securing the fresh air intake scoop into the factory air box and pry the scoop out of the air box.



17. Feed the bottom of the fresh air scoop into the heat shield and then secure the scoop with the factory bolts removed in step #6.



18. Remove the two screws securing the mass air sensor, then remove mass air sensor from the factory air box.

NOTE: Some vehicles may not be equipped with a mass air sensor.



19. On vehicles that are equipped with a mass air sensor install the sensor into the K&N® intake tube and secure with the provided hardware. On all other vehicles, install the provided gasket onto the block off plate and install the block off plate into the K&N® intake tube and secure with the provided hardware.



20. Install the NPT vent 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.



21. Install the K&N® intake tube into the silicone hose at the throttle body and then into the silicone hose on the filter adapter; secure with the provided hose clamp.



22. Connect the crank case vent hose to the K&N® intake tube.



23. Connect the provided EVAP vent line to the fitting on the K&N® intake tube and then connect the open end to the factory EVAP check valve.



24. Connect the provided mass air sensor extension harness to the factory harness and connect the open end to the mass air sensor. Secure the mass air sensor extension harness to the vehicle wiring harness with the provided tie wrap.



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

26. 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.

27. 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.