FUEL INJECTION PERFORMANCE KIT
FIPK GENERATION II™

INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

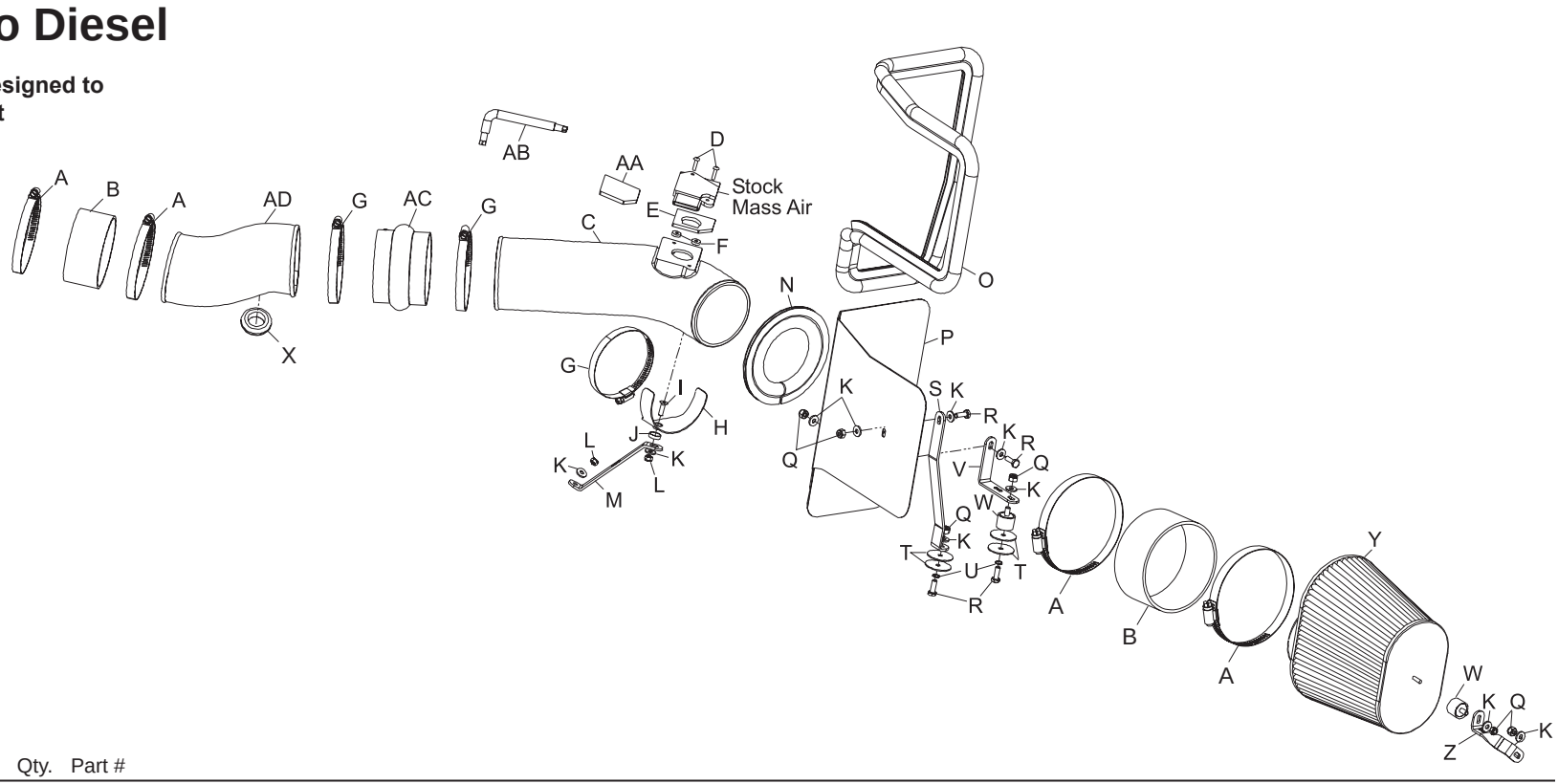
INSTALLATION INSTRUCTIONS

57-2546-1
FORD
2003-07 F250 / F350 / F450 / F550 Super Duty
2003-05 Excursion
V8-6.0L Turbo Diesel

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

TOOLS NEEDED:

Flat Blade Screwdriver
10mm Socket
Long Extension
7/16 Wrench
Ratchet
7/16 Socket
4mm Allen
2.5 Allen
Drill
5/8" Drill Bit



PARTS LIST:

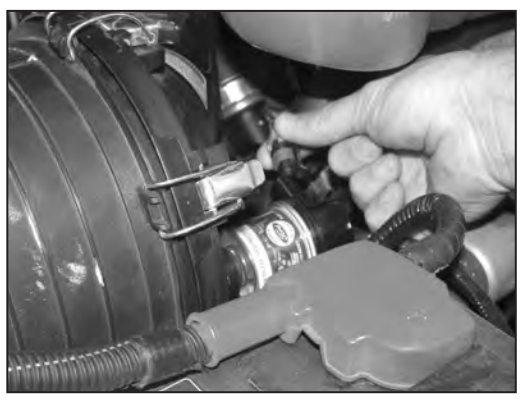
	Description	Qty.	Part #												
A	Hose Clamp #64	4	08645	I	Bolt; 6mm F/H/A	1	08376	Q	Nut 1/4"-20 Nylock	6	07517	Y	Air Filter	1	RC-5178
B	Silicone Hose	2	08761	J	Cup Washer	1	08180	R	Bolt 1/4"-20x3/4" Hex	4	08386	Z	Bracket; Twist	1	07176
C	Intake Tube	1	087093	K	Washer 1/4 Flat	10	08275	S	Bracket	1	07175	AA	Block Off Plate	1	21519
D	Bolt; Buttonhead Allen	2	07793	L	Nut 6mm Nylock	2	07553	T	Washer 1.5"ODX.1/4"ID	4	21714	AB	Wrench; Torx T20 T/R, l-Key	1	69801
E	Gasket	1	09068	M	Bracket	1	07174	U	Washer 1/4 Lock	2	08198	AC	Hose; 4"IDX3"L, Hump	1	08418
F	Spacers	2	06530	N	Edge Trim 20" Side Mount	1	102476	V	Bracket; Lg. "L"	1	07177	AD	Intake Tube	1	087193
G	Hose Clamp #60	3	08628	O	Edge Trim 57"	1	102470	W	Stud Rubber Mntd.	2	070226				
H	Saddle Bracket	1	078855	P	Heat Shield	1	074006	X	Grommet; 1-3/4"OD,1"ID,1/2".	1	082000				

IMPORTANT: Service air filter according to the K&N® cleaning instructions (99-5050) when the indicator on the restriction gauge is in the 50 to 65% range. On vehicles that come with an electric restrictor gauge, you must read the gauge manually, do not wait until the dash light illuminates. Do not run the vehicle with the indicator above the 65% range, as damage to the air filter and or the engine could result.

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.



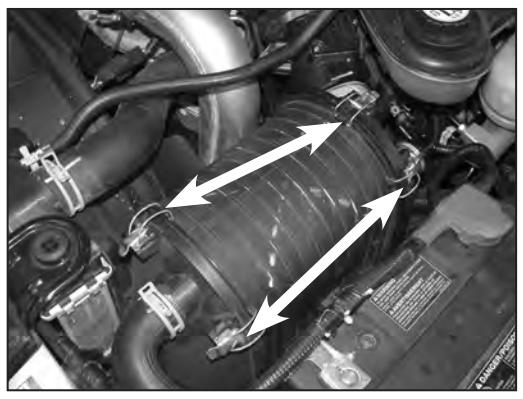
2. Disconnect the restrictor gauge electrical connection as shown.



3. On vehicles equipped with a mass air sensor, disconnect the mass air electrical connection as shown.



3a. On vehicles equipped with an air temperature sensor, disconnect the air temperature sensor electrical connection as shown.



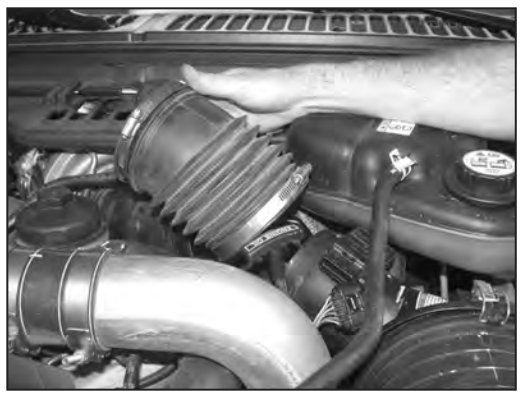
4. Release the four clamps that retain the front and back ends of the air box.



5. On vehicles equipped with a two piece inlet tube and bellows, loosen the hose clamp that secures the turbo inlet tube to the inlet bellows.



5a. On vehicles equipped with a one piece inlet tube and bellows, loosen the hose clamp securing the inlet tube and bellows to the air box assembly.



6. On vehicles equipped with a two piece inlet tube and bellows, loosen the hose clamp at the mass air sensor and remove the intake hose from the vehicle.



7. Remove the filter housing from vehicle as shown.



8. Remove the air box base as shown.

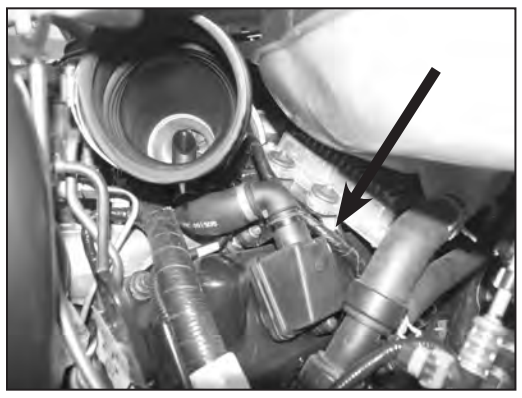


9. Remove the air box top as shown.

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



9a. On vehicles equipped with a one piece inlet tube and bellows, loosen the hose clamp that secures the inlet tube and bellows assembly to the turbo inlet.

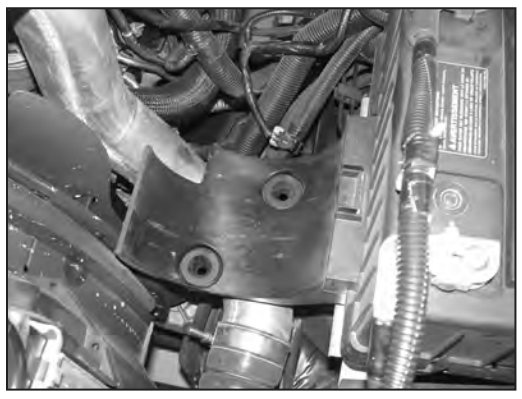


9b. On vehicles equipped with a one piece inlet tube and bellows, using a large screwdriver, pry up on the crank case vent fitting in the valve cover to disengage it from the valve cover.

NOTE: Use CARE when disengaging the crank case vent fitting from the valve cover so it is not damaged.



9c. On vehicles equipped with a one piece inlet tube and bellows, remove the inlet bellows and tube assembly from the vehicle as shown.



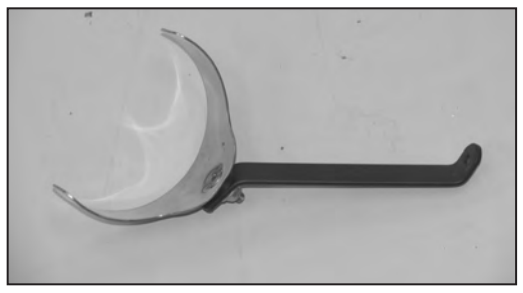
10. Remove the rubber grommets that retain the air box assembly onto the vehicle.



11. Install the rubber mounted stud onto the air box mounting bracket with the provided hardware as shown.



12. Remove the valve cover nut that retains the dip stick to the engine block with a 10mm socket.



13. Assemble the bracket and saddle as shown.



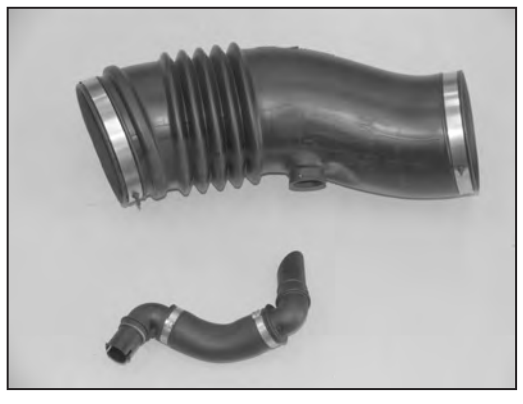
14. Install the saddle bracket assembly onto the engine block and secure with the nut removed in step 12.



15. On vehicles equipped with a two piece inlet tube and bellows, install the silicone hump hose (08418) onto the stock turbo inlet tube and secure with the provided hose clamp as shown.



15a. On vehicles equipped with a one piece inlet tube and bellows, install the silicone hose (08761) onto the turbo inlet and secure with the provided hose clamp.



15b. On vehicles equipped with a one piece inlet tube and bellows, cut the band clamp that secures the crank case vent tube to the turbo inlet tube. Then remove the crank case tube assembly from the turbo inlet tube as shown.

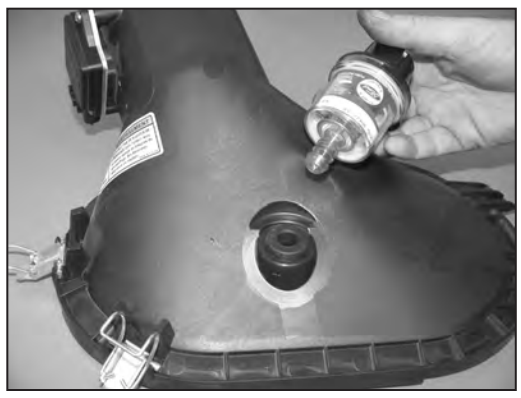


15c. On vehicles equipped with a one piece inlet tube and bellows, install the provided grommet into the turbo inlet tube as shown.



15d. On vehicles equipped with a one piece inlet tube and bellows, install the crank case vent tube assembly removed in step #15b into the grommet in the turbo inlet tube as shown.

15e. On vehicles equipped with a one piece inlet tube and bellows, install the turbo inlet tube assembly onto the turbo. Rotate to align the crank case vent tube with the valve cover vent port. Snap the crank case vent tube into the valve cover vent port and secure the tube with the provided hose clamp.



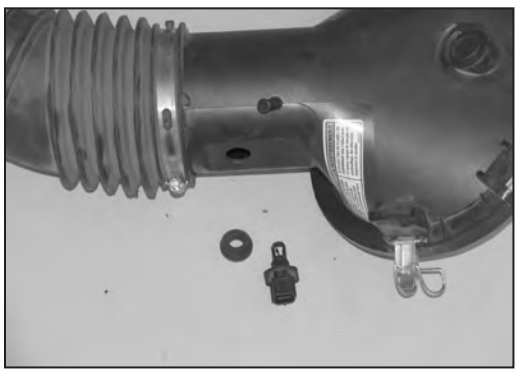
16. Remove the air filter restriction gauge and grommet from the factory air box.



17. Install the factory grommet and restriction gauge into the K&N® intake tube as shown.



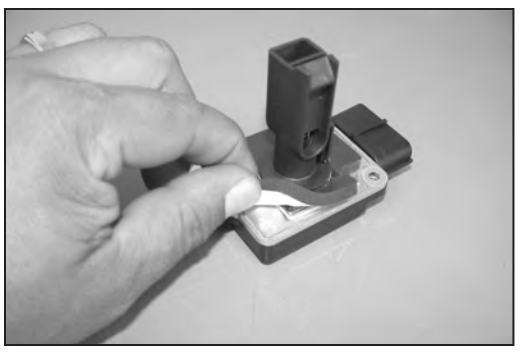
18. On vehicles equipped with a mass air sensor, remove the mass air sensor from the factory air box lid with the provided torx wrench as shown.



18a. On vehicles equipped with an air temperature sensor, remove the air temperature sensor and grommet as shown.



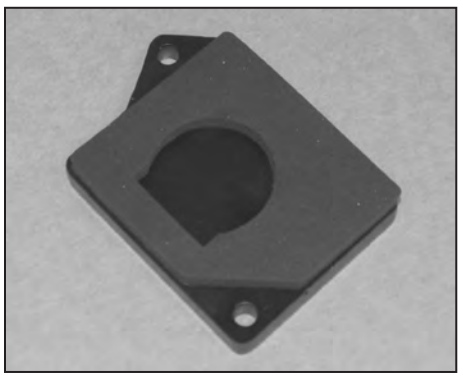
19. On vehicles equipped with a mass air sensor, remove the factory O-ring from the mass air sensor as shown.



20. On vehicles equipped with a mass air sensor install the provided gasket onto the mass air sensor with the sticky side down.



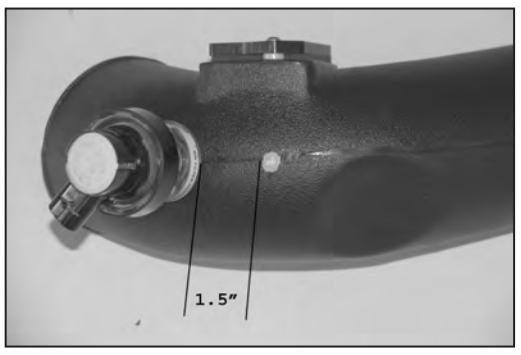
21. On vehicles equipped with a mass air sensor, install the mass air sensor into the K&N® intake tube with the provided screws and spacers as shown.



21a. On vehicles equipped with an air temperature sensor, install the provided gasket onto the mass air block off plate as shown.



21b. On vehicles equipped with an air temperature sensor, install the mass air block off plate onto the K&N® intake tube using the provided screws and spacers as shown.



21c. On vehicles equipped with an air temperature sensor, drill a 5/8"hole at the drill point on the K&N® intake tube as shown.



21d. On vehicles equipped with an air temperature sensor, install the factory grommet and air temperature sensor into the hole that was drilled in the previous step.



22. Install the K&N® intake tube onto the turbo inlet with the provided hose clamp.



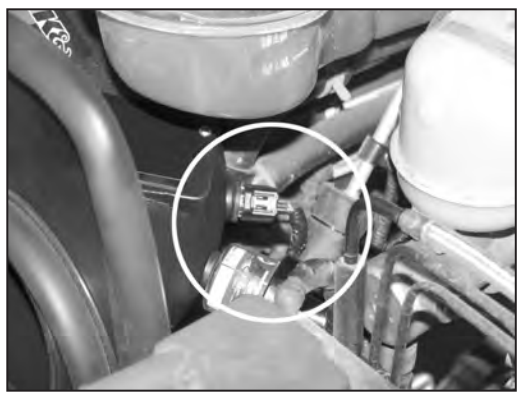
23. Secure the K&N® intake tube to the saddle bracket with the provided hose clamp as shown.



24. Reconnect the restrictor gauge electrical connection as shown.



25. On vehicles equipped with a mass air sensor, reconnect the mass air sensor electrical connection as shown.



25a. On vehicles equipped with an air temperature sensor, reconnect the air temperature sensor electrical connection as shown.



26. Install the edge trim onto the heat shield as shown. Trim if needed.



27. Install the edge trim onto the inner hole on the heat shield as shown. Trim if needed.



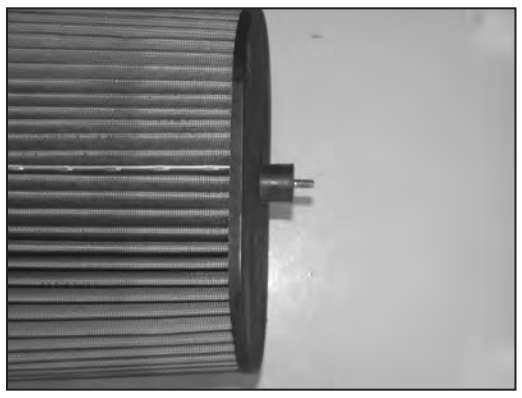
28. Install the two brackets onto the heat shield with the provided hardware as shown. Do not tighten completely.



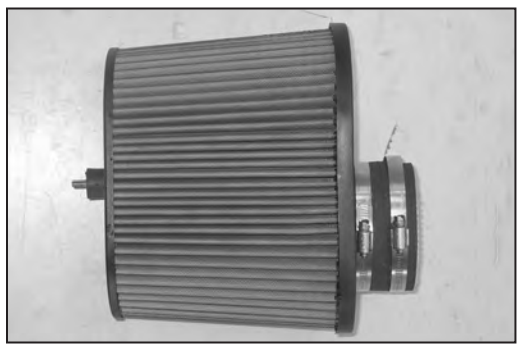
29. Install the heat shield assembly onto the vehicle as shown.



30. Mount the heat shield onto the rubber mounted stud and then secure the long “L” bracket onto the air box mount with the provided bolt and washers.



31. Install the provided rubber mounted stud onto the K&N® air filter as shown.

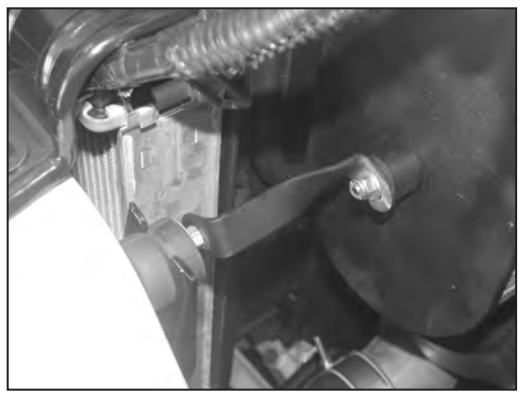


31a. Install the provided silicone hose (08761) onto the air filter flange and secure with the provided hose clamp.



32. Install the air filter element onto the intake tube as shown.

NOTE: Adjust all brackets and the heat shield to obtain maximum clearance along the sides and under filter, then secure the air filter.



33. Install the provided bracket onto the radiator mount stud and the air filter stud with the provided hardware.



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

35. The C.A.R.B. exemption sticker, (attached), must be visible under the hood, so the 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.

36. 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.

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