



AIRCHARGER®

HIGH-FLOW INTAKE KITS

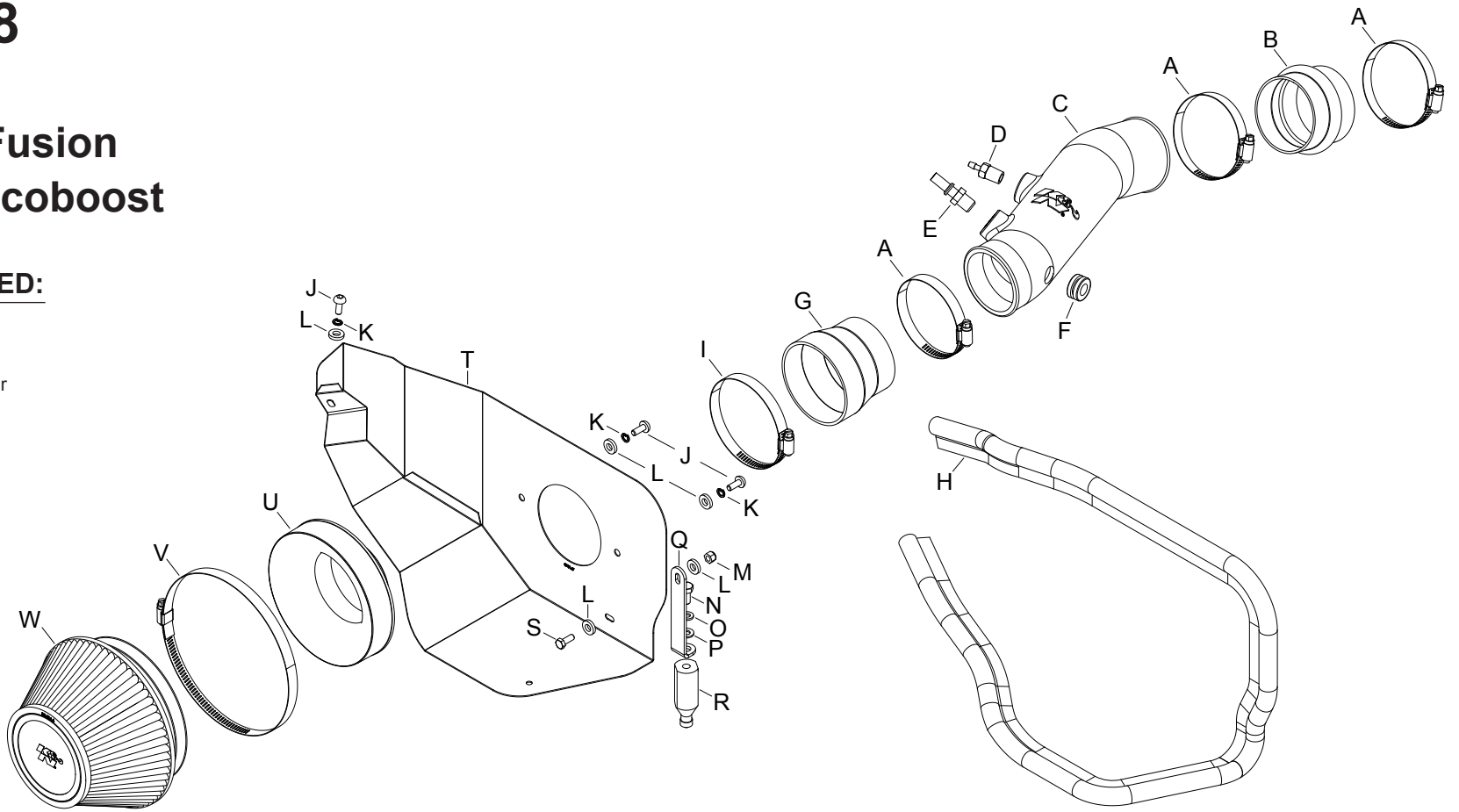
NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

63-2588
FORD
2014-15 Fusion
L4-1.5L Ecoboost

TOOLS NEEDED:

- Ratchet
- Extension
- 10mm socket
- Flat blade screw driver
- 9/16" wrench
- pliers
- 4mm allen key
- 13mm wrench
- 10mm wrench



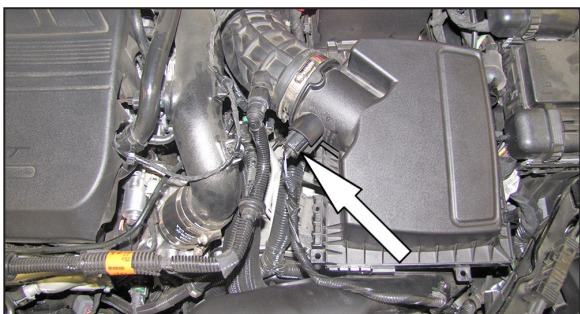
PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #48	3	08601	H Edge trim (48")	1	102485	P Washer; 8MM, Flat, SS	1	08272
B Hose; 3" ID X 2-1/2" L Hump	1	087121	I Hose Clamp #56	1	08620	Q Bracket; "L", 63-2588, STL	1	064320
C Intake Tube	1	087283	J Bolt; M6 X 1.00 X 16MM	3	07730	R Standoff; 6.0 Ford Airbox	1	06532
D Vent; Strt, 3/16 Barbed 1/4" NPT	1	080021	K Washer; M6 Split Lock Zinc	3	1-3025	S Bolt; 6MM -1.00 X 16MM, SS	1	07812
E Vent; Strt, 1/4" NPT to quick	1	08938	L Washer; 1/4"ID X 5/8"OD- SAE	5	08275	T Heat Shield	1	073167
F Grommet, 1" OD, 1/2"ID, 1/2"	1	08064	M Nut; 6MM Nylock, hexhead, SS	1	07512	U Adapter; Universal, 6" Filter 3.5"	1	21512-1
G Hose; 3-1/2" to 3"L TPRD	1	084055	N Bolt; 8MM-1.25 X 16MM	1	07844	V Hose Clamp #104	1	08697
			O Washer; M8 Split Lock Zinc	1	1-3036	W Air Filter	1	RU-4600

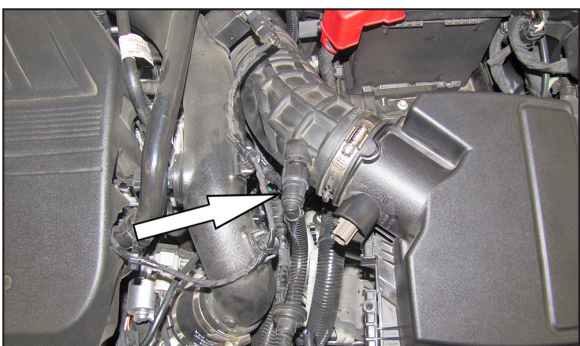
NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

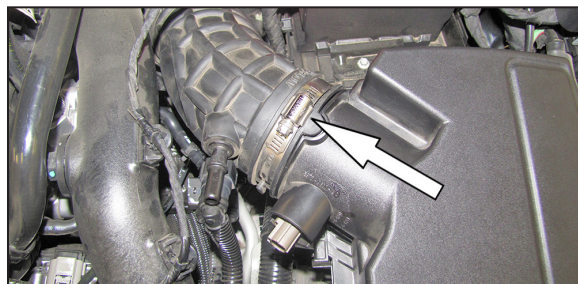
1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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.



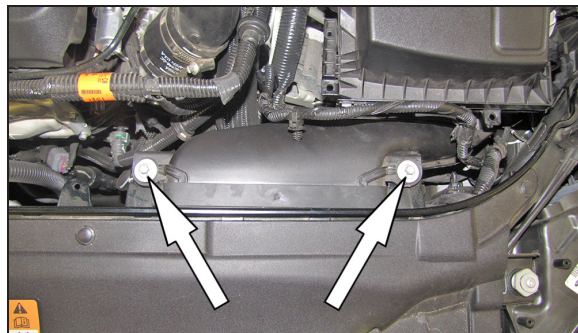
2. Disconnect the inlet air temperature sensor electrical connection.



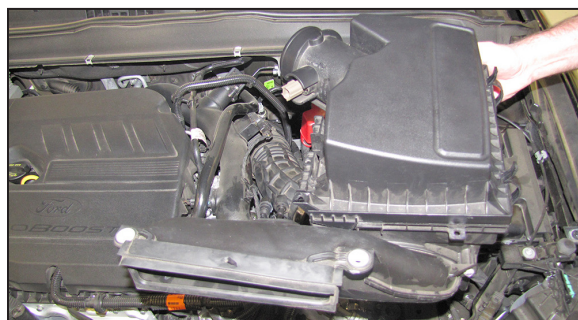
3. Disconnect the crank case vent hose from the factory intake tube.



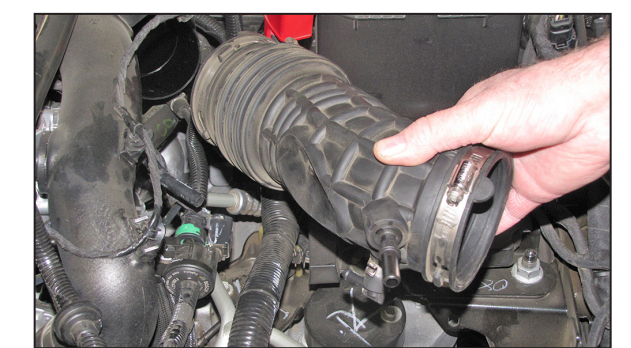
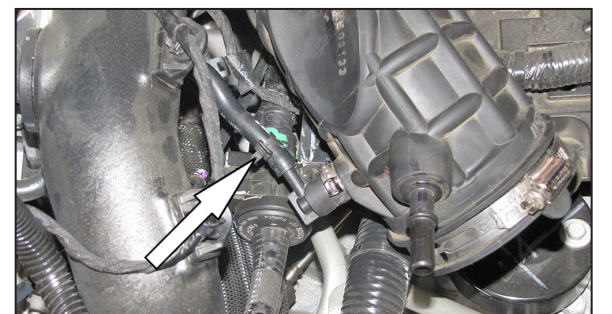
4. Loosen the hose clamp securing the factory intake tube to the air box housing.



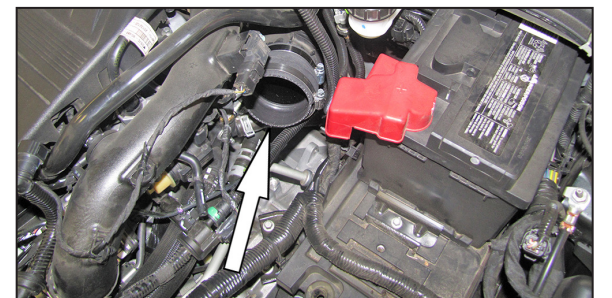
5. Remove the two bolts securing the fresh air intake scoop.



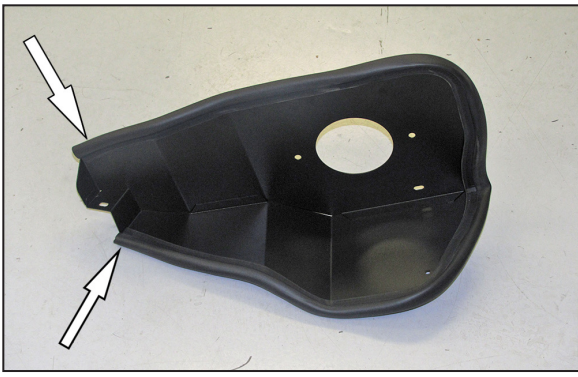
6. Lift up the air box to dislodge it from the mounting grommets and then remove it from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



7. Loosen the hose clamp securing the factory intake tube to the turbo and then remove the hose from the vehicle.
NOTE: It will be necessary to unhook the solenoid vent hose from the intake tube before the tube is removed.



8. Install the provided hump hose (087121) onto the turbo inlet and secure with the provided hose clamp.

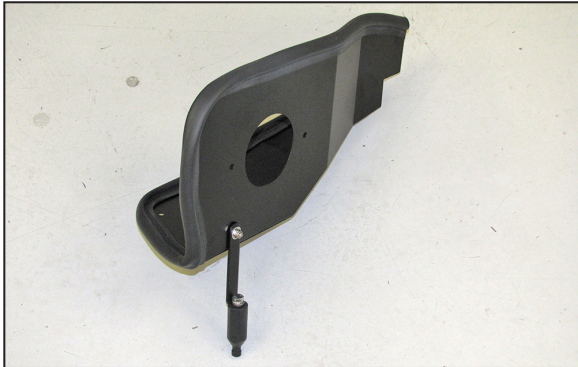


9. Install the provided edge trim around the heat shield as shown.

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



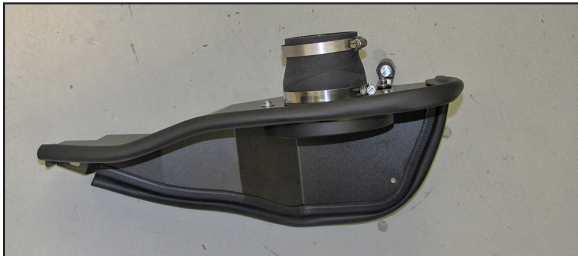
10. Install the heat shield mount onto the provided bracket (064320) as shown.



11. Install the mounting bracket assembly onto the heat shield as shown using the provided hardware.



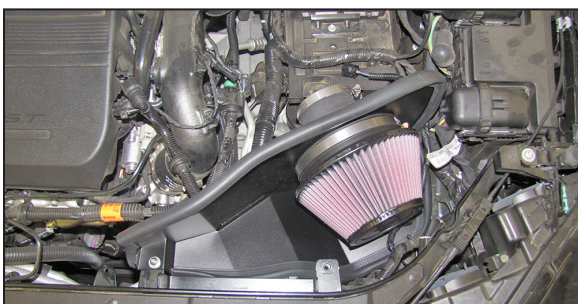
12. Install the filter adapter into the heat shield and secure with the provided hardware.



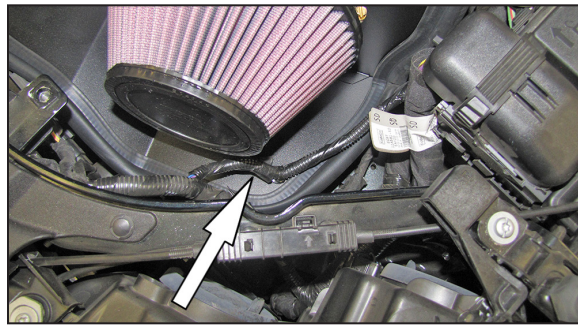
13. Install the provided step coupler (084055) onto the filter adapter and secure with the provided hose clamp.



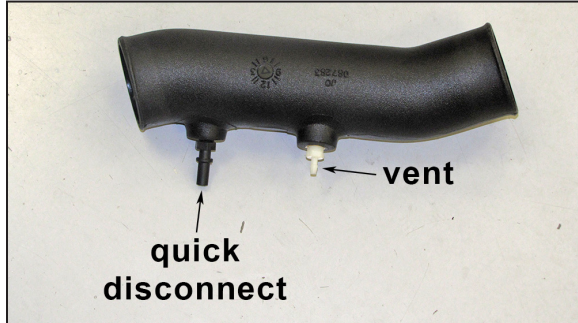
14. Install the K&N® air filter onto the filter adapter and secure with the provided hose clamp.



15. Set the heat shield assembly into the vehicle. The mounting stud will insert into the factory air box mounting grommet and the front of the heat shield will be secured to the core support with the provided hardware.

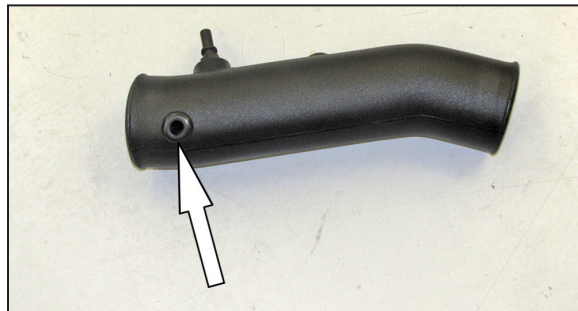


16. Clip the inlet air temperature sensor harness into the hole provided in the heat shield.

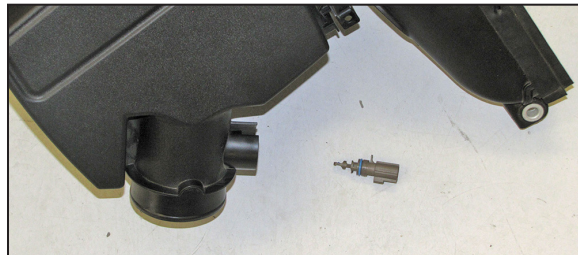


17. Install the provided 1/4" npt fittings into the K&N® intake tube as shown.

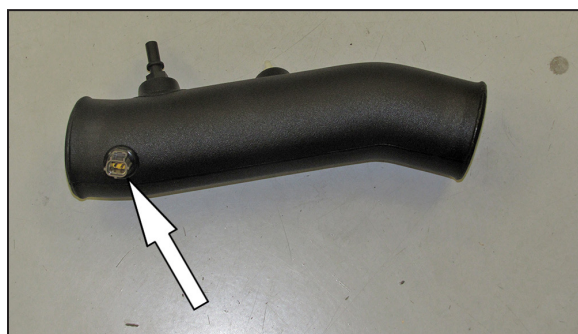
NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



18. Install the provided inlet air temperature sensor grommet into the K&N® intake tube.



19. Remove the inlet air temperature sensor from the factory air box and remove the O-Ring from the sensor.



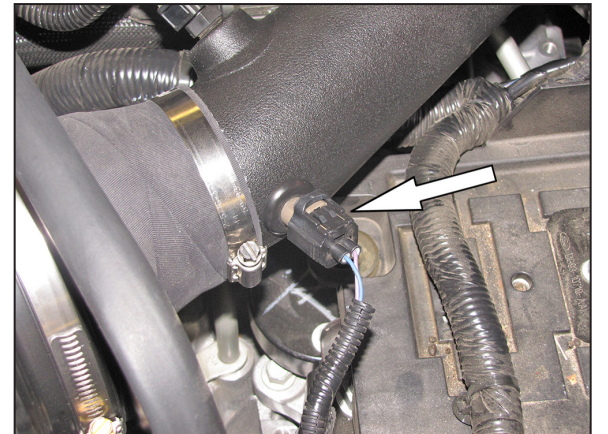
20. Install the inlet air temperature sensor into the grommet installed into the K&N® intake tube.



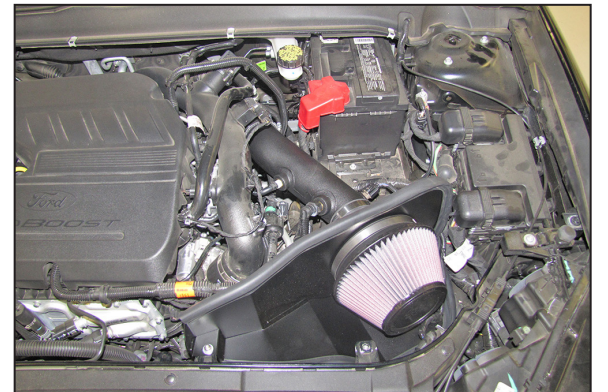
21. Install the K&N® intake tube assembly into the coupling hose at the turbo inlet and then into the coupling hose at the filter adapter. Adjust the tube for best fit and then secure with the provided clamps.



22. Connect the factory solenoid vent hose and the factory crank case vent hose to the fittings installed into the K&N® intake tube.



23. Connect the inlet air temperature sensor electrical connection.



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

25. 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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