



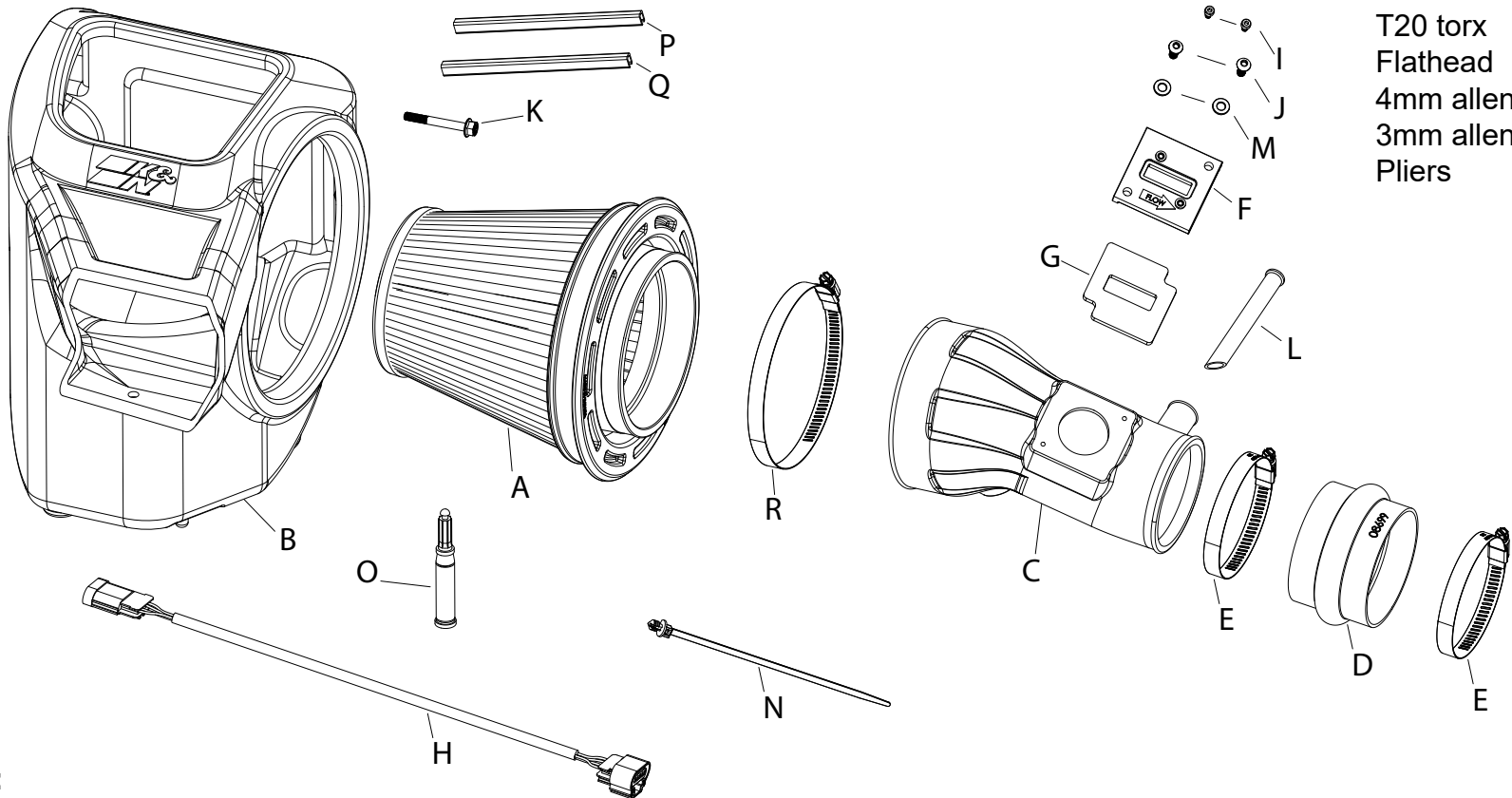
INSTALLATION INSTRUCTIONS

Not legal for sale or use in California on any pollution controlled motor vehicle.

50-2631 FORD 2025-26 BRONCO L4-2.3L

TOOLS NEEDED:

- Ratchet
- Extension
- 8mm socket
- 10mm socket
- T20 torx
- Flathead
- 4mm allen
- 3mm allen
- Pliers



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A AIR FILTER	1	RU-5303	G GASKET; 3/16"	1	09069	M WASHER; 6MM FLAT	2	08269
B AIR BOX	1	087668	H EXTENSION HARNESS; 12" L	1	21787	N ZIP TIE, 8"	1	1-127
C TUBE	1	087669	I BOLT; M4- 7 X 8MM	2	07733	O SUPER GLUE	1	409
D HOSE 3.5"ID X 2.5"L	1	08699	J BOLT; M6 X 1 X 16MM	2	07730	P CLIP; SNAP-ON ORANGE	1	088223
E HOSE CLAMP; #56 BLK	2	08620KA	K BOLT; M6-1 X 50	1	1-2070	Q CLIP, SNAP-ON RED	1	088222
F ADAPTOR: MAF SENSOR	1	21515-1	L INSERT; PCV	1	7-284	R FILTER CLAMP, # 88	1	KITHS88K

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

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 MAF sensor and pull harness and coolant line away from airbox.



3. Loosen the clamp on turbo and pull intake tube back. Than, remove the spring clamp on the BOV hose, and pull the BOV hose away from intake tube.



4.Using flathead screw driver, remove push clip on front of air box scoop.



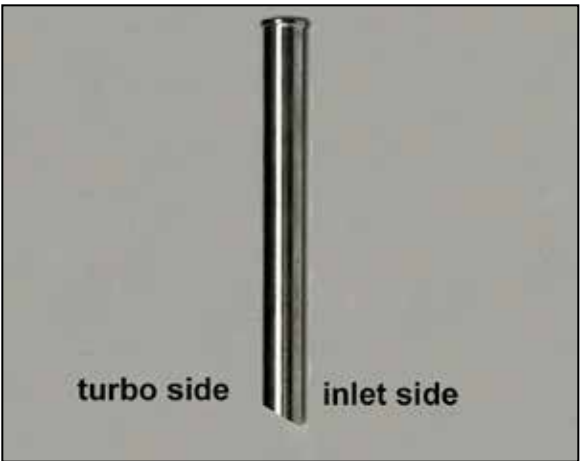
5. Remove the bolt on the side of air box using 8mm socket and ratchet.



6. Lift up and remove complete airbox assembly out of vehicle. **NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**

Continued

INSTALLATION INSTRUCTIONS



7. CCV insert shown. For the next step, the Angled end of the cut needs to be installed with the shorter end towards the turbo and the longer end towards the inlet. Apply two drops of the provided superglue on the bottom of the lip of the insert before installation. Mark with a marker to indicate the long side of the tube.



8. On the Factory Turbo inlet, Disconnect the Crankcase line. Now, install the CCV insert on top as shown until it bottoms out. Once seated, reconnect Crankcase line.



9. Install provided hump coupler and clamps onto the turbo inlet. Tighten clamp on turbo inlet only.



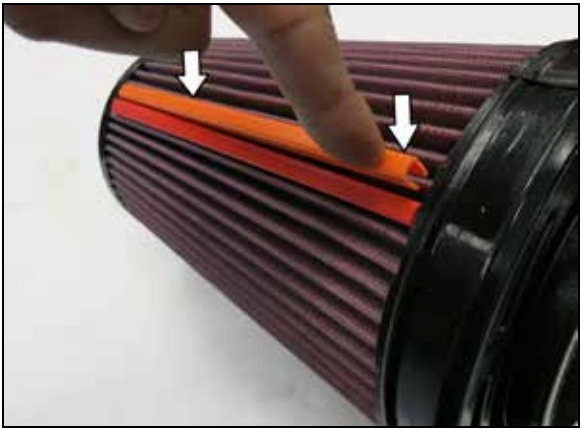
10. Remove the MAF sensor from the OEM air box. Install onto the provided MAF adaptor. Install the poron-gasket to the bottom of the MAF adaptor. Secure the MAF sensor using provided M4 screws.



11. Install the provided push-tree cable tie to the bottom of the K&N tube.



12. Install the MAF sensor assembly into the intake tube shown. Note: Make sure the MAF sensor is going in the correct direction.



13. Attach the filter clips to the pleats on the air filter align and push down. Passenger side filters, place orange clip on top and red on bottom.



14. Install air filter into the air box.



15. Install intake tube assembly into vehicle. Do not tighten clamps.



16. Install air box assembly into vehicle and position the tube to filter. Secure the front air box using original push clip. Note: Make sure the coolant line goes under the intake tube.



17. Secure the airbox using provided hardware and tighten.



18. Once positioned, tighten all clamps.



19. Secure the coolant line to the push-tree cable tie.



20. Secure the BOV line to the intake tube.



21. Reconnect the MAF sensor harness with extension.



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

23. 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.