



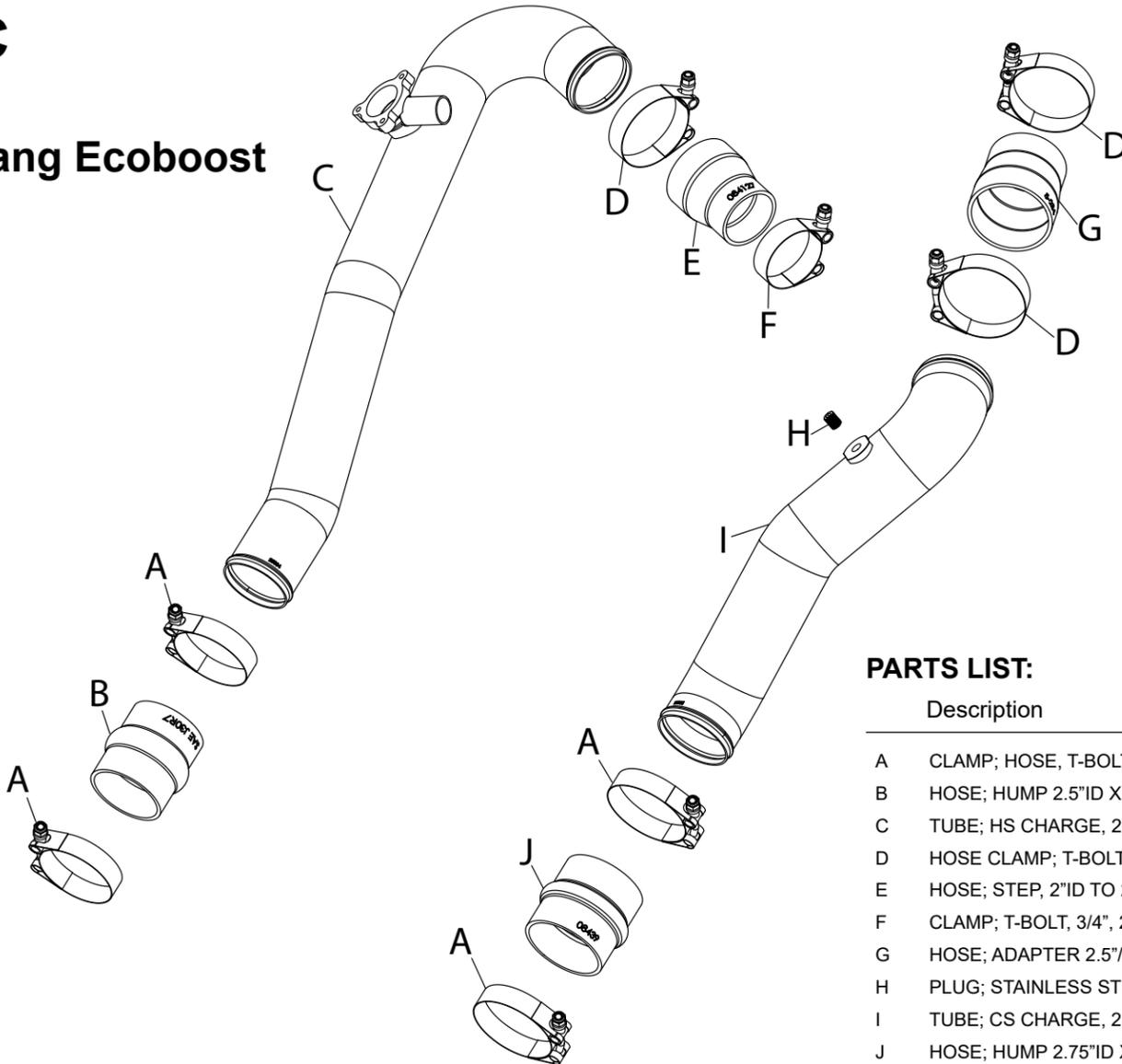
NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.  
See knfilters.com for CARB status on each part for a specific vehicle

# INSTALLATION INSTRUCTIONS

**77-1010KC**  
**FORD**  
**2015-23 Mustang Ecoboost**  
**L4-2.3L**

**TOOLS NEEDED:**

- Ratchet
- Extension
- 7mm socket
- 8mm socket
- 10mm socket
- 11mm deep socket
- Pliers
- 6mm allen key



**PARTS LIST:**

| Description                              | Qty. | Part # |
|--|------|--------|
| A CLAMP; HOSE, T-BOLT, #288              | 4    | 9445   |
| B HOSE; HUMP 2.5"ID X 3.125"L            | 1    | 08487  |
| C TUBE; HS CHARGE, 2.5"OD X 29"L, ALUM.  | 1    | 25884C |
| D HOSE CLAMP; T-BOLT, #312               | 3    | 21852  |
| E HOSE; STEP, 2"ID TO 2.5"ID X 3"L       | 1    | 084127 |
| F CLAMP; T-BOLT, 3/4", 2"-2.31"          | 1    | 9437   |
| G HOSE; ADAPTER 2.5"/2.75" X 3" BLK      | 1    | 5-254  |
| H PLUG; STAINLESS STEEL 1/8" NPT         | 1    | 1-1014 |
| I TUBE; CS CHARGE, 2.75"OD X 20"L, ALUM. | 1    | 25885C |
| J HOSE; HUMP 2.75"ID X 3"L               | 1    | 08439  |

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.**



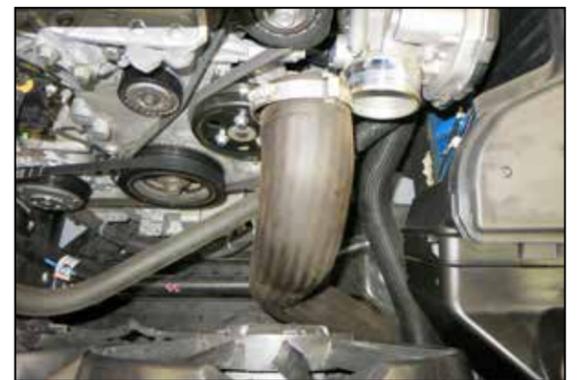
2. Loosen the hose clamp that secures the intake tube to the upper air filter housing and then release the clips that secure the upper housing to the lower housing.



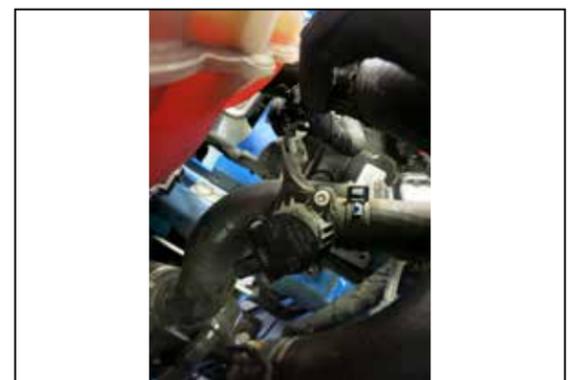
3. Release the spring clamp that secures the BOV hose to the intake tube and then disconnect the CCV line quick disconnect fitting from the intake tube.



4. Loosen the hose clamp the secures the factory intake tube to the turbo inlet and then remove the intake tube from the vehicle.



5. Loosen the hose clamps that secure cold side charge hose to the throttle body and inter cooler and then remove the cold side charge hose from the vehicle.



6. Disconnect the BOV electrical connections and separate the wiring harness from the stock hot side charge tube.



7. Loosen the hose clamps that secure the hot side charge tube to the turbo and intercooler and then remove the charge tube from the vehicle.



8. Remove the three bolts that secure the BOV to the factory charge tube and remove the valve from the tube. Release the spring clamp and disconnect the BOV hose from factory hot side charge tube



9. Install the BOV onto the K&N hot side charge tube and secure with the factory hardware removed in the previous step. Install the factory BOV hose onto the K&N hot side charge tube.



10. Apply thread sealant to the provided 1/8npt plug and then install the plug into the accessory port of the K&N cold side charge pipe.



11. Install the provided step coupler into the turbo outlet with the provided clamps, do not tighten the clamps.



12. Install the provided hump coupler onto the hot side of the intercooler with the provided clamps, do not tighten the clamps.



13. Install the K&N hot side charge tube into the couplers, align the tube for best fit and then tighten all the hose clamps. Reconnect the BOV electrical connection.



14. Install the provided hump coupler onto the throttle body with the provided clamps, do not tighten the clamps.



15. Install the provided step coupler onto the cold side of the inter cooler with the provide clamps, do not tighten.



16. Install the K&N cold side charge tube into the couplers, align for best fit and then tighten the clamps.



17. Apply the K&N decal to the K&N charge tube.



18. Reinstall the complete intake system and reconnect the factory BOV hose to the intake tube.



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

20. 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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