



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

INSTALLATION INSTRUCTIONS

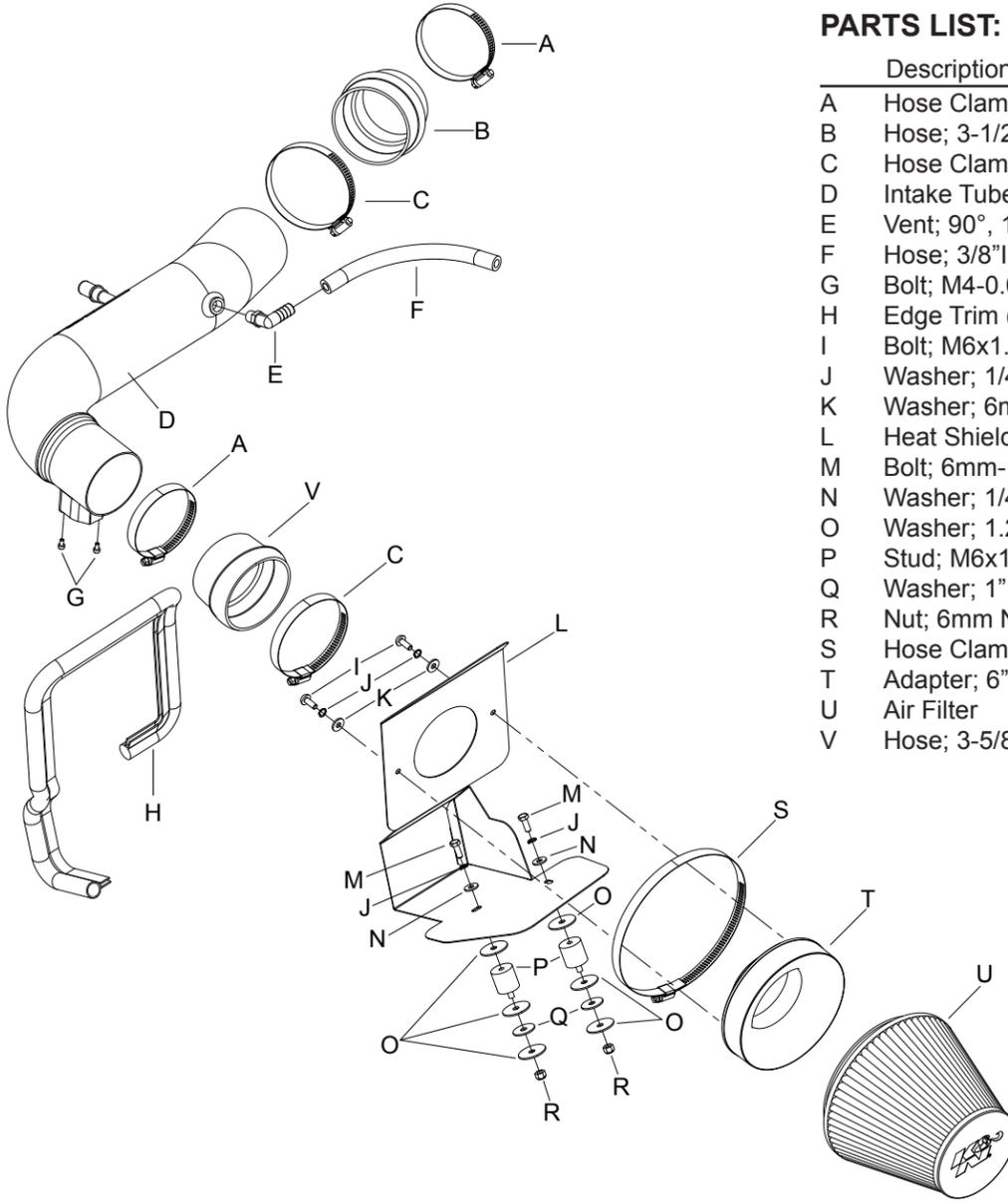
77-2578KS
FORD
2009-12 Flex
V6-3.5L

Excluding models with EcoBoost engines

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

TOOLS NEEDED:

- Flat Blade Screwdriver
- Ratchet
- Extension
- 10mm Socket
- 10mm Wrench
- 3mm Allen
- 5/32" Allen
- Plier
- T20 Torx



PARTS LIST:

Description	Qty.	Part #
A Hose Clamp #48	2	08601
B Hose; 3-1/2" To 3"IDx2-1/2"L Hump	1	084079
C Hose Clamp #56	2	08620
D Intake Tube	1	27476
E Vent; 90°, 1/2"Hose, 1/4"NPT	1	08110FK
F Hose; 3/8"ID X 8"L	1	5-1008
G Bolt; M4-0.07 8mm, A/H Cap, SS	2	07733
H Edge Trim (35")	1	102471
I Bolt; M6x1.00x16mm, BtnHd.	2	07730
J Washer; 1/4" Lock, Zn.	4	08198
K Washer; 6mm Flat SS	2	08269
L Heat Shield	1	074072
M Bolt; 6mm-1.00x16mm, SS	2	07812
N Washer; 1/4"IDx5/8"OD-SAE	2	08275
O Washer; 1.25dx.28 Hol.	6	08151
P Stud; M6x1, 1" T, M/F	2	02033
Q Washer; 1" X .300 X .100	2	21685
R Nut; 6mm Nylock, Hexhead, SS	2	07512
S Hose Clamp #104	1	08697
T Adapter; 6" Filter 3.5" Coupler	1	21512-1
U Air Filter	1	RF-1048
V Hose; 3-5/8" To 3-1/4" ID X 2-1/4"L	1	084073

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. Release the locking tab and then disconnect the mass air sensor electrical connection.



3. Release the locking tab and then disconnect crankcase vent tube from the factory intake hose as shown.



4. Disconnect the EVAP hose from the check valve as shown.



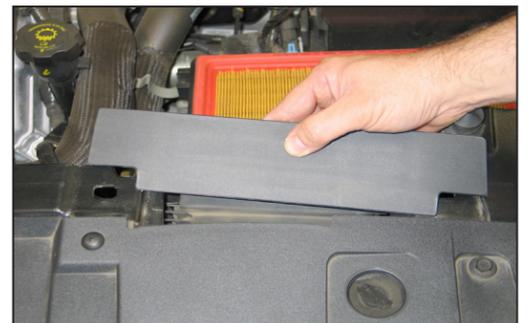
5. Loosen the hose clamp that secures the factory intake tube to the throttle body.



6. Release the two upper airbox latches shown.



7. Disconnect the factory intake tube from the throttle body, then remove the upper airbox and intake tube from the vehicle.



8. Remove the fresh air duct cover from the core support as shown.



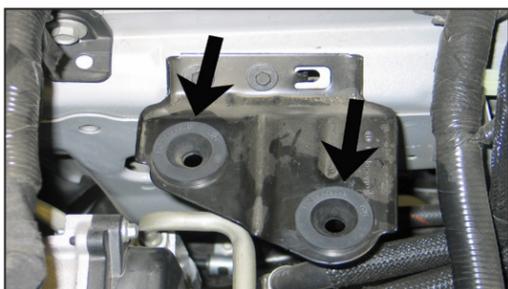
9. Remove the two bolts that secure the fresh air duct to the core support.

NOTE: These bolts will be reused.

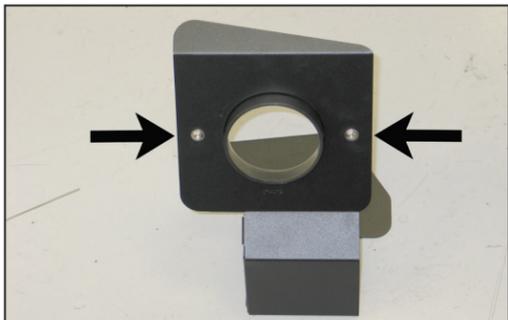


10. Lift up the lower airbox to dislodge it from the mounting grommets, then remove the lower airbox and fresh air duct from the vehicle.

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



11. Remove the airbox mounting grommets shown, from the airbox mounting bracket.

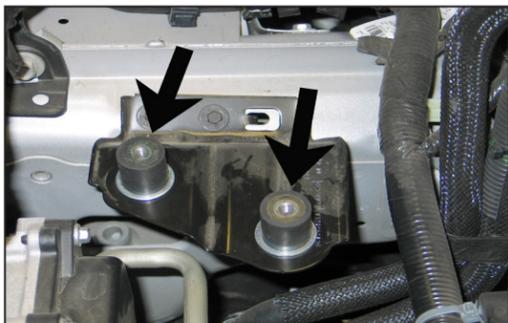


12. Install the K&N® filter adapter onto the heat shield and secure with the provided hardware.



13. Install the provided edge trim onto the heat shield as shown.

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



14. Install the provided rubber mounted studs onto the airbox mounting bracket as shown.

NOTE: Be sure to install each rubber mounted stud with two large fender washers and one rubber washer, the fender washers should be on each side of the bracket.



15. Set the K&N® air filter into the engine compartment as shown.

NOTE: Drycharger® air filter wrap; part # RF-1048DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>.



16. Set the heat shield onto the rubber mounted studs and then secure with the provided hardware. Install the K&N® air filter onto the adapter and secure with the provided hose clamp.

NOTE: Be sure to place the large fender washers on top of the rubber mounted studs so that they are between the heat shield and rubber mounted studs.



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

NOTE: The silicone hose is a tight fit onto the throttle body.



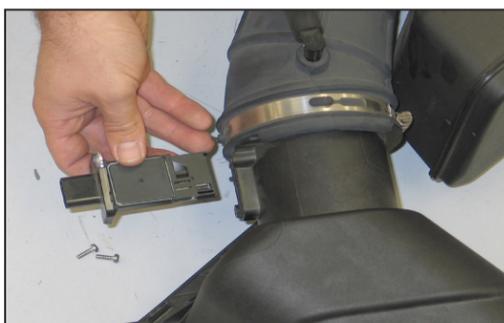
18. Install the 90° vent fitting into the intake tube as shown.

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



19. Install the remaining silicone hose (084073) onto the intake tube and secure with the provided hose clamp as shown.

NOTE: The silicone hose is a tight fit onto the intake tube.



20. Remove the two screws that secure the mass air sensor to the factory airbox and then remove the sensor from the airbox as shown.

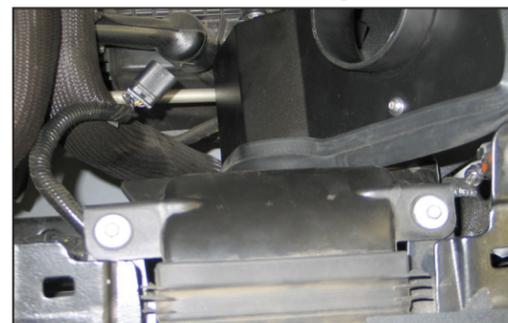


21. Install the mass air sensor into the intake tube and secure with the provided hardware.



22. Remove the fresh air duct from the factory airbox.

NOTE: The fresh air duct is tightly secured to the airbox, once the locking tab is preysed back the fresh air duct will dislodge from the airbox.



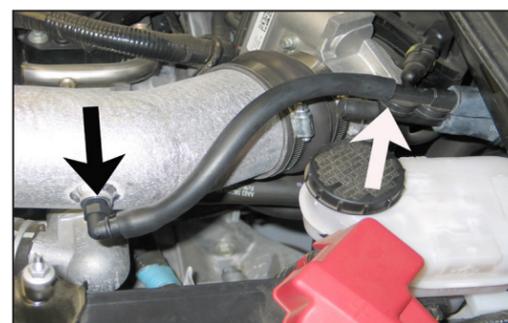
23. Install the fresh air duct into the heat shield and secure it with the factory screws in the original location, then reinstall the cover onto the core support.



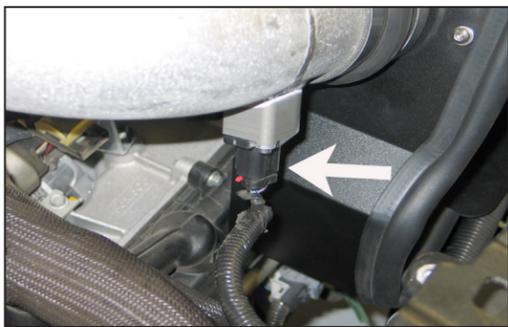
24. Install the intake tube into the silicone hose at the throttle body and onto the filter adapter, then secure with the provided hose clamps.



25. Connect the factory crankcase vent tube to the intake tube as shown.



26. Attach the provided EVAP hose onto the fitting on the intake tube and then attach the open end to the EVAP check valve as shown.



27. Reconnect the mass air sensor electrical connection.



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

29. 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.

30. 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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