



NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.

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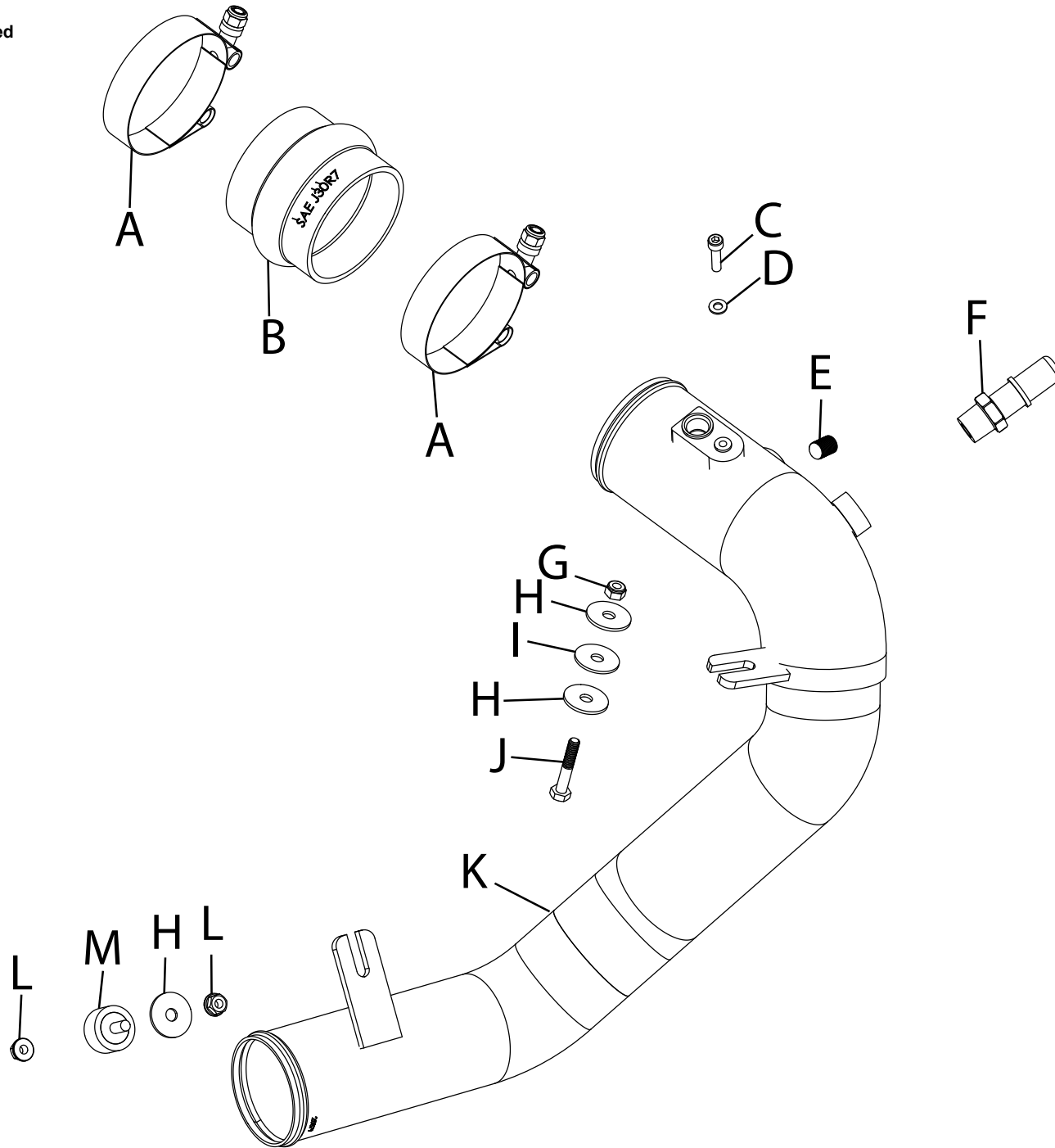
INSTALLATION INSTRUCTIONS

77-1006KC
FORD
2021-24 BRONCO
V6-2.7L

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

TOOLS NEEDED:

- Flat Blade Screw Driver
- Ratchet
- Extension
- 8mm Socket
- 10mm Socket
- 11mm Socket
- T30 Torx
- 10mm Wrench
- 13-16" Wrench
- 1/4" Allen Key
- 3mm Allen Key
- 4mm Allen Key
- Pliers



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP; T-BOLT, #312	2	21852	E PLUG; STAINLESS STEEL 1/8"NPT	1	1-1014	I WASHER; 1.25"OD X .30"ID X .10	1	21708
B HOSE; HUMP 2.75"ID X 2.5"L	1	08185	F FITTING; 3/8"NPT TO .620" QC.	1	82637	J BOLT; M6-1 X 35MM, HEX	1	1-2002
C BOLT; 5MM-.80 X 20MM ALLEN ZN	1	08320	G NUT; 6MM NYLOCK, HEXHDD	1	07512	K TUBE; 2.5"OD TO 2-3/4"OD X 26"L	1	25879C
D WASHER; 5MM FLAT	1	08212	H WASHER; 1"D X 1/4" HOLE, FENDER	3	08160	L NUT; M6 HEX, SERRATED	2	444.460.04
						M STUD; M6-1.00 M/M RUBBER MNTD	1	07027

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 the coolant hoses from the hot side charge tube.



3. Release the BOV hose quick connect fitting from the factory intake tube. Then disconnect the BOV electrical connection and unhook the wiring harness from the mounting stud.



4. Remove the three mounting bolts securing the factory charge tube to the engine. Loosen the hose clamp that secures the right side of the charge tube and then release the two spring clamps and remove the factory charge tube from the vehicle.



5. Remove the bolt that secures the intake tube to the engine, then loosen the two hose clamps and remove the intake tube from the vehicle.



6. Disconnect the PCV quick connect fitting, disconnect the pressure sensor electrical connection, and then loosen the hose clamp securing the charge tube to the throttle body.



7. Remove the bolt that secures the lower section of the charge tube. Loosen the hose clamp that secures the charge tube to the intercooler and then remove the charge tube from the vehicle.



8. Remove the pressure sensor from the factory charge tube.



9. Install the pressure sensor into the K&N charge tube and secure with the provided hardware. Apply thread sealant to the 1/8npt plug and then install the plug into the K&N charge tube. Apply thread sealant to the threads of the provided quick connect fitting and then install the fitting into the K&N charge tube.



10. Install the provided rubber mounted stud onto the lower mounting bracket.



11. Install the provided hump coupler onto the throttle body and secure with the provided clamp.



12. Install the K&N charge tube into the hump coupler at the throttle body but do not secure.



13. Connect the K&N charge tube to the factory coupler. Align the tube and then secure with the provided nut and washer to the rubber mounted stud. Tighten the hose clamp that secures the coupler to the charge tube.



14. Secure the clamps that secure the hump coupler to the charge tube and throttle body.



15. Install the K&N decal onto the charge tube.



16. Reconnect the pressure sensor electrical connection and connect the PCV hose quick connect fitting.



17. Reinstall the left side factory intake tube and secure the hose clamps.



18. Secure the factory intake tube and K&N charge tube using the provided hardware.



19. Reinstall the factory hot side charge tube and secure the factory clamps and hardware.



20. Reconnect the BOV quick connect fitting and then reconnect the BOV electrical connection and secure the wiring harness.



21. Reconnect the coolant lines to the hot side charge tube.



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

24. 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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