



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

INSTALLATION INSTRUCTIONS

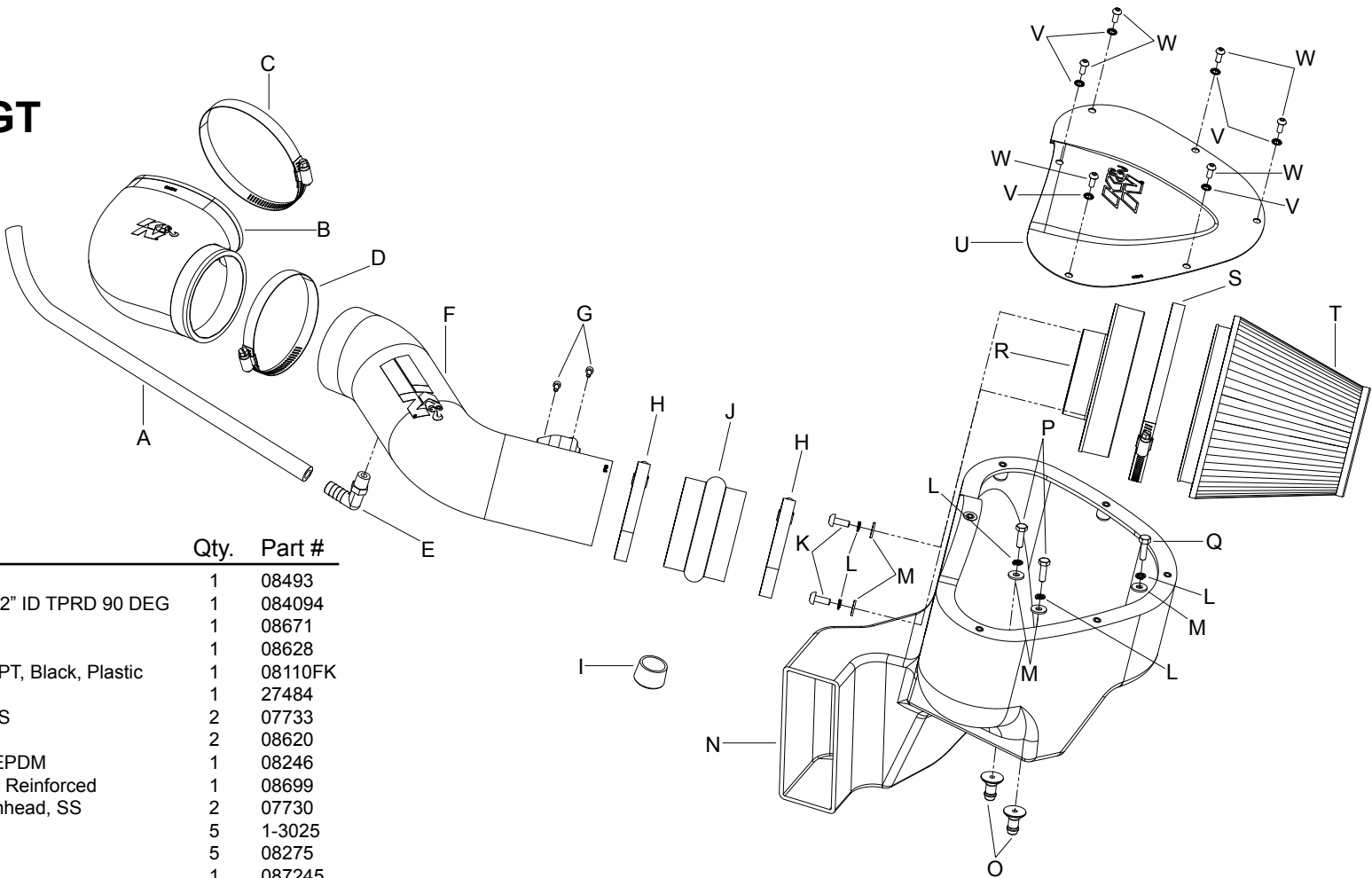
69-3526TP
FORD
2010 Mustang GT
V8-4.6L

TOOLS NEEDED:

- Flat blade Screwdriver
- Ratchet
- Extension
- 10mm Socket
- Pliers
- 5mm Allen Wrench
- 3mm Allen Wrench

PARTS LIST:

Description	Qty.	Part #
A Hose; 3/8" ID X 24"L, Silicone	1	08493
B Hose; 5-1/2" X 3"ID Oval to 3-1/2" ID TPRD 90 DEG	1	084094
C Hose Clamp #72	1	08671
D Hose Clamp #60 Stainless	1	08628
E Vent; 90 DEG, 1/2" Hose, 1/4 NPT, Black, Plastic	1	08110FK
F Intake tube	1	27484
G Bolt; M4-0.07 8MM, A/H Cap, SS	2	07733
H Hose Clamp #56	2	08620
I Caplug; 15/16" ID, 3/4" L BLK. EPDM	1	08246
J Hose; 3-1/2" ID X 2-1/2"L Hump Reinforced	1	08699
K Bolt; M6 X 1.00 X 16MM, Buttonhead, SS	2	07730
L Washer; M6 Split Lock Zinc	5	1-3025
M Washer; 1/4" ID X 5/8" OD-SAE	5	08275
N Airbox (IE)	1	087245
O Nipple, Heat Shield Mount	2	8-186-1
P Bolt; 6MM-1.00 X 16MM, SS	2	07812
Q Bolt; M6 X 1.00" X 20MM Hex, SS	1	07795
R Adapter; Universal, 6" Filter 3.5" Coupler	1	21512-1
S Hose Clamp #104	1	08697
T Air Filter	1	RF-1048
U Airbox Lid	1	05870
V Washer; 5MM Internal Star Cut Lock	6	07724
W Bolt; M5-0.8 X 12MM B/H, SS	6	07734



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 mass air sensor harness electrical connection at the rear of the airbox.



3. Release the spring clamp that secures the engine pulse hose to the factory intake tube, and then disconnect the engine pulse hose from the intake tube.



4. Release the locking tab and then disconnect the crankcase vent tube from the valve cover.



5. Loosen the two hose clamps that secure the intake tube to the throttle body and airbox, and then remove the intake tube from the vehicle.



6. Remove the bolt shown that secures the factory airbox to the fender well.



7. Remove the factory airbox from the vehicle. NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



8. Cut the hose clamp securing the engine pulse hose to the engine pulse drum.



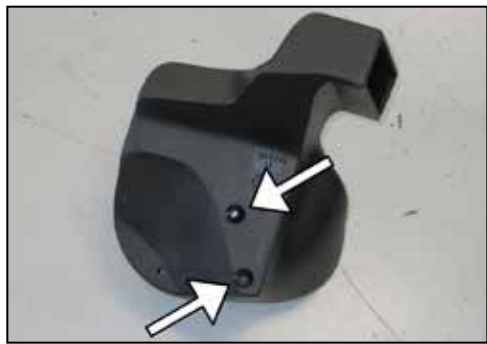
9. Remove the engine pulse hose from the vehicle.



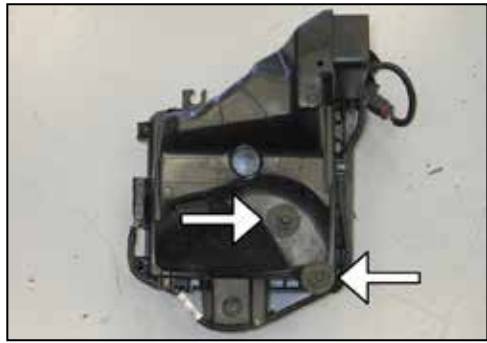
10. Install the provided cap plug onto the pulse drum as shown.



11. Install the filter adapter into the K&N® airbox and secure with the provided hardware.



12. Install the two provided mounting studs onto the bottom of the K&N® airbox using the provided hardware.



13. Remove the two airbox mounting grommets from the factory airbox.



14. Install the two airbox mounting grommets to the mounting studs installed onto the K&N® airbox as shown.



15. Set the K&N® airbox into position on the inner fender and secure to the factory mounting location with the hardware provided.



16. Remove the two screws securing the mass air sensor and then remove the mass air sensor from the factory airbox.



17. Install the mass air sensor into the K&N® intake tube and secure with the provided hardware.



18. Install the 90° vent fitting 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.



19. Install the silicone hump hose (08699) onto the filter adapter and secure with the provided hose clamp.



20. Install the 90° silicone hose onto the K&N® intake tube as shown. Do not tighten the hose clamp at this time.



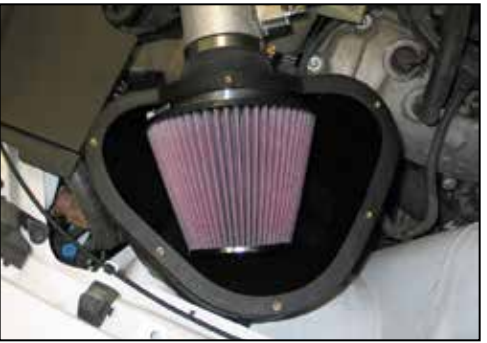
21. Install the provided crankcase vent hose onto the 90° fitting installed into the K&N® intake tube.



22. Install the K&N® intake tube assembly into the silicone hose on the filter adapter, and then into the 90° hose attached to the throttle body. Adjust the tube and hose for proper fit, then tighten the hose clamps.



23. Connect the crankcase vent hose to the vent port on the valve cover.



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



25. Install the airbox lid onto the airbox and secure with the provided hardware.



26. Remove the mass air sensor wiring harness from the factory airbox.



27. Connect the mass air harness to the vehicle harness, routing the mass air harness around the K&N® airbox. Connect the mass air harness to the mass air sensor.



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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