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K&N 50-2628 Installation Instructions

NextGen Cold Air Intake for Ford Ranger (2024-2025)

Part number: 50-2628

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Scan for fitment, price and install help

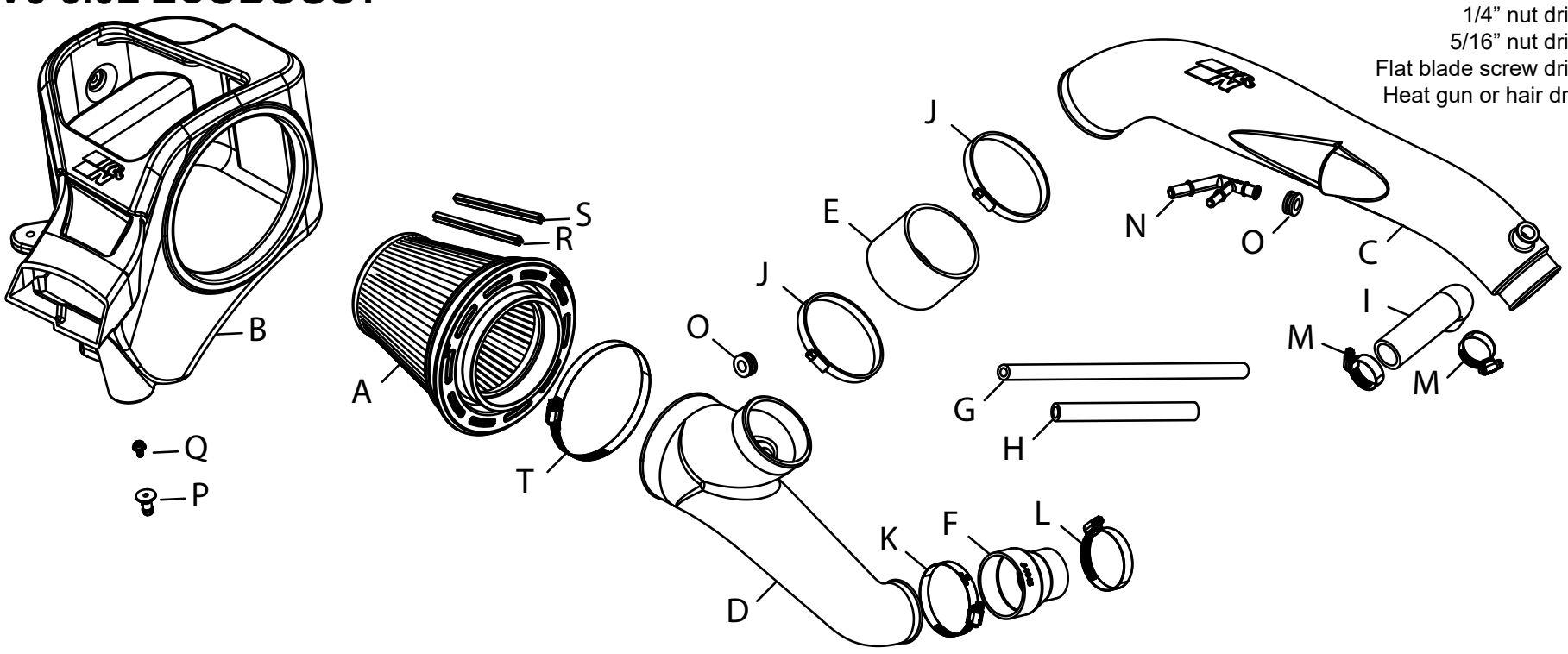
INSTALLATION INSTRUCTIONS

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

50-2628
FORD
2024-25 RANGER RAPTOR
V6-3.0L ECOBOOST

TOOLS NEEDED:

Ratchet
Extension
8mm socket
10mm socket
T30 torx
Pliers
1/4” nut driver
5/16” nut driver
Flat blade screw driver
Heat gun or hair dryer



PARTS LIST:

	Description	Qty.	Part #		Description	Qty.	Part #		Description	Qty.	Part #
A	AIR FILTER	1	RU-5303	H	HOSE; 1/2”ID X 7”L	1	08159	O	GROMMET; 1/2”ID	2	KITGRMT03
B	AIR BOX	1	087640	I	HOSE; 1.0”ID X 6.05”L, 90DEG	1	084171	P	MOUNT; PLASTIC AIRBOX	1	8-186-1
C	TUBE #1	1	087641	J	HOSE CLAMP; #72 BLK	2	08671KA	Q	BOLT; M6-1 X 12, HEX	1	1-2110
D	TUBE #2	1	087644	K	HOSE CLAMP; #44 BLK	1	08577KA	R	CLIP; SNAP-ON, RED	1	088222
E	COUPLER; 4.25”ID X 2.5”L	1	5-1066	L	HOSE CLAMP; #36 BLK	1	08530KA	S	CLIP; SNAP-ON, ORANGE	1	088223
F	HOSE; 2.75” TO 2”ID X 3”L	1	5-1045	M	HOSE CLAMP; #16	2	08413	T	HOSE CLAMP; #88 BLK	1	KITHS88K
G	HOSE; 3/8”ID X 17”L	1	08404	N	VENT; EJECTOR TEE, V ,CCV	1	08548-1				

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 turbo inlet, then release the BOV fitting from the intake tube.



3. Remove the red locking clip, then disconnect the EVAP vent lines from the ejector fitting.



4. Loosen the hose clamp that secures the intake tube to the factory air filter housing. Remove the bolt that secures the intake tube to the mounting bracket on the engine and then remove the intake tube from the vehicle.



5. Loosen the hose clamp that secures the passenger side intake tube to the factory air filter housing.

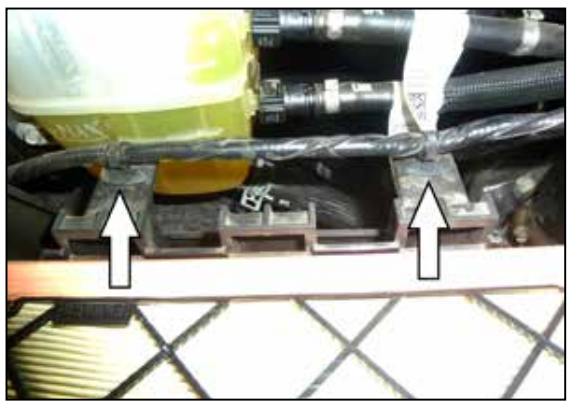


6. Disconnect the IAT sensor electrical connection.

Continued INSTALLATION INSTRUCTIONS



7. Release the two clips that secure the upper air filter housing and then remove the upper housing from the vehicle.



8. Disconnect the wiring harness from the lower air filter housing.



9. Remove the bolt that secures the fresh air duct to the core support and then remove the duct from the vehicle. **NOTE: This bolt will be reused.**



10. Remove the lower air filter housing and filter from the vehicle.



11. Remove the two bolts that secure the washer bottle filler neck to the bottle and remove the filler neck. **NOTE: The filler neck will be reinstalled and secured with the factory bolts in a later step.** Remove the lower airbox bracket and save bolt. **NOTE: This bolt will be reused.**



12.Loosen the hose clamp that secures the passenger side intake tube to the turbo and remove the tube from the vehicle.



13. Install the provided mounting stud onto the K&N air filter housing using the provided hardware.



14. Install the K&N air filter housing into the vehicle so the mounting stud inserts into the factory mounting grommet and then secure it to the core support with the factory bolt removed during step #9. Secure the back of the K&N air filter housing with the factory bolt removed during step #11.



15. 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.



16. Install the K&N air filter into the K&N air filter housing.



17. Reinstall the washer bottle filler neck and secure with the factory mounting bolts removed during step #11.



18. Remove the IAT sensor from the factory housing, remove the O-ring from the sensor and then install the sensor into the K&N passenger side intake tube using the provided grommet.



19. Install the reducer coupler onto the K&N passenger side intake tube and secure with the provided hose clamp. Tighten clamp using 5/16” socket or nut driver. **NOTE: Do not over tighten clamps.**



20. Install the K&N passenger side intake tube onto the turbo and then into the K&N air filter, adjust the tube for best fit and then secure with the provided hose clamps. Tighten clamps using 5/16” socket or nut driver. **NOTE: Do not over tighten clamps.**



21.Install the provided coupler onto the open end of the passenger side intake tube, do not fully secure the hose clamp for the coupler currently. Tighten clamp using 5/16” socket or nut driver. **NOTE: Do not over tighten clamps.**



22. Connect the IAT sensor electrical connection.



23. Install the K&N ejector fitting into the K&N driver side intake tube using the provided grommet. NOTE: Do not use excessive force with the ejector fitting as it is fragile.



24. On some models, remove the oil filler neck extension and install the oil cap only.



25. Install the K&N driver side intake tube into the factory turbo inlet fitting and then into the coupler at the passenger side intake tube, adjust the tube for best fit and then secure with the hose clamps. Tighten clamps using 5/16” socket or nut driver. **NOTE: Do not over tighten clamps.**



26. Release the spring clamp that secures BOV hose to the valve and then remove the hose from the vehicle.



27. Install the provided BOV hose onto the valve and K&N intake tube and secure with the provided hose clamps. Tighten clamps using 5/16” socket or nut driver. **NOTE: Do not over tighten clamps.**



28 Remove the EVAP tubes from the vehicle. Using a hair dryer or similar heat source, warm the plastic EVAP tubes at the quick connect fittings to loosen the fitting enough that they will slip out from the tubes. NOTE: use caution to not melt the tubing or fittings.



29. Install the EVAP quick connect fittings from the previous steps into the provided EVAP hoses.



30. Install the EVAP lines onto the ejector fitting in the K&N intake tube and then connect the open ends to the factory ports.



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

32. 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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