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K&N 50-2629 Installation Instructions

NextGen Cold Air Intake for Ford Ranger (2024)

Part number: 50-2629

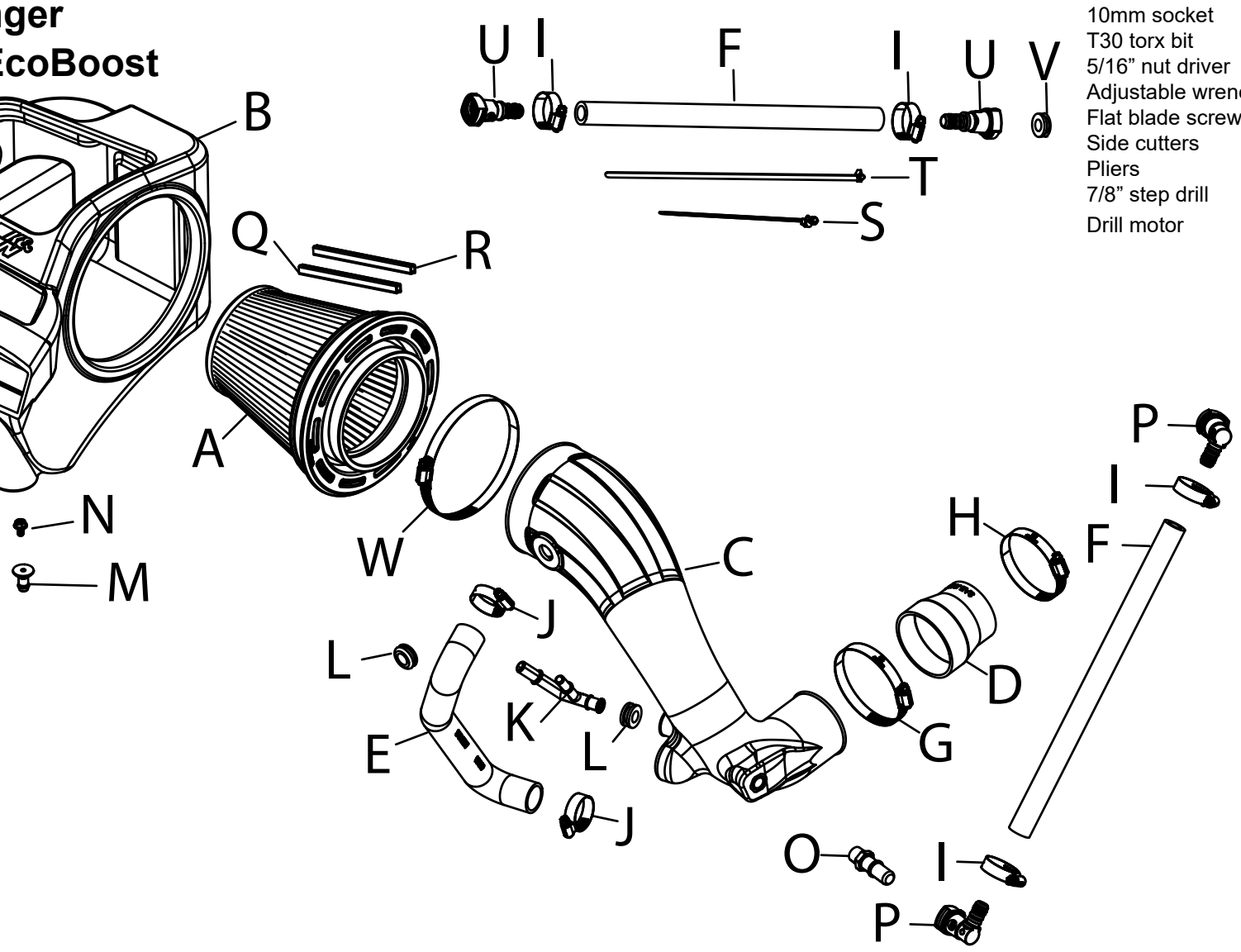
trailfortress.com/k-n-nextgen-cold-air-intake-ford-ranger-l4-2-3l-50-2629

Scan for fitment, price and install help

INSTALLATION INSTRUCTIONS

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

50-2629
FORD
2024 Ranger
L4-2.3L EcoBoost



TOOLS NEEDED:

Ratchet
Extension
7mm socket
8mm socket
10mm socket
T30 torx bit
5/16” nut driver
Adjustable wrench
Flat blade screwdriver
Side cutters
Pliers
7/8” step drill
Drill motor

PARTS LIST:

	Description	Qty.	Part #		Description	Qty.	Part #		Description	Qty.	Part #
A	AIR FILTER	1	RU-5303	I	HOSE CLAMP; #8	4	08410	Q	CLIP; SNAP-ON, RED	1	088222
B	AIRBOX	1	087640	J	HOSE CLAMP; #16	2	08413	R	CLIP; SNAP-ON, ORANGE	1	088223
C	TUBE	1	087645	K	VENT; EJECTOR TEE, V	1	08548-1	S	ZIP TIE; 8” TREE PUSH-MNT	1	1-127
D	HOSE; 3” TO 2.5”ID X 3”L	1	08713	L	GROMMET; 1/2”ID	2	KITGRMT03	T	CABLE TIES; 11” BLACK	1	21590
E	HOSE; 1.08”ID X 16”L ,MOLDED	1	084129	M	MOUNT; PLASTIC	1	8-186-1	U	FITTING; STRT QC PCV	2	08526
F	HOSE; 5/8”ID X 15”L	2	5-7015	N	BOLT; M6-1 X 12, HEX	1	1-2110	V	GROMMET; 9/16”ID	1	KITGRMT02
G	HOSE CLAMP; #48 BLK	1	08601KA	O	FITTING; 3/8”NPT QC	1	82637-1	W	HOSE CLAMP; #88 BLK	1	KITHS88K
H	HOSE CLAMP; #36 BLK	1	08530KA	P	FITTING; 90 DEGREE QC PCV	2	KITFITTING33				

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. On 2WD models, release the green locks for the vent line, then disconnect the vent line from the factory intake and the connection above the radiator and remove it from the vehicle.



3. Cut the tie wrap that secure coolant by-pass hose to the factory air filter housing.



4. Loosen the hose clamp that secures the factory intake tube to the filter housing flex coupler.



5. Remove the bolt that secures the factory fresh air duct to the core support. NOTE: This bolt will be reused.



6. Lift the fresh air duct up and remove it from the vehicle.



7. Disconnect the IAT sensor electrical connection.



8. Remove the bolt that secures the factory air filter housing to the inner fender mounting bracket.



9. Remove the factory air filter housing from the vehicle.



10. Loosen the hose clamp that secures the factory intake tube to the turbo inlet.



11. Release the spring clip that secures the BOV hose to the BOV valve and then disconnect the BOV hose from the valve.



12. Release the locks and disconnect the ejector fitting hose connections.



13. Remove the factory intake tube assembly.



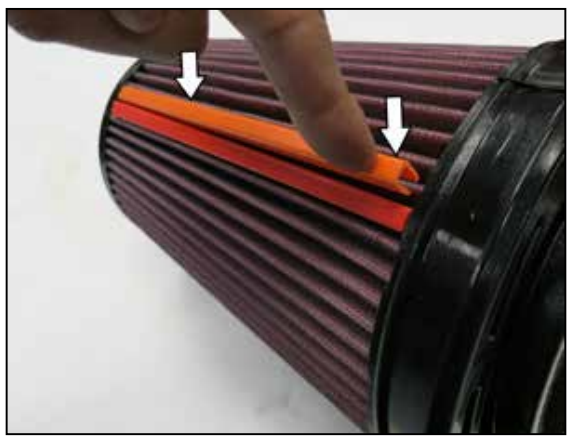
14. Remove the bolt that secures the air filter housing mounting bracket to the inner fender and remove the bracket from the vehicle.



15. Remove the two bolts that secure the washer bottle filler neck to the bottle and remove the neck from the vehicle. NOTE: These parts will be reinstalled.



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



20. 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.



24. Remove the IAT sensor from the factory housing, remove the O-ring from the sensor and then install it into to K&N intake tube using the provided grommet. NOTE: 2WD models continue with step #25, 4WD models skip to step #27



17. Install the K&N air filter housing into the vehicle so the mounting stud inserts into the factory grommet then secure the air box with the factory mounting bolts previously removed.



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



25. On 2wd models, remove the vent fitting from the factory intake boot.



18. Reinstall the washer bottle filler neck using the factory hardware.



22. Install the provided quick connect fitting into the K&N intake tube as shown.



26. On 2WD models, measure 3.0” from the center of the IAT sensor and drill a 7/8”id hole. Be sure to remove any debris or shavings after drilling. Install the vent fitting into the 7/8”id hole drilled into the K&N intake tube using the provided larger grommet.



19. Install the provided step coupler onto the turbo inlet and secure with the provided hose clamp.



23. Install the provided ejector fitting into the K&N intake tube using the provided grommet.



27. Install the K&N intake tube into the coupler at the turbo and then into the K&N air filter, align for best fit and then secure with the provided hose clamps.



28. Reconnect the IAT sensor electrical connection.





29. On 2WD models, cut one of the provided vent hoses to 11.5” long, install the two provided straight quick connect couplers and secure with the provided hose clamps. 4WD models skip to step #31.





30. On 2WD models, connect one end of the assembled hose to the factory quick connect fitting installed into the K&N intake tube. Then connect the other end to the quick connect hose above the radiator.



31. Connect the factory ejector lines to the ejector installed into the K&N intake tube.



32. Secure the coolant hose to the intake tube on bottom with the provided mounting tie.



33. Install the provided BOV hose onto the intake tube and BOV valve and secure with the provided hose clamps.



34. Install the two 90degree quick connect fittings into the provided CCV hose and secure with the provided hose clamps.



35. Connect the CCV hose assembly onto the CCV fittings on the engine and intake tube.



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

37. 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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