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K&N 63-2620 Installation Instructions

63 Series Intake for Ford Bronco (2021-2024)

Part number: 63-2620

trailfortress.com/k-n-performance-air-intake-system-63-2620

Scan for fitment, price and install help

AIRCHARGER® HIGH-FLOW INTAKE SYSTEMS

INSTALLATION INSTRUCTIONS

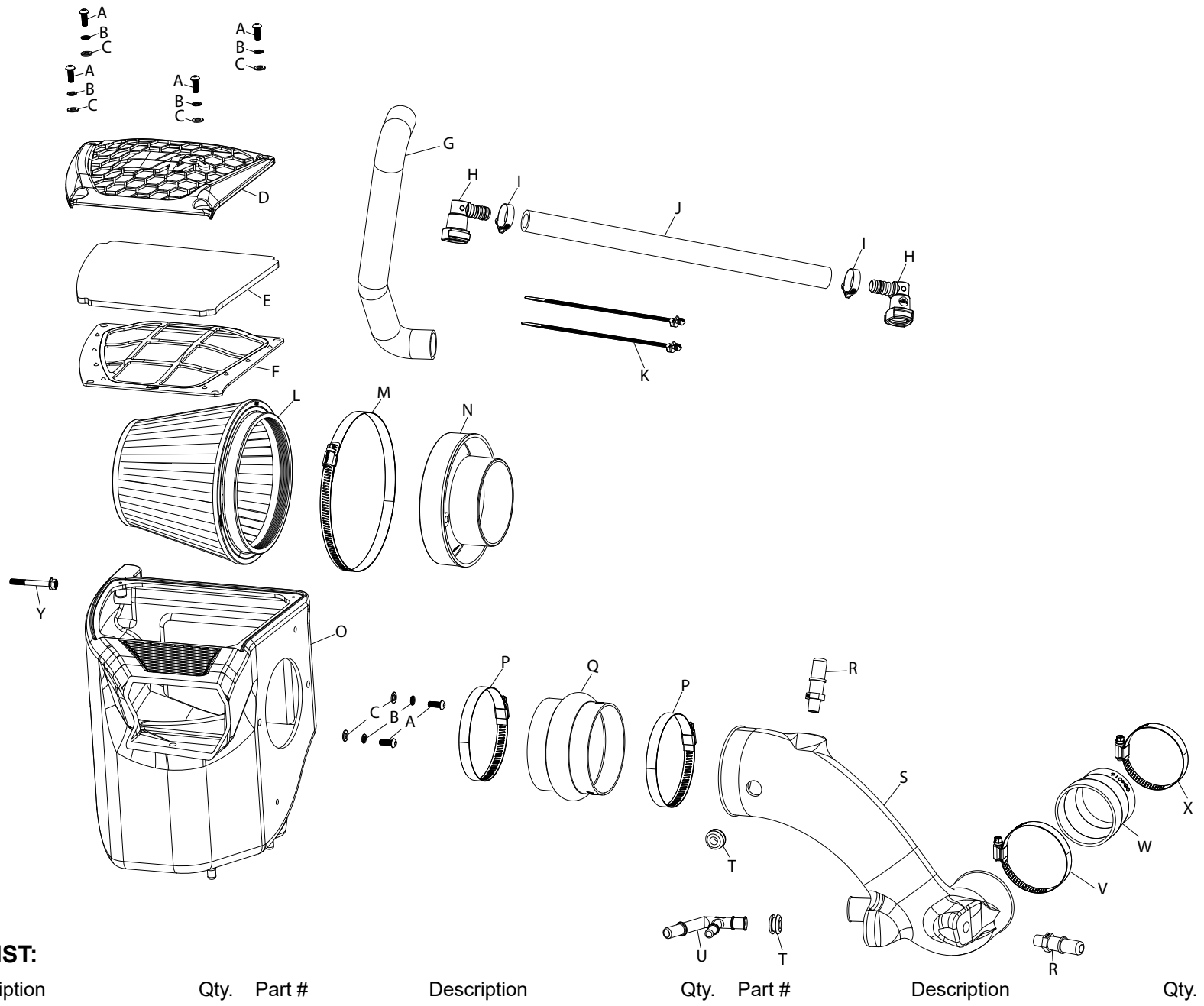
Not legal for sale or use in California on any pollution controlled motor vehicle.

63-2620
FORD
2021-24 BRONCO
L4-2.3L

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

TOOLS NEEDED:

Ratchet
Extension
10mm Socket
8mm Socket
7mm Socket
Flat Head Screw Driver
Pliers



PARTS LIST:

	Description	Qty.	Part #		Description	Qty.	Part #		Description	Qty.	Part #
A	BOLT; M6 X 1 X 16MM BTNHD	6	07730	J	HOSE; 5/8"ID X 15"L	1	5-7015	S	INTAKE TUBE; (PZ)	1	087530
B	WASHER; M6 SPLIT LOCK	6	1-3025	K	ZIP TIE; 8"	2	1-127	T	GROMMET; 9/16"ID - 1.125"OD	2	KITGRMT02
C	WASHER; 6MM FLAT	6	08269	L	AIR FILTER	1	RU-1048	U	VENT; EJECTOR TEE, V	1	08548
D	FRAME; PRECLEANER TOP	1	088202	M	HOSE CLAMP; #104	1	08697	V	HOSE CLAMP; #48	1	08601
E	INSERT; FOAM	1	971973	N	ADAPTOR; #454	1	27300	W	HOSE; 3" TO 2.5"ID X 3"L	1	08713
F	FRAME; PRECLEANER BTM	1	088203	O	AIRBOX; (PW)	1	087527	X	HOSE CLAMP; #36	1	08530
G	HOSE; 1.08"ID X 16"L	1	084129	P	HOSE CLAMP; #64 STAINLESS	2	08645	Y	BOLT; M6-1 X 50, HEX/FLANGE	1	1-2070
H	FITTING, QC. 16-14MM PCV 90°	2	KITFITTING33	Q	HOSE; HUMP 4"ID X 3"L	1	08418				
I	HOSE CLAMP; #10 MINI	2	08411	R	VENT; 1/4 NPT TO 5/8"OD	2	082628				

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. Release the CCV quick connect fittings, unhook the CCV line from the radiator fan shroud and then remove CCV line from the vehicle.



3. Separate the coolant line from its mounting point on the factory air filter housing.



4. Loosen the hose clamp that secures the factory intake tube connection shown.



5. Remove the bolt that secures factory air filter housing to the inner fender.



6. Remove the push-pin that secures the fresh air intake duct.



7. Disconnect the IAT sensor electrical connection.



8. Remove the factory air filter assembly from the vehicle.



9. Loosen the hose clamp the secures the factory intake tube to the turbo.



10. Release the spring clamp that secures the BOV hose to the fitting and then disconnect the hose.



11. Remove the green locking clip that secures the larger EVAP hose to the Ejector fitting and then disconnect the hose.



12. Depress the green locking clip on the smaller EVAP hose and then disconnect it from the ejector fitting.







13. Disconnect the CCV hose from the valve cover. There are three clips inside the connector that lock the fitting onto the valve cover, using a 90degree pick the clips can be released one at a time while applying slight pressure upwards on the fitting. The upward pressure will help prevent the clips from relocking while releasing the others. Replacement connectors are provided to be used with the K&N intake kit.



14. Remove the factory intake tube assembly.



15. Remove the factory BOV spring clamps from the factory BOV hose and install them onto the provided BOV hose.

Continued INSTALLATION INSTRUCTIONS



16. Install the two provided grommets into the K&N intake tube where shown.



17. Install the two provided quick connect fittings into the K&N intake tube as shown.
NOTE: NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



18. Install the provided Ejector fitting into the grommet in the K&N intake tube as shown.



19. Rotate the IAT sensor counterclockwise and up to remove it from the factory air filter housing.



20. Remove the O-ring from the IAT sensor and then install it into the remaining grommet installed into the K&N intake tube.



21. Install the provided step coupler onto the K&N intake tube and secure with the provided hose clamp.



22. Install the provided BOV with factory clamps onto the K&N intake tube.



23. Install the K&N intake tube assembly onto the turbo inlet but do not secure the hose clamp.



24. Install the BOV hose onto the BOV fitting. Do not secure with the spring clamp currently.



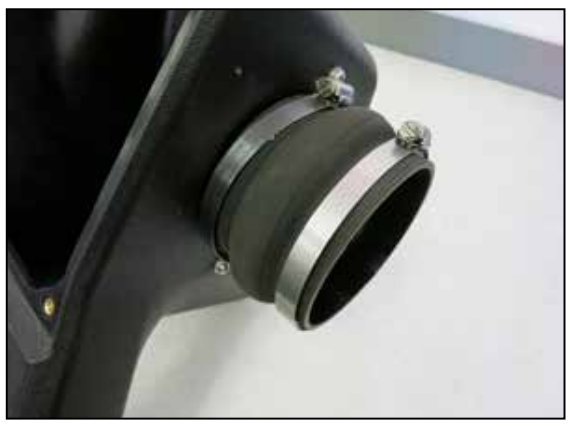
25. Reconnect the Elector hoses onto the ejector installed into the K&N intake tube.



26. Assembly the CCV hose with the provided quick connect fittings as shown.



27. Install the CCV assembly onto the quick connect fitting installed into the K&N intake tube and on the valve cover as shown.



28. Install the provided filter adapter into the K&N air filter housing and secure with the provided hardware. Install the provided hump coupler onto the filter adapter and secure with the hose clamp.



29. Install the K&N air filter housing assembly into the vehicle.



30. Connect the intake tube to the coupler and secure with the hose clamp.



31. Secure the air filter housing to the inner fender with the provided bolt.



32. Install the factory push-pin to secure the fresh air intake duct.



33. Tighten the hose clamp the secures the intake tube to the turbo inlet.



34. Reconnect the IAT electrical connection.



35. Secure the coolant hose to the K&N air filter housing.



36. Secure the BOV hose to the BOV valve with the factory hose clamp.



37. Install the K&N air filter onto the filter adapter and secure with the provide hose clamp.







38. Assemble the prefilter as shown.



39. Install the prefilter onto the air filter housing and secure with the provided hardware.



40. Reinstall the factory CCV line.



41. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle. **NOTE: With the K&N intake system install you will notice more noise from the intake system, turbo charger and blow valve system. You will hear air escaping and the BOV pop on deacceleration. This is normal.**

42. 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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