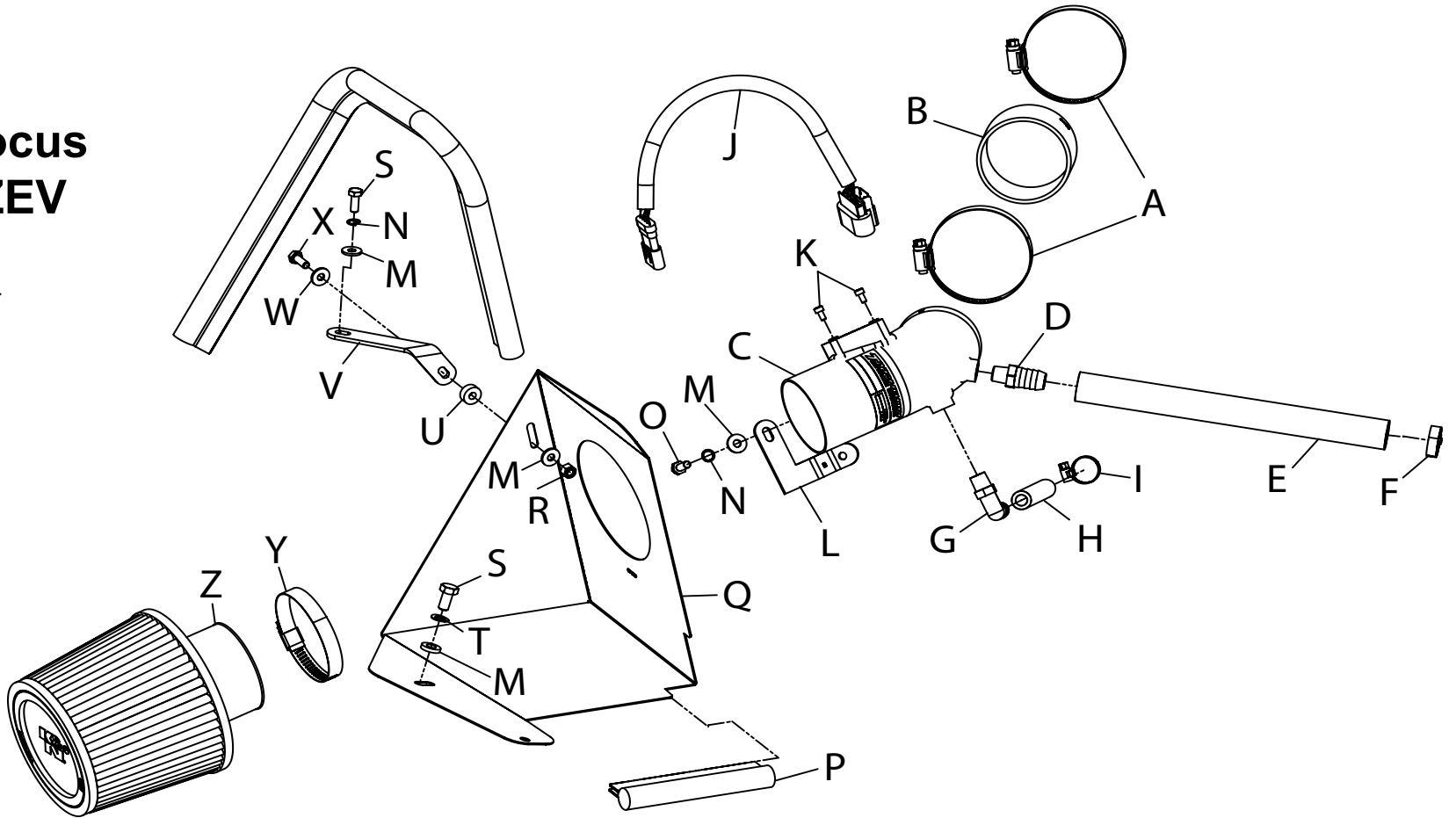


INSTALLATION INSTRUCTIONS

69-3516
FORD
2010-11 Focus
L4-2.0L PZEV

TOOLS NEEDED:

- Flat blade Screwdriver
- Ratchet
- Extension
- 10mm Socket
- 13mm Socket
- 10mm Wrench
- 3mm Allen Wrench
- T20 Torx
- 8mm Socket
- 5/8 Wrench
- 3/4 Wrench



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #44	2	08560	J MAF Extension Harness	1	21780	S Bolt; 6MM-1.00 X 16MM, SS	2	07812
B Hose; 2-3/4" ID x 2"L Reinforced	1	08440	K Bolt; M4 - 0.07 8MM, A/H CAP, SS	2	07733	T Washer; 8MM Spring (Wave)	1	08239
C Intake Tube	1	27473	L Bracket; "Z", STL, TK/PC	1	083136	U Spacer .625"ODX.250"IDX.250"L	1	06555
D Vent; Strt., 5/8 Barbed 1/4 NPT,	1	08911	M Washer; 1/4"ID X 5/8"OD - SAE	4	08275	V Bracket; 69-3516, "L", STL,	1	083135
E Hose; 5/8"ID X 22"L	1	5-7022	N Washer; 1/4" Lock, ZN	2	08198	W Washer; 5/16"ID X 5/8"OD, Flat	1	08276
F Hose Clamp #8 Mini	1	08410	O Bolt; M6 X 1.00" X 20MM Hex, SS	1	07795	X Bolt; 8MM-1.25 X 16MM,	1	07844
G Vent; 90°, 1/2"Hose,1/4"NPT	1	08110	P Edge Trim (35")	1	102471	Y Hose Clamp #44	1	08577
H Hose; 3/8"ID X 6"L	1	5-1006	Q Heat Shield	1	074059	Z Air Filter	1	RU-4960XD
I Hose Clamp #6 Mini	1	08407	R Nut; 6MM Nylock, Hexhead, SS	1	07512			

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 electrical connection.



3. Release the locking tab and then disconnect the crankcase vent line from the rear of cam cover as shown.



4. Remove EVAP hose from the EVAP valve as shown.



5. Release the three retaining clips securing the airbox lid and loosen the hose clamp at the throttle body.



6. Remove factory intake hose and airbox lid from the vehicle.



7. Remove the two bolts securing the lower airbox assembly to core support.



8. Pull up firmly to dislodge the airbox from the grommet and remove the lower airbox assembly from the vehicle as shown.

NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



9. Remove airbox grommet from inner fender well as shown.



10. Remove bolt shown securing the ECU bracket.
NOTE: bolt will be reused.



11. Remove bolt shown from throttle body.
NOTE: bolt will be reused.



12. Install tube mounting bracket (083136) onto the throttle body using bolt removed from the previous step.



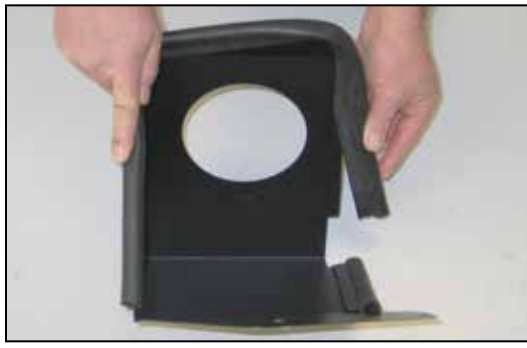
13. Install silicone hose (08440) with provided hose clamps onto the throttle body as shown.



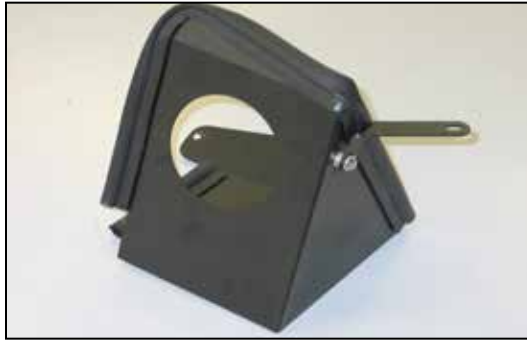
14. Cut edge trim into two lengths, one 5" and one 25" as shown.



15. Attach short edge trim to heat shield as shown.
NOTE: Some trimming maybe necessary.



16. Attach long edge trim to heat shield as shown.
NOTE: Some trimming maybe necessary.



17. Install heat shield mounting bracket (083135) with provided hardware onto heat shield as shown.



18. Install the heat shield into the vehicle as shown and secure with the provided hardware and the bolt removed in step #10.



19. Install 90 degree 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.



20. Install the 5/8" vent fitting into the K&N® intake tube as shown.



21. Remove mass air sensor from factory airbox lid as shown.



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



23. Install K&N® intake tube into silicone hose and aligning with tube mounting bracket and heat shield. Secure with provided hardware as shown.



24. Install provided silicone hose onto the EVAP valve with provided hose clamp then onto 90° fitting on K&N® intake tube.
NOTE: Some trimming maybe necessary.



25. Install provided silicone hose at rear of cam cover and secure with provided hose clamp, then install the other end of the hose onto the 5/8" fitting on K&N® intake tube as shown.

NOTE: Some trimming maybe necessary.



26. Install the K&N® filter onto K&N® intake tube secure with provided hose clamp as shown.
NOTE: Drycharger® air filter wrap; part # RX-4990DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.



27. Attach mass air extension harness onto factory harness and connect the other end to the mass air sensor electrical connector.



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

29. 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., suggests checking the air filter element periodically for excessive dirt build-up. When the element becomes covered in dirt (or once a year), service it according to the instructions on the Recharger® service kit, part number 99-5050 or 99-5000.

**LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES
WHICH MAY NEVER BE USED, REGISTERED
OR LICENSED FOR USE UPON A HIGHWAY.**

See knfilters.com for CARB status on each part for a specific vehicle