



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

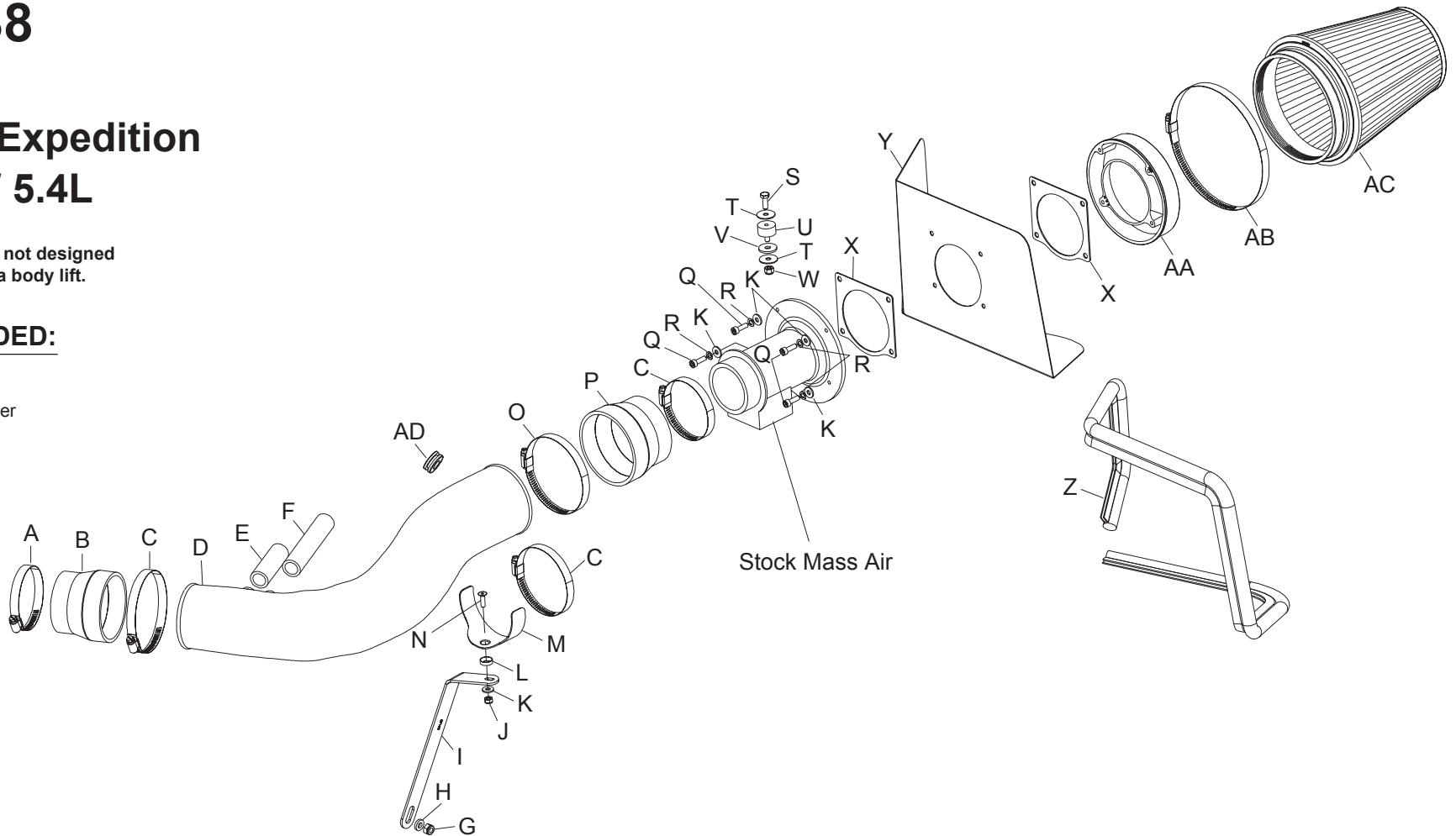
INSTALLATION INSTRUCTIONS

57-2538
FORD
2003-04 Expedition
V8-4.6L / 5.4L

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

TOOLS NEEDED:

- Small flat blade screwdriver
- Flat blade screwdriver
- Vise grips
- 15mm wrench
- 7/16 wrench
- 11mm socket
- 5mm allen wrench
- Pliers
- 8mm socket
- Ratchet
- Long extension



PARTS LIST:

| Description | Qty. | Part # | Description | Qty. | Part # | Description | Qty. | Part # |
|---|------|--------|---|------|--------|--------------------------|------|---------|
| A hose clamp, #48 | 1 | 08601 | K washer; 1/4" id x 5/8" od, flat | 5 | 08275 | U bumper stud | 1 | 08011 |
| B hose; 3.5" id to 3" id, tprd silicone | 1 | 08724 | L washer, conical, black, nylon | 1 | 08180 | V rubber washer | 1 | 21685 |
| C hose clamp #56 | 3 | 08620 | M saddle bracket | 1 | 078855 | W nut, 1/4"-20 | 1 | 07517 |
| D intake tube (ck) | 1 | 087060 | N bolt, 6mm-1.00 x 20mm f/h/a | 1 | 08376 | X gasket; 1/16" neoprene | 2 | 09984 |
| E hose; 3/4" id, 3" long, silicone | 1 | 08471 | O hose clamp #64 | 1 | 08648 | Y heat shield | 1 | 074037 |
| F hose; 5/8" id, 5" long silicone | 1 | 08538 | P hose; 4" id to 3.5 id, tprd, silicone | 1 | 08050 | Z edge trim 48"L | 1 | 102485 |
| G nut, 8mm nylock | 1 | 07542 | Q bolt, 6mm-1.00 x 20mm allen | 4 | 07852 | AA filter adapter #250 | 1 | 08785 |
| H washer; 5/16" id x 5/8" od, flat | 1 | 08276 | R washer 6mm wave | 4 | 08174 | AB hose clamp #104 | 1 | 08697 |
| I bracket | 1 | 07155 | S bolt, 1/4"-20 x 3/4" | 1 | 08386 | AC Filtercharger | 1 | RF-1020 |
| J nut 6mm nylock | 1 | 07553 | T washer, 1" x .300" fender | 2 | 08160 | AD grommet, 7/16" id | 1 | 08092 |

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

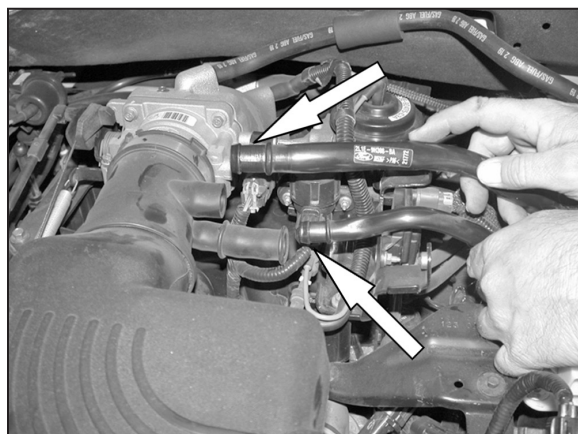
1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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 and remove the two bolts that retain the engine cover, then remove the cover.



3. Disconnect the air temperature sensor electrical connection.



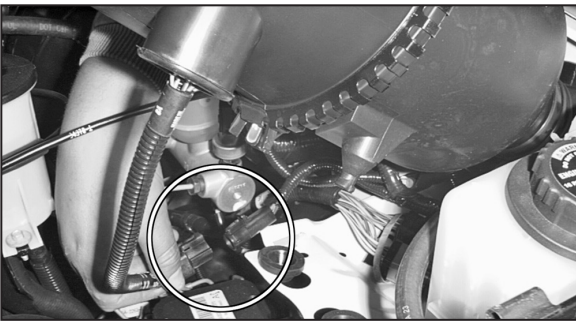
4. Remove the idle air control and the crankcase vent hose from the stock intake tube.



5. Loosen the hose clamp on the stock intake tube at the throttle body.



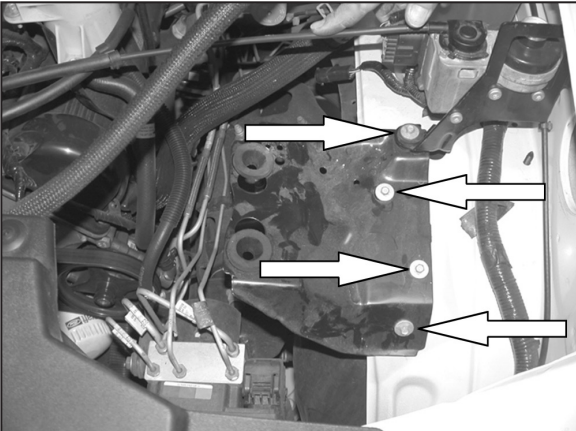
6. Detach the stock intake tube from the throttle body and lift up on the air cleaner assembly to release it from its retaining grommets.



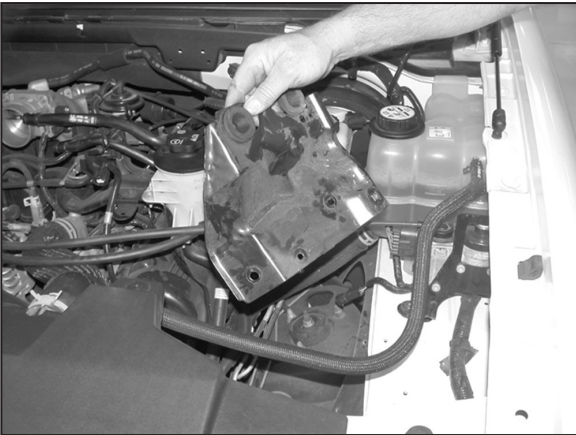
7. Disconnect the secondary mass air sensor electrical connection.



8. Remove the entire stock air intake assembly from the vehicle.



9. Using an 8mm socket, remove the 4 bolts that retain the airbox mounting bracket.



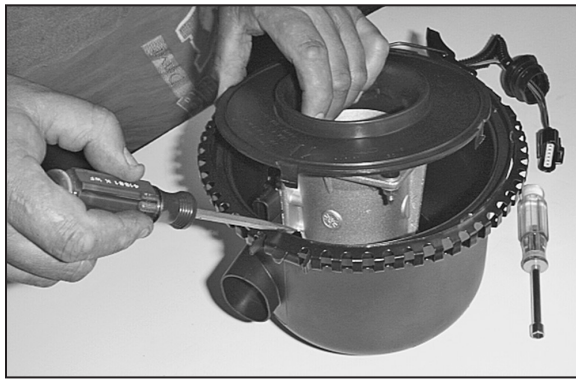
10. Remove the airbox mounting bracket from vehicle.



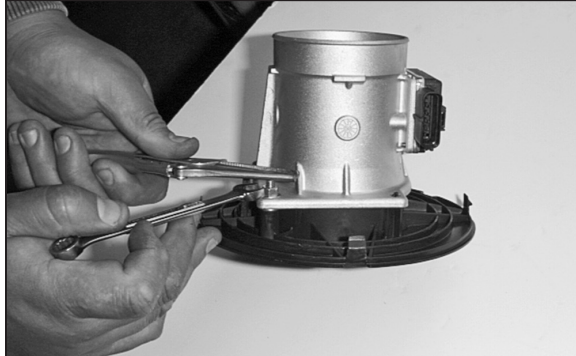
11. Slide the rubber grommet back and disconnect the primary mass air sensor electrical connection, using a flat blade screwdriver.



12. Open the air cleaner assembly and isolate the mass air sensor assembly.



13. Using a flat blade screwdriver, push in and release the four clips that retain the mass air sensor retaining plate.



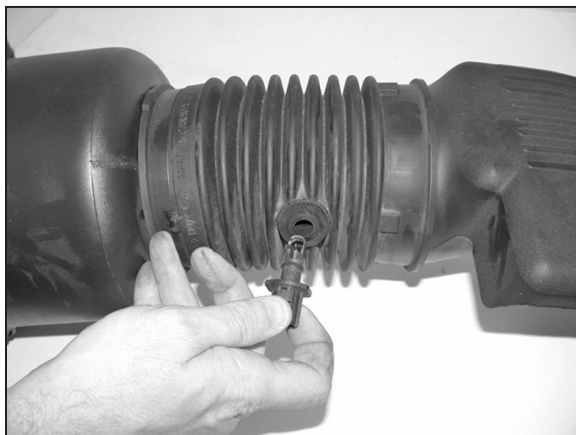
14. Using a pair of small vise grips or pliers, hold the stud while using a 10mm wrench to loosen the nuts, then remove the mass air sensor from the retaining plate.



15. Assemble the heat shield and filter adapter onto the mass air sensor with the provided gaskets and hardware.



16. Install the edge trim onto the heat shield as shown. Trim if necessary.



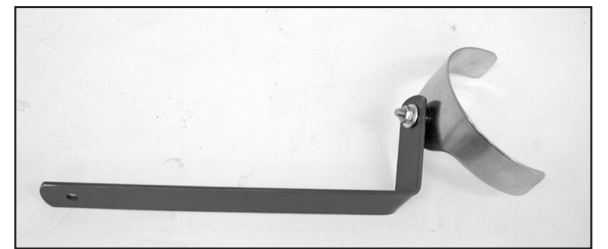
17. Remove the air temp. sensor from the stock air intake tube.



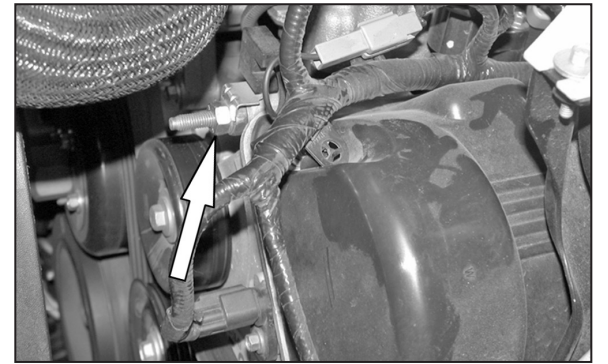
18. Install the provided grommet into the new intake tube as shown.



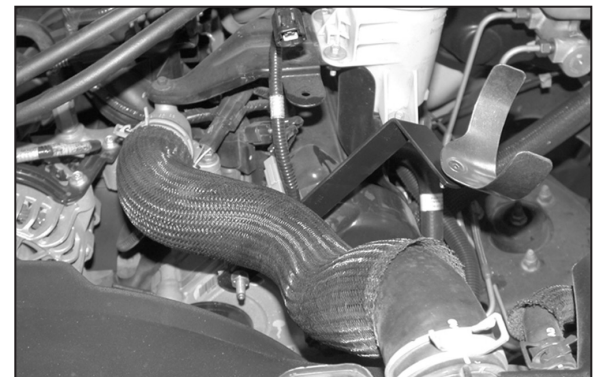
19. Install the air temp. sensor into the grommet as shown.



20. Assemble the saddle bracket as shown.



21. Remove the nut from stud as shown.



22. Install the saddle bracket assembly onto the stud with the provided hardware.

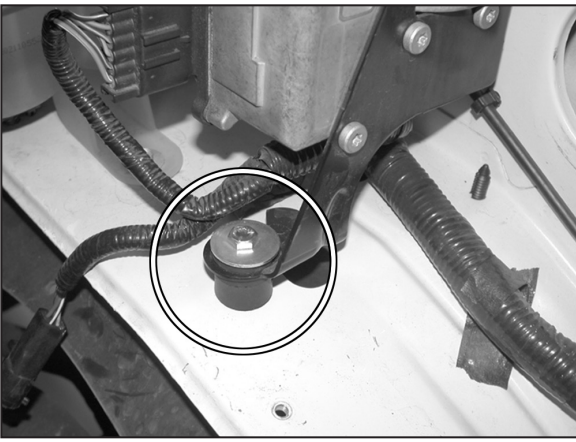


23. Install the silicone step hose (08724) onto the throttle body with the provided hose clamps.



24. Install the new K&N® intake tube onto the throttle body and saddle bracket with the provided hose clamps.

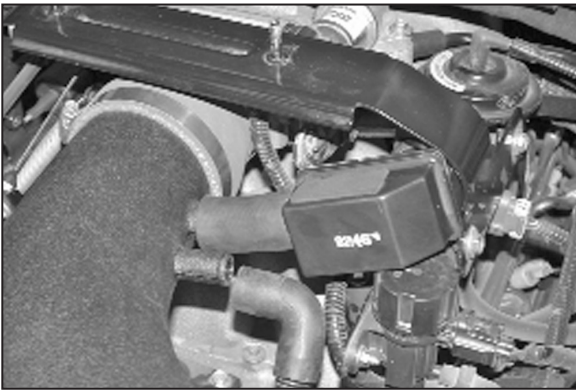
NOTE: Do not tighten the hose clamps completely.



25. Install the provided rubber mounted stud under the cruise control bracket as shown.



26. On 5.4L models install the idle air control and crankcase vent line onto the new intake tube with the provided silicone hose.



27. On 4.6L models, cut 1" off the provided 3/4" silicone hose. Then reconnect the resonator onto the intake tube as shown.



28. On 4.6L reconnect the crank case vent onto the intake tube as shown.



29. Install the silicone step hose (08050) onto the mass air sensor.

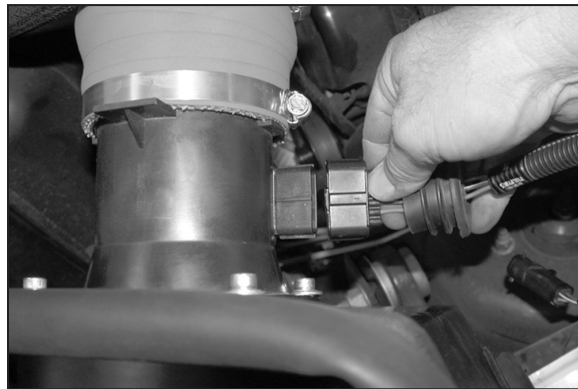


30. Install the mass air assembly onto the K&N® intake tube as shown.

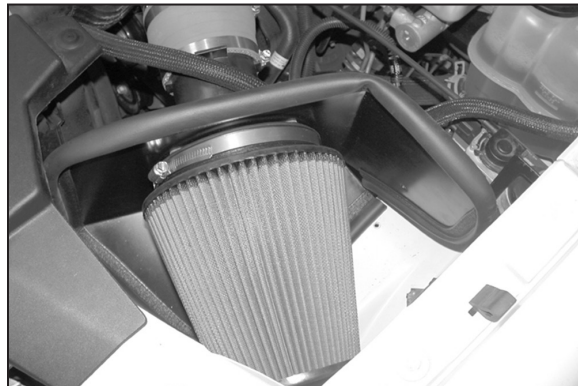
NOTE: Adjust the saddle bracket assembly so the heat shield sits below the inner fender lip as shown.



31. Reconnect the air temp sensor electrical connection as shown.



32. Reconnect the mass air electrical connection as shown.

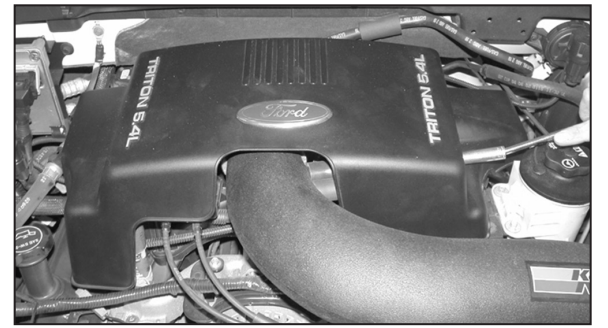


33. Install the K&N® Filtercharger onto the mass air assembly as shown.



34. Disconnect the coolant return hose from the radiator and the reservoir, then swap ends and reconnect to radiator and reservoir.

NOTE: Do not disconnect hose if vehicle is hot.



35. Re-install the engine cover onto vehicle.



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

37. 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.

38. 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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