

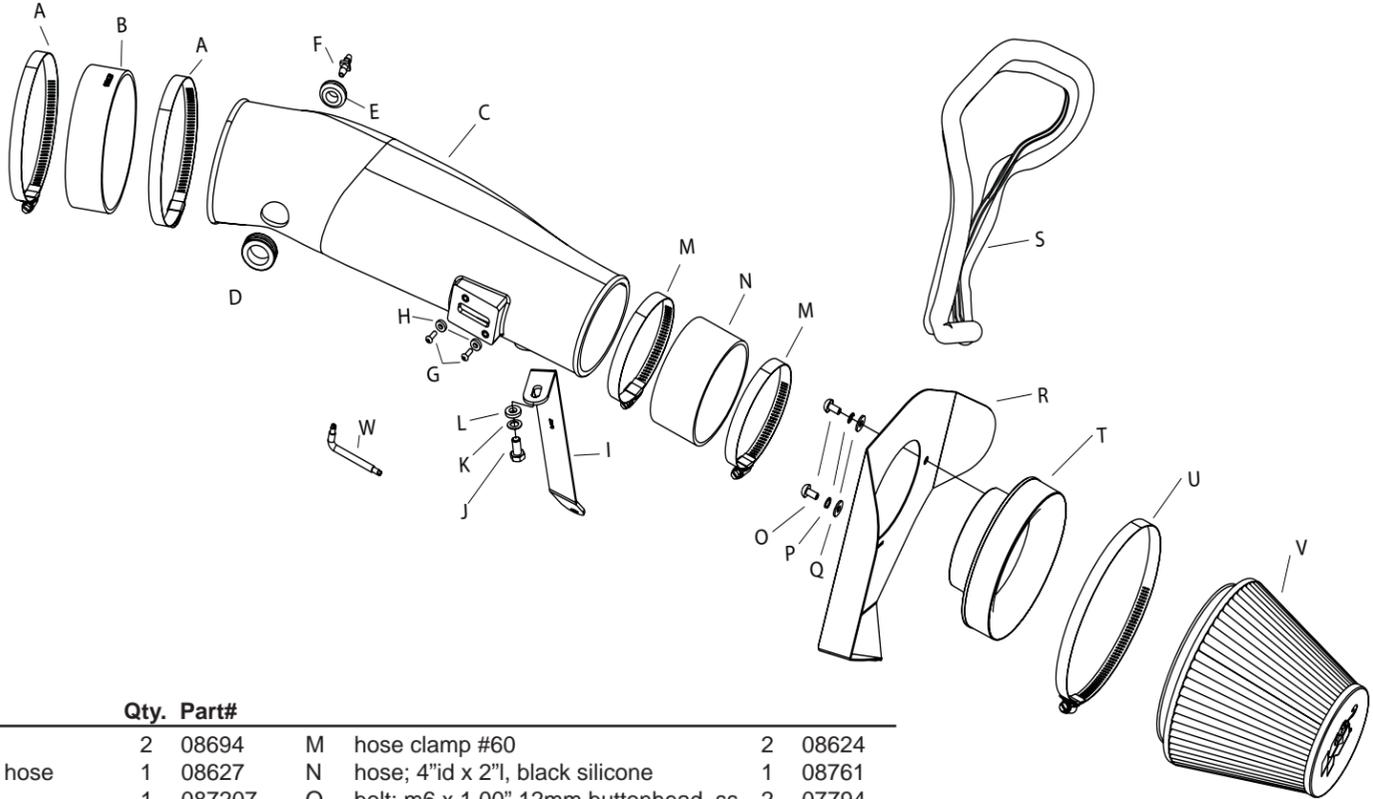


INSTALLATION INSTRUCTIONS

57-2571

Ford
2007 MUSTANG SHELBY GT500
5.4L DOHC Supercharged

TOOLS NEEDED:
 Flat blade screwdriver
 Ratchet
 Extension
 10mm socket
 3.5mm allen
 4.0mm allen



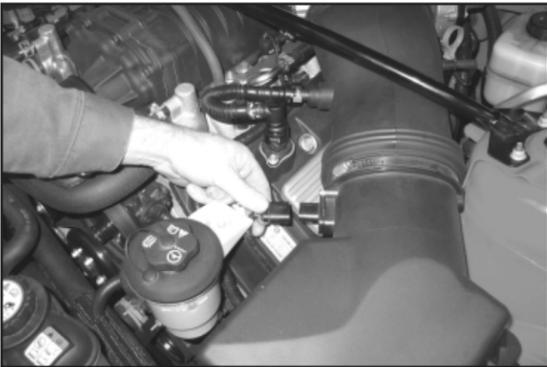
PARTS LIST:

| Desc. | Qty. | Part# | Desc. | Qty. | Part# |
|--------------------------------------------|------|--------|----------------------------------------|------|---------|
| A hose clamp #80 | 2 | 08694 | M hose clamp #60 | 2 | 08624 |
| B hose; 5" id x 1.5"l, silicone hose | 1 | 08627 | N hose; 4" id x 2"l, black silicone | 1 | 08761 |
| C intake tube | 1 | 087207 | O bolt; m6 x 1.00" 12mm buttonhead, ss | 2 | 07794 |
| D grommet; 1.200"od, .875id" groove | 1 | 082004 | P washer; 1/4" lock, zn | 2 | 08198 |
| E grommet; 1"od, 3/16" id, 3/8" thk | 1 | 08054 | Q washer; flat, ss | 2 | 08269 |
| F hose; barb, 3/16" x 3/16" | 1 | 08703 | R heat shield | 1 | 07640 |
| G screw; m4- .7 x 12, button head ss | 2 | 07726 | S edge trim (39") | 1 | 102496 |
| H spacer; .437"od x .200" id nylon | 2 | 06503 | T adapter; 454 | 1 | 27300 |
| I bracket; lg"l", 57-2571, mild stl, fb/pc | 1 | 26640 | U hose clamp #104 | 1 | 08697 |
| J bolt; 8mm-1.25 x 16mm, hexhead | 1 | 07844 | V air filter | 1 | RF-1048 |
| K washer; 8mm spring (wave) | 1 | 08239 | W wrench; torx t20 t/r, l-key | 1 | 69801 |
| L washer; 5/16" id x 5/8" od, flat | 1 | 08276 | | | |

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

TO START:

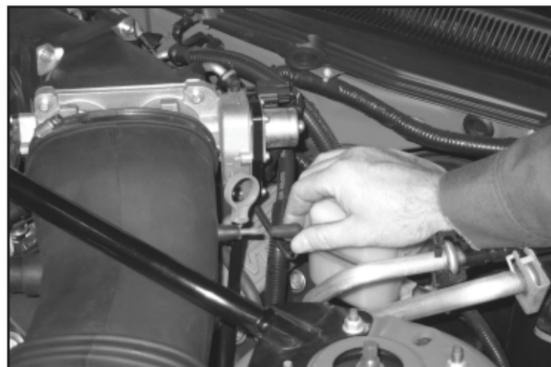
1. Turn off the ignition and disconnect the negative battery.



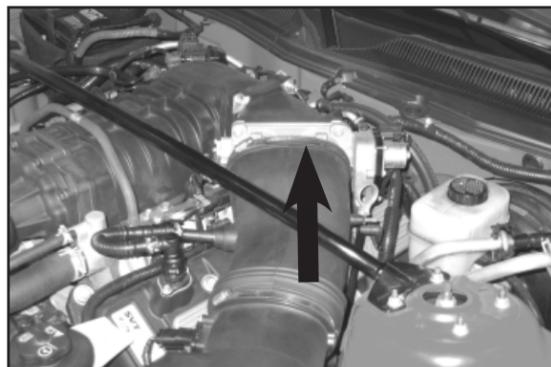
2. Depress the locking tab and then unhook the mass air sensor electrical connection.



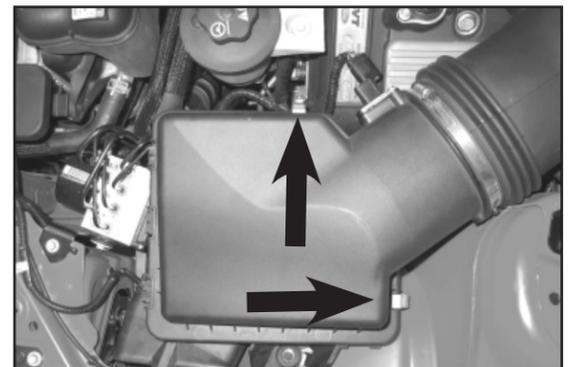
3. Rotate the green locking tab and then disconnect the crank case vent hose from the intake tube.



4. Disconnect the vacuum vent line as shown.



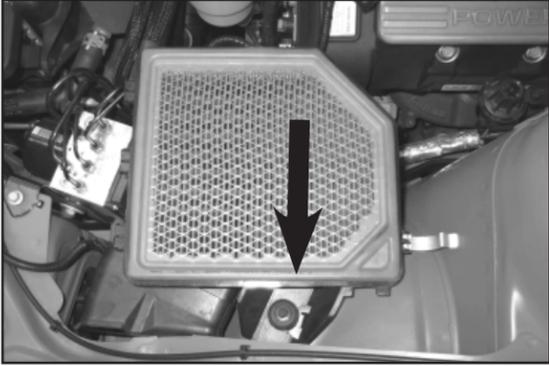
5. Loosen the intake hose clamp at throttle body.



6. Unlatch the two upper air box retaining clips shown.



7. Remove the intake tube and air box lid from the vehicle.

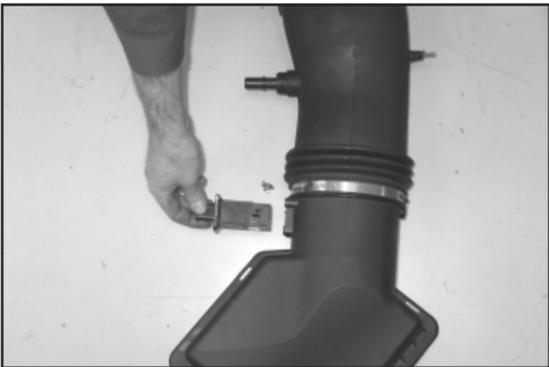


8. Remove the lower air box retaining bolt shown.



9. Remove lower air box housing from the vehicle.

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



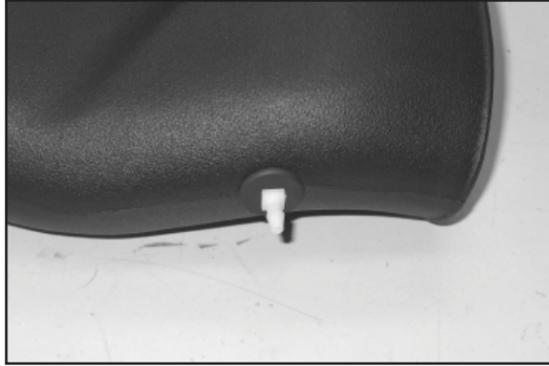
10. Using the T20 torx wrench provided, remove the mass air sensor retaining screws and remove the mass air sensor as shown.



11. Install the mass air sensor into the K&N intake tube and secure with the provided spacers and m4 bolts.



12. Install the supplied 1/4" id vent grommet into the K&N intake tube as shown.



13. Install the supplied 1/4" hose mender into the grommet installed in step #12.



14. Install the supplied crank case vent grommet into the K&N intake tube as shown.



15. Cut the clamp securing the Crank case vent fitting into the factory intake tube and then remove the fitting from the intake tube as shown.



16. Install the factory crank case vent fitting into the grommet installed into the K&N tube in step #14.



17. Install the supplied silicone hose (08627) onto the throttle body and secure with the provided hose clamp.



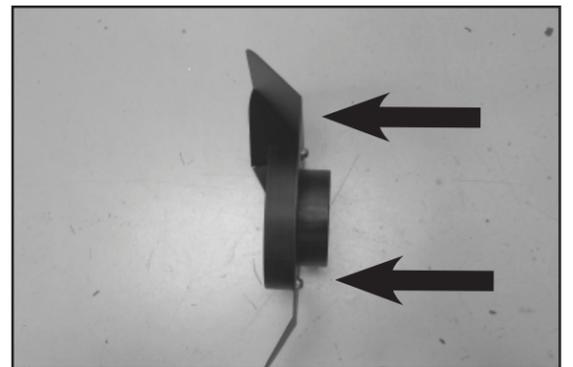
18. Remove the upper alternator mounting bolt shown



19. Install the tube mounting bracket (08761) onto the alternator bracket with factory bolt removed in step #18.



20. Install the K&N intake tube into throttle body and align with mounting bracket, then secure with the provided hose clamp and hardware.



21. Install the filter adapter onto the heat shield using the provided hardware



22. Install the edge trim onto the heat shield assembly as shown.



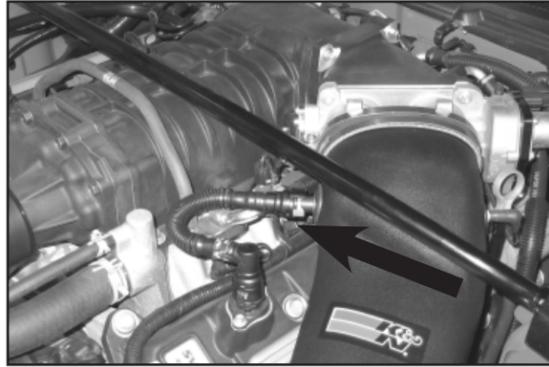
23. Install the silicone hose (08698) onto the intake tube and slide it past the bead on the end of the tube for clearance while installing the filter assembly.



24. Set the filter assembly into the position and slide the silicone hose into position and secure it to the filter assembly and intake tube with the provided hose clamps.



25. Connect vacuum vent line onto the 1/4" hose mender installed into the K&N intake tube during step #13.



26. Connect the crank case vent hose onto the factory fitting installed into the K&N intake tube in step #15.



27. Reconnect the mass air sensor electrical connection.



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

29. 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.

30. It will be necessary for all FIPK's 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 suggests checking the Filtercharger 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.