

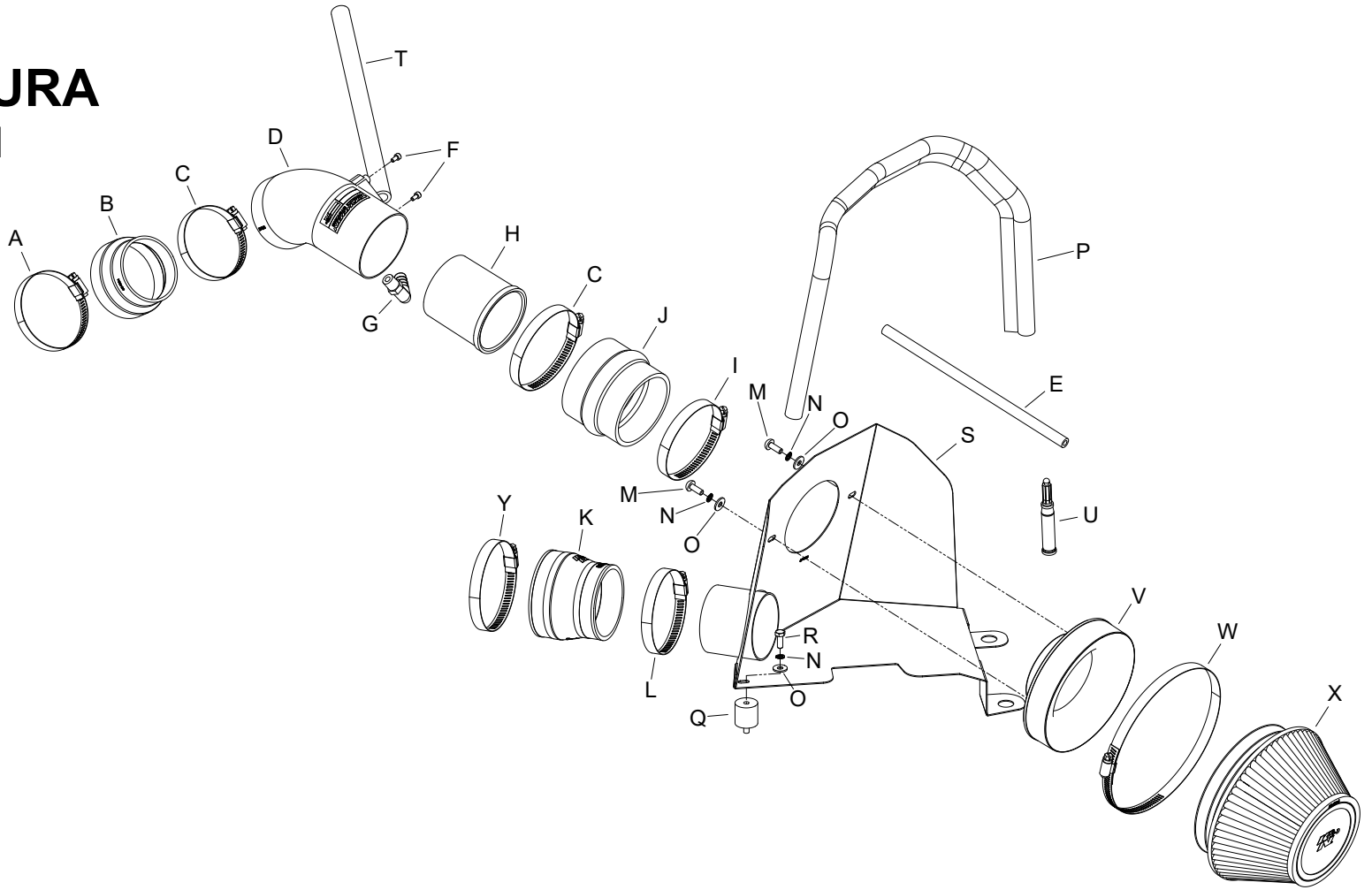
# K&N TYPHOON INTAKE SYSTEMS

## INSTALLATION INSTRUCTIONS

**69-1019TS**  
**HONDA / ACURA**  
**2012-14 Civic SI**  
**2013-14 ILX**  
**L4-2.4L**

**TOOLS NEEDED:**

- 3mm Allen Wrench
- 4mm Allen Wrench
- 10mm Socket
- Extension
- Flat Blade Screwdriver
- Phillips Screwdriver
- Pliers
- Ratchet



**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #44	1	08560	J HOSE, HUMP 3.25/3.50	1	5-576	S HEAT SHIELD	1	074106
B HOSE; 3-1/4" TO 2-3/4" ID	1	084034	K HOSE; 3.0"ID TO 3.8"ID	1	08637	T HOSE; 1/2" ID X 12"L	1	087031
C HOSE CLAMP #52	2	08610	L HOSE CLAMP #48	1	08601	U SUPER GLUE, 3G DRIP PROOF	1	409
D INTAKE TUBE	1	27560	M BOLT; M6 X 1.00 X 16MM	2	07730	V ADAPTER: UNIVERSAL, 6"	1	21512-1
E HOSE; 1/4" ID X 10-1/2"L	1	08400	N WASHER, M6 SPLIT LOCK	3	1-3025	W HOSE CLAMP # 104	1	08697
F BOLT; M4-0.07 8MM, A/H, SS	2	07733	O WASHER; 6MM FLAT, SS	3	08269	X AIR FILTER	1	RU-4600
G VENT; 90 DEG, 1/2" HOSE	1	08110FK	P EDGE TRIM (30")	1	102489	Y HOSE CLAMP #64	1	08645
H VENTURI; 3.075" OD X	1	9-0378	Q STUD; RUBBER MOUNT	1	02033			
I HOSE CLAMP #56	1	08620	R BOLT; 6MM-1.00 X 16MM	1	07812			

**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. Be sure the engine is completely cool before beginning the removal of the stock components. Be sure the vehicle is completely cool before beginning intake kit installation.

**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 and unhook the wiring harness from the upper air box.



3. Release the spring clamp securing the crank case vent tube into the intake tube and then remove the crank case vent tube from the intake tube.



4. Loosen the hose clamp securing the intake tube to the throttle body.



5. Release the two clips securing the upper air box to the lower air box and then remove the upper air box and intake tube assembly.



6. Remove the lower air box retaining bolt shown.



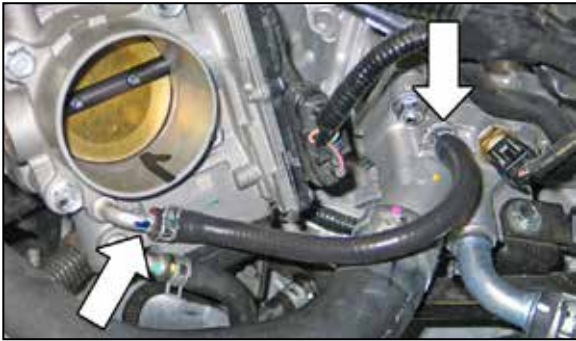
7. Lift up the front of the air box and disconnect the fresh air intake tube, then dislodge the air box from the mounting grommets and remove the air box from the vehicle.



8. Remove the fresh air tube coupler as shown. **NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



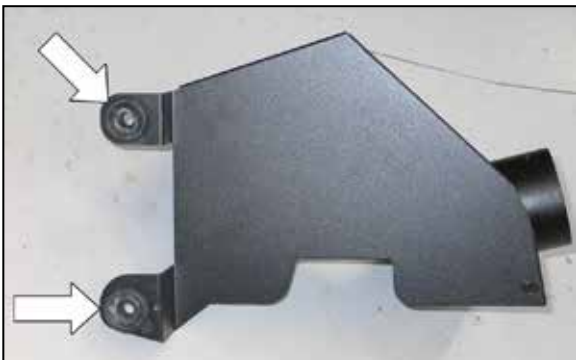
9. Release the spring clamp securing the crank case vent hose to the valve cover and then disconnect the hose from the valve cover.



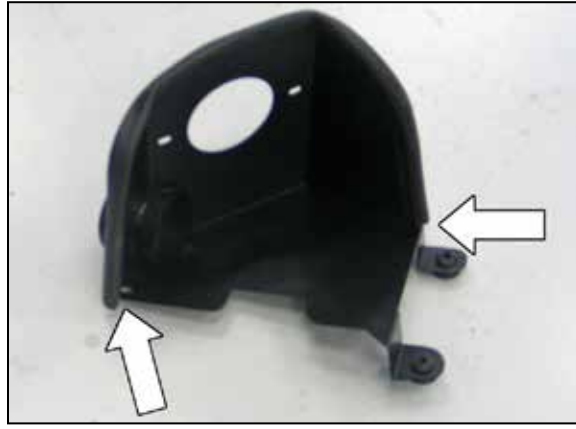
10. Be sure the engine is cool, then disconnect the coolant by-pass hoses from the engine and intake manifold. Install the provided coolant by-pass hose and secure with the factory spring clamps. **NOTE: Some trimming of the by-pass hose will be necessary. Be sure to capture and replenish any released coolant.**



11. Remove the two mounting grommets shown from the factory lower air box.



12. Install the mounting grommets from the previous step into the heat shield as shown.



13. Install the provided edge trim onto the heat shield as shown. **NOTE: Trimming of edge trim will be necessary.**



14. Install the filter adapter into the heat shield and secure with the provided hardware.



15. Install the provided rubber mounted stud onto the factory air box mounting location as shown.



16. Install the provided silicone hose (08637) onto the fresh air intake tube as shown; secure with the provided hose clamp. **NOTE: Do not over tighten the hose clamp as this will cause the fresh air duct to collapse. After the clamp makes contact with the duct, turn the tension screw one full turn.**



17. Install the heat shield assembly into the vehicle so the mounting grommets attach to the mounting studs, the fresh air tube aligns with the silicone hose, and the silicone hose aligns with the tube in the heat shield. Secure the heat shield with the provided hardware and hose clamp. **NOTE: It may be necessary to loosen the battery and push it forward to aid in heat shield installation.**



18. Install the provided silicone hose (084034) onto the throttle body and secure with the provided hose clamp.



19. Install the provided silicone hose (5-576) onto the filter adapter and secure with the provided hose clamp.



20. Install the K&N® air filter and secure with the provided hose clamp.



21. Apply several drops of the provided "Super Glue" to the lip of the venturi as shown.



22. Install the venturi into the K&N® intake tube as shown. **NOTE: Be sure the hole in the venturi is aligned with the hole in the intake tube for the mass air sensor.**



23. Install the provided 90° 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.**



24. Remove the two screws securing the mass air sensor into the factory air box, then remove the sensor from the air box.



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



26. Install the K&N® intake tube assembly into the silicone hump hose and then into the throttle body's silicone hose. Align the tube and then secure with the provided hose clamps.



27. Install the provided silicone hose onto the 90° fitting attached to the K&N® intake tube. Attach the open end of the hose to the valve cover port as shown.



28. Reconnect the mass air sensor electrical connection.



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

30. 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.

31. 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.