



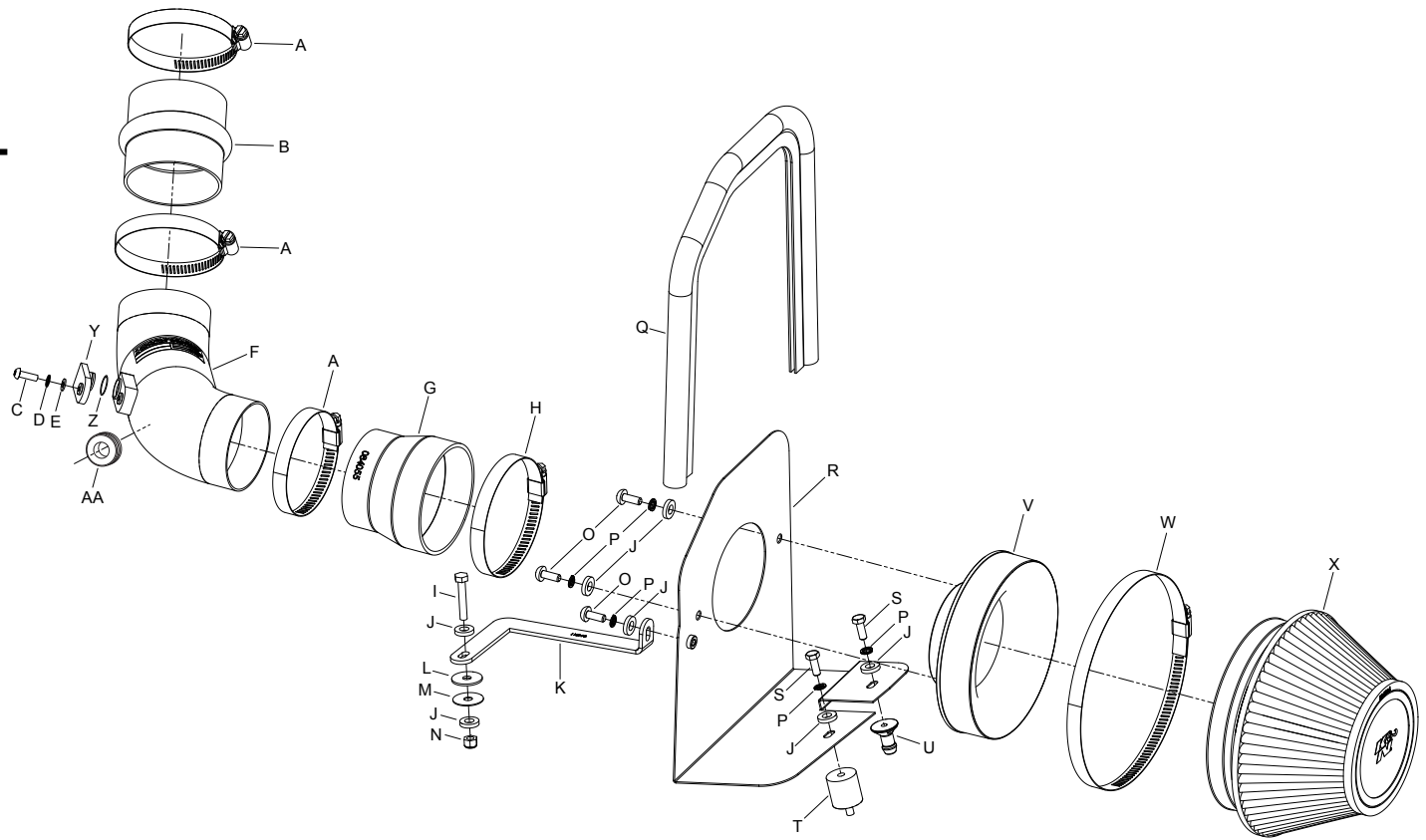
TYPHOON INTAKE SYSTEMS

INSTALLATION INSTRUCTIONS

69-3518TS
FORD
2013-14 Focus ST
L4-2.0L Turbo

TOOLS NEEDED:

- flat blade screw driver
- ratchet
- extension
- 8mm socket
- 10mm socket
- 3mm allen key
- 4mm allen key
- 10mm wrench



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #48	3	08601	J WASHER, 1/4"ID X 5/8" OD-SAE	7	08275	S BOLT; 6MM-1.00 X 16MM, SS	2	07812
B HOSE; 3"ID X 3"L HUMP	1	08696	K BRACKET; "Z", 69-3518, STL	1	064311	T STUD; RUBBER MOUNT, M6	1	02033
C BOLT; M5-0.8 X 20MM, SS	1	22208	L WASHER; 1"D X 1/4 HOLE	1	08160	U MOUNT, PLASTIC AIRBOX	1	8-186-1
D WASHER; 5MM INTERNAL CUT	1	07724	M WASHER; 1" X .300 X .100	1	21685	V ADAPTER; UNIVERSAL, 6" 3.5"	1	21512-1
E WASHER; 5MM FLAT, SS	1	08212	N NUT; 6MM NYLOCK ,SS	1	07512	W HOSE CLAMP #104	1	08697
F INTAKE TUBE	1	27601TS	O BOLT; M6 X 1.00 X 16MM, SS	3	07730	X AIR FILTER	1	RU-4600
G HOSE; 3-1/2" TO 3"ID X 3"L	1	084055	P WASHER; M6 SPLIT LOCK ZINC	5	1-3025	Y BLOCK OFF	1	21596
H HOSE CLAMP #56	1	08620	Q EDGE TRIM (26")	1	102488	Z O-RING	1	SPE-OR14
I BOLT; HEX M6-1 X 35MM	1	1-2002	R HEAT SHIELD	1	073148	AA GROMMET	1	08064

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

TO START:

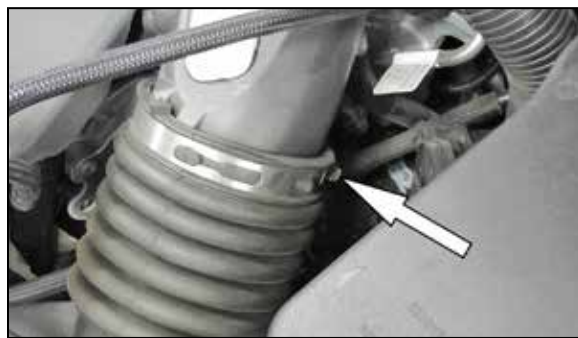
1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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 pressure sensor electrical connection.
NOTE: Some later models have a different style sensor that does not use a bolt to secure it into the intake tube. Twist the sensor counter clockwise and pull out to remove the sensor. This sensor is very fragile, use care while handling the sensor.



3. Disconnect the fresh air inlet boot.



4. Loosen the hose clamp securing the intake hose to the plenum.



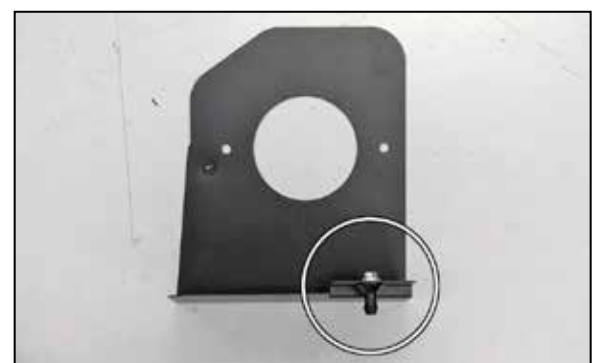
5. Remove the air box from the engine compartment.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



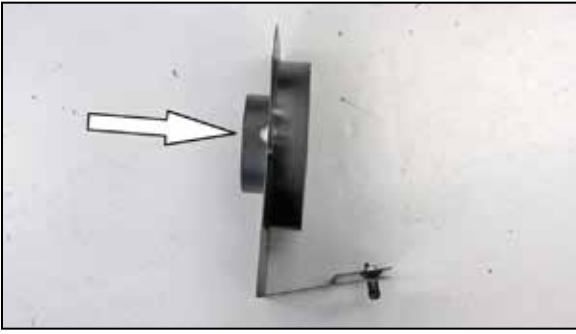
6. Remove the fresh air duct from the core support as shown.



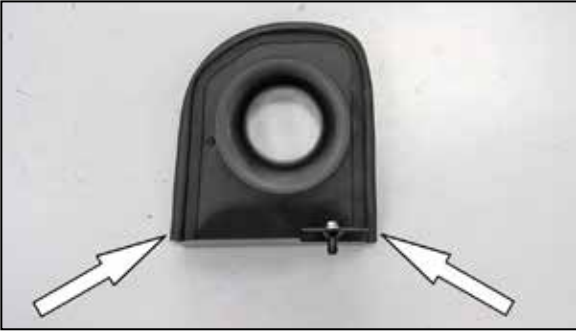
7. Install the provided rubber mounted stud into the inner fender as shown.
NOTE: If this hole is not threaded, remove the self tapping bolt from the ground wire and use it to tap threads in this hole first. Be sure to reattach the bolt to the ground wire.



8. Install the provided mounting post onto the heat shield as shown using the provided hardware.



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



10. Install the provided edge trim onto the heat shield as shown.

NOTE: Some trimming of the edge trim will be necessary.



11. Install the heat shield assembly into the engine compartment and secure it to the rubber mounted stud with the provided hardware.



12. Install the K&N® air filter onto the filter adapter and secure with the provided hose clamp.



13. Install the heat shield mounting bracket (064311) onto the heat shield and core support with the provided hardware.



14. Install the coupling hose #08696 onto the plenum and secure with the hose clamp.



15. Install the provided coupling hose #084055 onto the filter adapter as shown and secure with the provided hose clamp.



16. Remove the pressure sensor from the factory air box as shown.



17. Install the pressure sensor into the K&N® intake tube and secure with the provided hardware.

NOTE: On vehicles that are not equipped with the temperature sensor secured with the bolt, install the provided block off and O-ring seal.



17A. On vehicles equipped with the round style sensor, mark the intake tube as shown 1.0 to 1.25" from the sensor boss. Drill a 3/4" id hole on the mark.

NOTE: Be sure to remove all burrs from inside the tube after drilling. A unibit can be used to drill the hole.



17b. Install the provided grommet into the hole drilled. Then remove the O-ring from the sensor and install the sensor into the grommet.

NOTE: The sensor is very fragile, use care while handling the sensor.



18. Install the K&N® intake tube into the hose at the plenum and then into the hose at the filter adapter and then secure with the provided hose clamps.



19. Reconnect the pressure sensor electrical connection.



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

21. 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.

22. 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.