



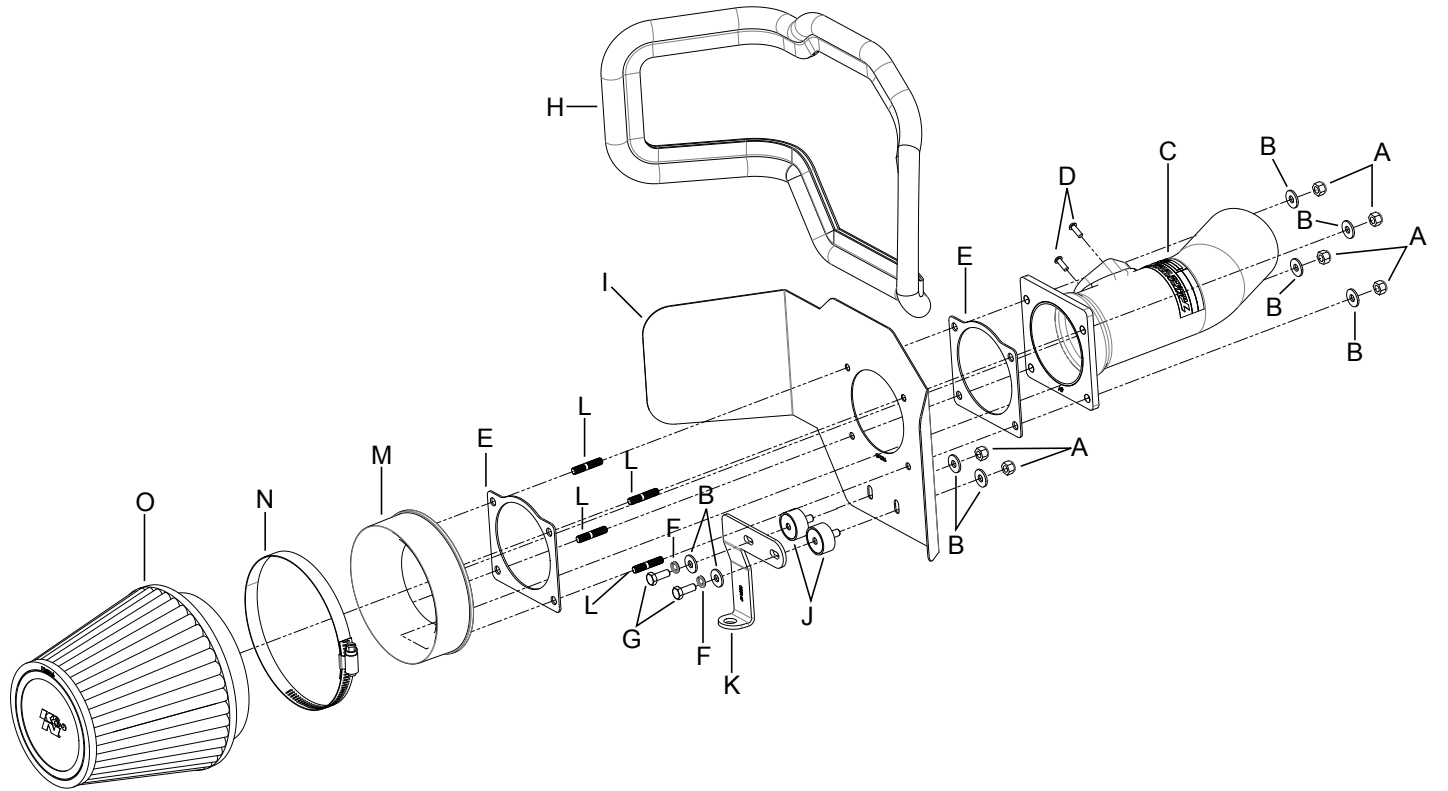
TYPHOON INTAKE SYSTEMS

INSTALLATION INSTRUCTIONS

69-4521TS
CHEVROLET
2011-14 Cruze
L4-1.4L Turbo

TOOLS NEEDED:

- Flat blade Screwdriver
- Phillips Screwdriver
- Ratchet
- Extension
- 7mm Socket
- 10mm Socket
- 15mm Socket
- 2.5mm Allen
- Pliers



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Nut; 6MM Nylock, Hexhead, SS	6	07512	F Washer, M6 Split Lock Zinc	2	1-3025	K Bracket; "L", 69-4521, STL, TK/PC	1	083149
B Washer; 6MM Flat, SS	8	08269	G Bolt; 6MM-1.00 X 16MM, SS	2	07812	L Stud, 6M-1 X 30 DBL Ended	4	1-107
C Intake Tube	1	27488	H Edge Trim (39")	1	102496	M Adaptor; 57-2535 #350	1	21510
D Screw; M4- .7 X 12, Button Head SS	2	07726	I Heat Shield	1	074086	N Hose Clamp #80	1	08694
E Gasket; 63-1034, 1/16" Neoprene	2	09202	J Stud; Rubber MNT, M/F, 1/2"L	2	070228	O Air Filter	1	RU-5147

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. Release the locking tab and then disconnect the mass air sensor electrical connection.



3. Disconnect the airbox drain tube from the airbox.
NOTE: The drain tube will pull straight out from the airbox.



4. Loosen the hose clamp securing the stock intake tube to the intake elbow.



5. Lift the airbox assembly to dislodge it from the mounting grommets and then remove the airbox from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



6. Unhook the two clips that secure the airbox drain tube to the inner fender, and then remove the drain tube from the vehicle.



7. Remove the front motor mount bolt shown.
NOTE: This bolt will be reused in a later step.



8. Install the provided rubber mounted studs onto the heat shield mounting bracket as shown.



9. Install the heat shield mounting bracket onto the motor mount and secure with the factory bolt removed in step #7.
NOTE: Do not completely tighten at this time.



10. Remove the two screws that secure the mass air sensor to the factory airbox and then remove the mass air sensor from the airbox.



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



12. Install the four provided 6mm studs into the filter adapter as shown.



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

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



14. Assemble the tube, heat shield and filter adapter along with a gasket on each side of the heat shield, and secure with the provided hardware.



15. Loosen the hose clamp securing the intake elbow to the throttle body so that the intake elbow position can be adjusted.



16. Install the intake assembly into the factory intake elbow and align the heat shield with the rubber mounted studs installed onto the mounting bracket. Align the intake for proper fit and secure with the hardware provided and factory hose clamps.



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



18. Connect the mass air sensor electrical connection.



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

20. 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.

21. 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.