



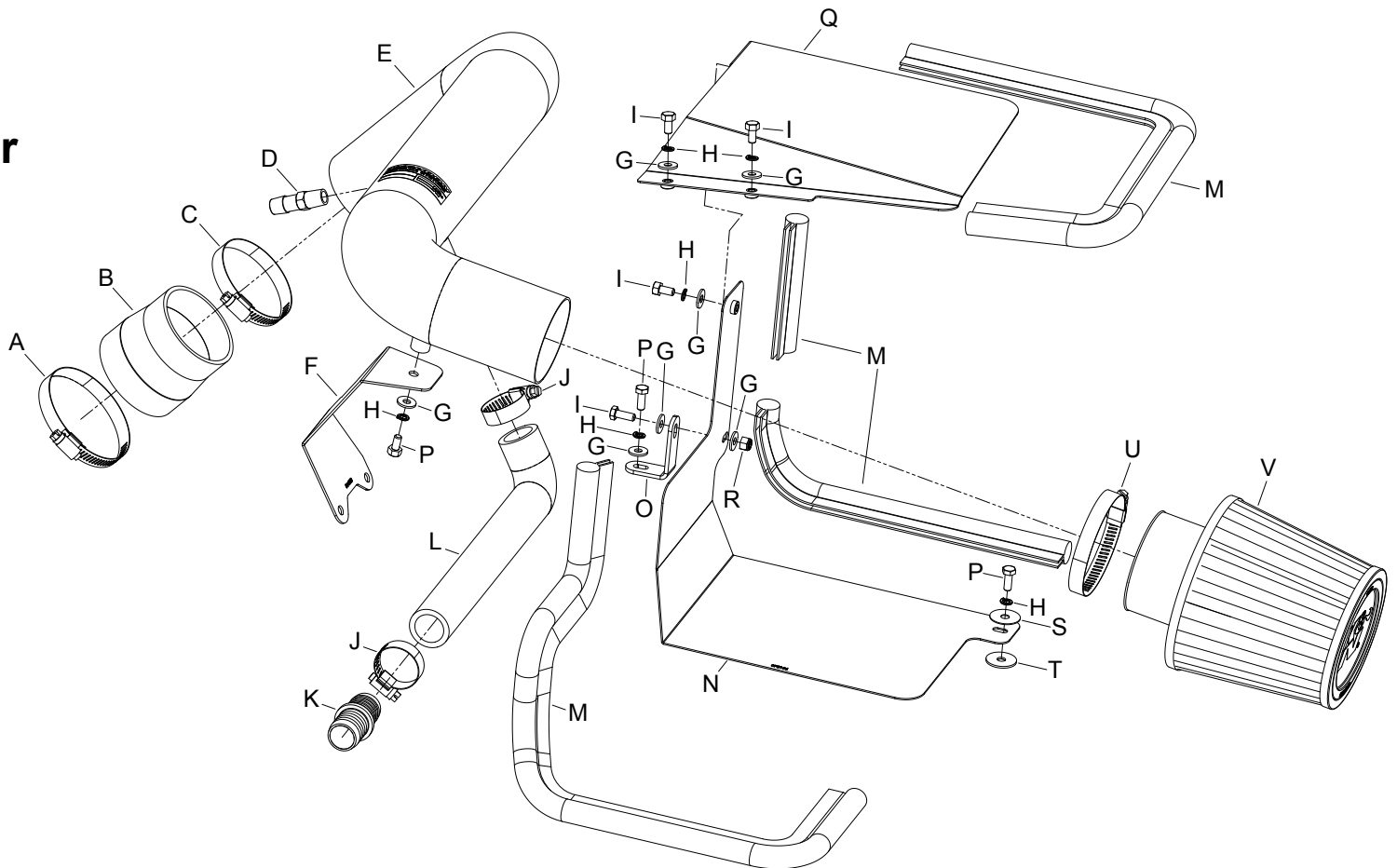
# TYPHOON INTAKE SYSTEMS

## INSTALLATION INSTRUCTIONS

**69-5312TS**  
**HYUNDAI**  
**2013-14 Veloster**  
**L4-1.6L turbo**

**TOOLS NEEDED:**

- Ratchet
- Extension
- 10mm Socket
- 8mm Socket
- Screw Driver
- Pliers



**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #48	1	08601	H Washer; M6 Split Lock, Zinc	6	1-3025	O Bracket; 63-1025, Small, TB/PC	1	070015
B Hose; 3" To 2-3/4"ID X 3"L TPRD	1	08096	I Bolt; M6 X 1.00 X 12MM, SS	4	07727	P Bolt; 6MM -1.00 X 6MM, SS	3	07812
C Hose Clamp #40	1	08554	J Hose Clamp # 16	2	08413	Q Heat Shield Lid	1	073137
D Vent; STRT 1/2" Hose, 1/4"NPT	1	080022	K Vent; STRT, 1" X 1" Barbed	1	08296	R Nut; 6MM Nylock, Hexhead, SS	1	07512
E Intake Tube	1	27333TS	L Hose; 1"ID X 11"L W/1"L 90DEG	1	08479	S Washer; 1"D X 1/4 Hole Fender	1	08160
F Bracket, 69-5312, STL, TB/PC	1	064303	M Edge Trim (66")	1	102472	T Washer; 1" X .300 X .100 Rubber	1	21685
G Washer, 6MM, Flat, SS	7	08269	N Heat Shield	1	073136	U Hose Clamp #52	1	08610
						V Air Filter	1	RU-4990

**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. Lift up and remove the engine cover from the engine.



3. Loosen the hose clamp securing the intake hose to the air box and release the spring clamp securing the air injection hose and then disconnect the air injection hose.



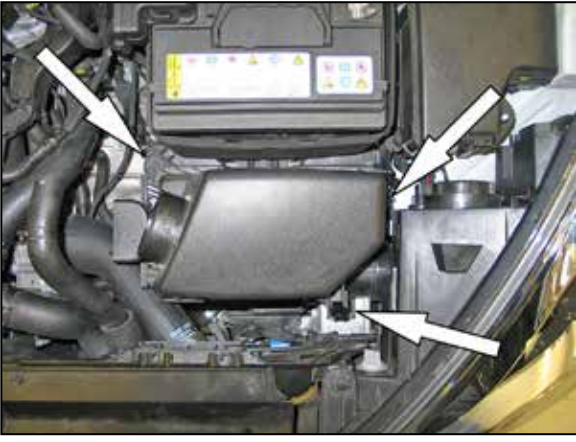
4. Release the spring clamp securing the crank case vent hose and then disconnect the crank case vent hose. Loosen the hose clamp securing the intake hose to the turbo inlet and then disconnect and remove the intake hose from the vehicle.



5. Push the centers of the retaining pins down to release the fresh air intake scoop.



6. Pull the fresh air intake scoop straight up and out of the vehicle.



7. Remove the three bolts securing the air filter housing assembly and then lift up and remove the air filter housing assembly from the vehicle.

**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



8. Remove the small cover that is installed onto the hose clamp screw securing the intercooler charge hose, then loosen the hose clamp and disconnect the charge hose from the throttle body inlet.

**NOTE: A small screw driver will be helpful to pry the cover off of the hose clamp screw.**



9. Remove the two upper throttle body mounting bolts shown.

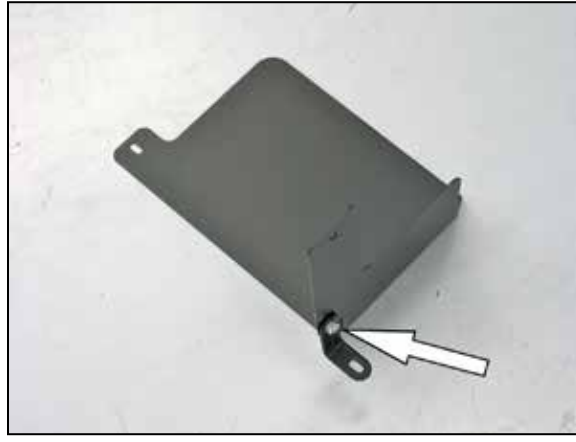
**NOTE: These bolts will be reused in the next step.**



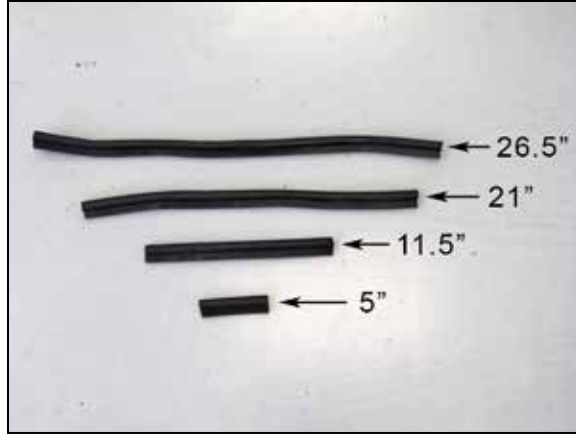
10. Install the provided tube mounting bracket (064303) onto the throttle body and secure with the factory bolts from the previous step.



11. Reinstall the inlet charge hose onto the throttle body and secure with the factory hose clamp.



12. Install the heat shield mounting bracket (070015) onto the heat shield and secure with the provided hardware.



13. Cut the provided edge trim into four sections. One section will be 26.5" long, one section will be 21" long, one section will be 11.5" long and the final section will be 5" long.



14. Install the three section of edge trim onto the heat shield as shown.



15. Set the provided rubber fender washer onto the air box mounting location on the inner fender as shown.



16. Install the heat shield assembly and secure it the two air box mounting locations with the provided hardware as shown.



17. Install the provided silicone hose (08096) onto the turbo inlet as shown and secure with the provided hose clamp.

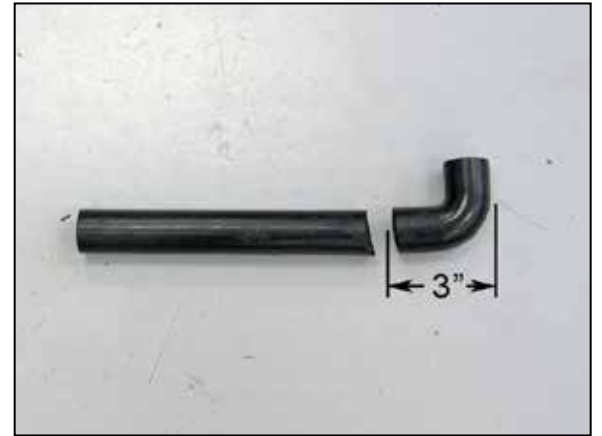


18. Install the provided Vent fitting into the K&N® intake tube as shown.

**NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.**



19. Install the K&N® intake tube into the silicone hose and align with the mounting bracket. Secure the tube with the hose clamp and hardware provided.



20. Cut the provided 90° air injection hose as shown. The hose should be 3" long.



21. Install the provided hose mender into the 90° air injection hose and secure with the provided hose clamp.



22. Connect the 90° air injection hose to the factory injection hose as shown and secure with the provided hose clamp.



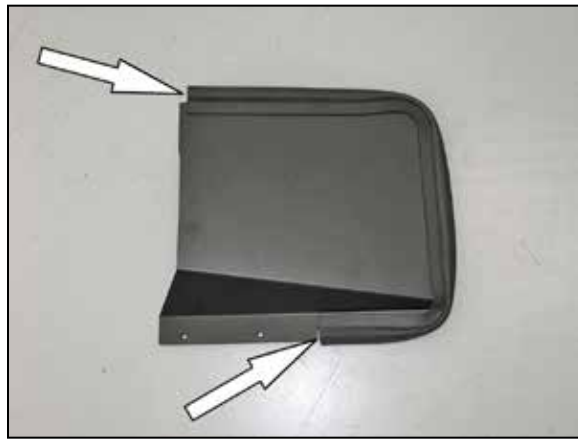
23. Feed the air injection hose assembly under the tube and mounting bracket and then connect the Open end of the air injection hose to the K&N® intake tube and secure with the provided hose clamp.



24. Reconnect the crank case vent hose and secure with the factory spring clamp.



25. Install the K&N® air filter and secure with the provided hose clamp.  
**NOTE: Drycharger® air filter wrap; part # RX-4990DK is available to purchase separately.**



26. Install the 21" long section of edge trim onto the heat shield cover as shown.



27. Install the cover onto the heat shield and then secure it to the heat shield and core support with the hardware provided.

**NOTE: the cover tab should slip in-between the heat shield and edge trim before securing.**



28. Install the engine cover.



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.