



# TYPHOON INTAKE SYSTEMS

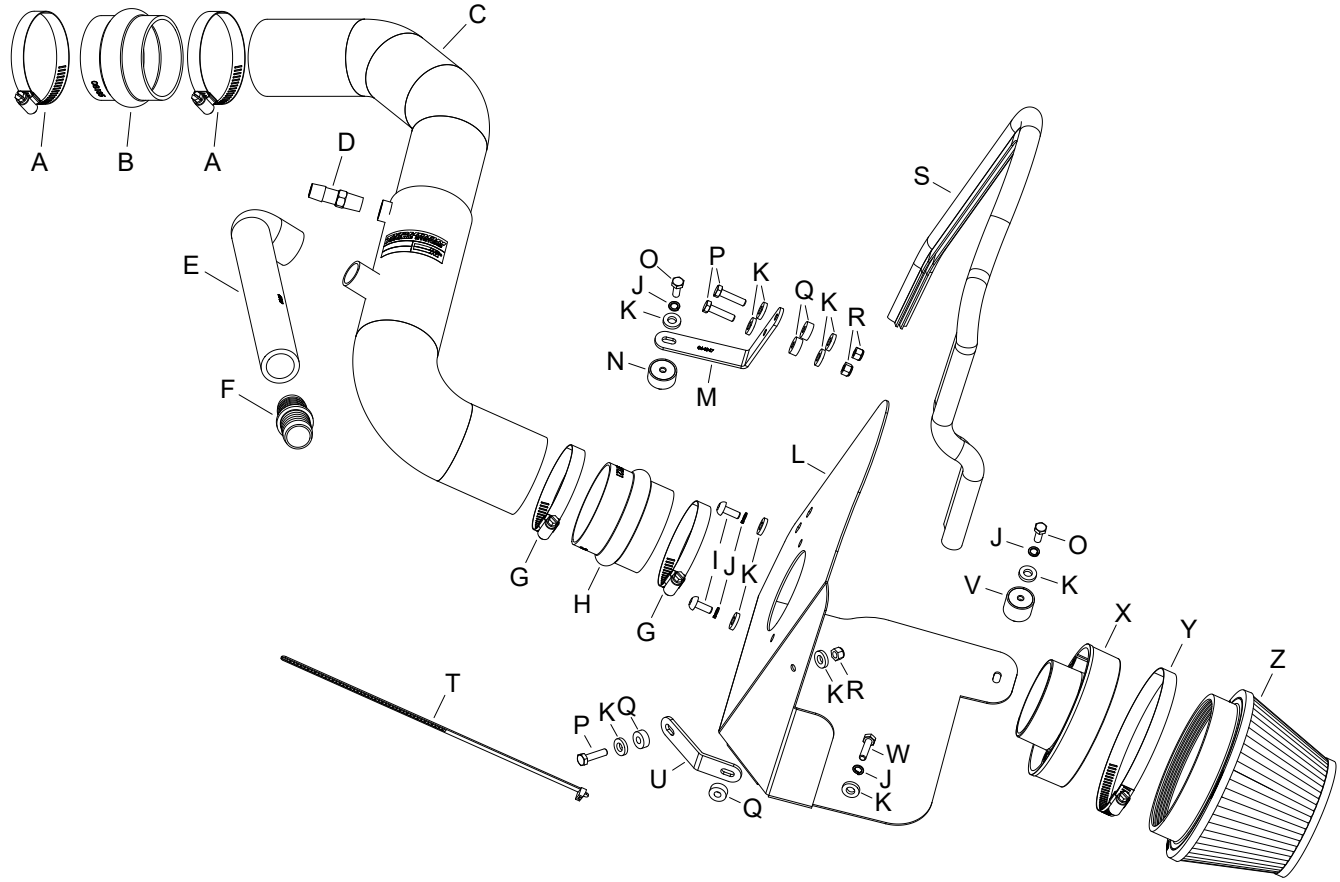
NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.

## INSTALLATION INSTRUCTIONS

**69-5319TS**  
**KIA**  
**2017-18 SOUL!**  
**L4-1.6L Turbo**

**TOOLS NEEDED:**

- Ratchet
- Extension
- 10mm socket
- flat blade screw driver
- Pliers



**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #44 STAINLESS	2	08560	J WASHER, M6 SPLIT LOCK ZINC	5	1-3025	S EDGE TRIM (35")	1	102471
B HOSE; HUMP 2.75"ID X 2.5"L	1	08185	K WASHER; 1/4"ID X 5/8"OD	11	08275	T CABLE TIES; 11" BLACK	1	21590
C INTAKE TUBE	1	25800S	L HEAT SHIELD	1	073255	U BRACKET; "L" 69-5319, STL	1	064353
D VENT; STRT, 1/2" HOSE, 1/4"	1	080022	M BRACKET; "L", 63-5317, STL.	1	064347	V STUD; RUBBER MOUNT, M6X1"	1	02033
E HOSE; 1"ID X 11"L, W/ 1"L	1	08479	N STUD; RUBBER MNT, M/F, 1/2"L	1	070228	W BOLT; M6-1.00 X 25MM, SS	1	07858
F FITTING; VENT STRT, 1" X 1"	1	08296	O BOLT; 6MM-1.00 X 16MM, SS	2	07812	X ADAPTER; FILTER, 3.0"OD	1	21569
G HOSE CLAMP #48	2	08601	P BOLT; M6 X 1.00" X 20MM HEX	3	07795	Y HOSE CLAMP; #80	1	08694
H HOSE; HUMP 3"ID X 2.5"L	1	087121	Q SPACER; .625" OD X .250"ID	4	06555	Z FILTER CHARGER	1	RU-5163
I BOLT; M6 X 1.00 X 16MM, SS	2	07730	R NUT; 6MM NYLOCK, HEXHEAD	3	07512			

**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 spring clamp which secures the crank case vent hose to the stock intake tube and disconnect the crankcase vent hose from the intake tube. Loosen the hose clamp the secures the intake plenum/tube to the turbo inlet pipe and then disconnect the plenum/tube from the turbo inlet pipe.



3. Release the spring clamp that secures the BOV hose to the intake tube and disconnect the BOV hose from the intake tube. Loosen the hose clamp securing the intake tube to the air filter housing and then disconnect and remove the stock intake tube from the vehicle.



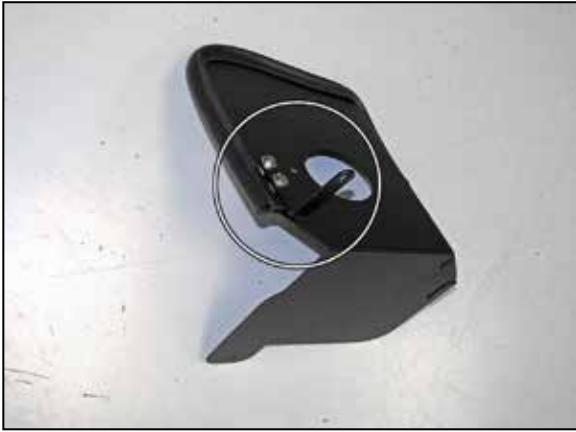
4. Pop up the centers of the retaining clips that secure the fresh air intake duct and then lift up the intake duct to remove it from the vehicle.



5. Remove the two bolts that secure the air filter housing and then remove the air filter housing from the vehicle.  
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



6. Install the provided edge trim onto the heat shield as shown.  
**NOTE: Some trimming of the edge trim will be necessary.**



7. Install the provided bracket (064347) onto the heat shield using the provided hardware and spacers.



8. Install the provided bracket (064353) onto the heat shield using the provided hardware and spacers.



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



10. Install the K&N® air filter onto the filter adapter and secure with the provided hose clamp.  
**NOTE: Drycharger® air filter wrap; part # RU-5163DK is available to purchase separately.**



11. Remove the outer most core support bolt shown.  
**NOTE: The hood release cable may be unhooked from its retaining position to ease removal of the bolt.**



12. Unclip the wiring harness shown from its mounting location.



13. Using the provided tie wrap secure the pigtail to the wiring harness below.



14. Install the provided rubber isolator mounts as shown.



15. Set the heat shield into the engine compartment and secure it to the isolators and core support with the provided hardware.  
**NOTE: Be sure to use a spacer between the bracket and core support. Check to make sure that the hood release cable is secured in its original location.**



16. Install the provided hump coupler (087121) onto the filter adapter and secure with the provided hose clamp.



17. Install the provided hump coupler (08185) onto the turbo inlet and secure with the provided hose clamp.



18. Install the provided vent fitting into the K&N® intake tube.  
**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 intake tube assembly into the coupling hoses, align for best fit and then secure with the provided hose clamps.



20. Connect the crank case vent hose to the fitting installed into the intake tube and secure with the factory spring clamp.



21. Mark and cut the provided BOV hose 7-1/2" from the end. The 7-1/2" section will not be used.



22. Install the provided hose union into the remaining 90° section from the previous step.



23. Install the 90° BOV hose onto the K&N® intake tube and then connect the factory BOV hose to the union installed into the K&N® BOV hose and secure with the factory spring clamp.



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

25. 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.

**NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.**