



TYPHOON INTAKE SYSTEMS

INSTALLATION INSTRUCTIONS

69-6025TS

MAZDA

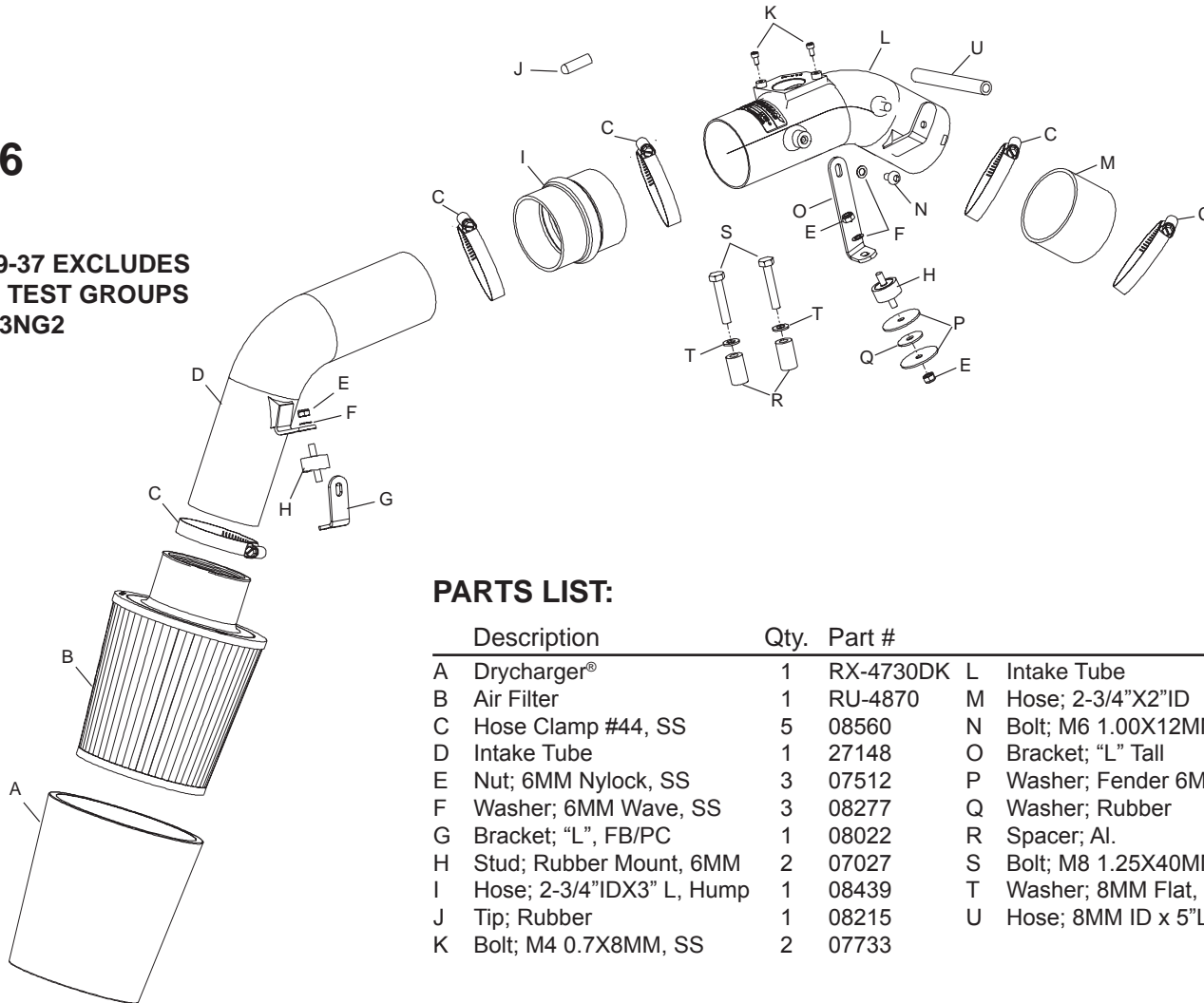
2003-06 Mazda 6

L4-2.3L

NOTE: C.A.R.B. E.O. # D-269-37 EXCLUDES LEV2 SULEV 2005 and 2006 TEST GROUPS 5TKXV02.3NG1 & 6TKXV02.3NG2

TOOLS NEEDED:

- 4MM Allen Wrench
- 10MM Socket
- Phillips Screwdriver
- Pliers
- Ratchet



PARTS LIST:

Description	Qty.	Part #
A Drycharger®	1	RX-4730DK
B Air Filter	1	RU-4870
C Hose Clamp #44, SS	5	08560
D Intake Tube	1	27148
E Nut; 6MM Nylock, SS	3	07512
F Washer; 6MM Wave, SS	3	08277
G Bracket; "L", FB/PC	1	08022
H Stud; Rubber Mount, 6MM	2	07027
I Hose; 2-3/4"IDx3" L, Hump	1	08439
J Tip; Rubber	1	08215
K Bolt; M4 0.7X8MM, SS	2	07733
L Intake Tube	1	27147
M Hose; 2-3/4"X2"ID	1	08440
N Bolt; M6 1.00X12MM, SS	1	07794
O Bracket; "L" Tall	1	070060
P Washer; Fender 6MMx1-1/4"OD	2	1-3027
Q Washer; Rubber	1	21685
R Spacer; Al.	2	06400
S Bolt; M8 1.25X40MM, SS	2	077001
T Washer; 8MM Flat, SS	2	08272
U Hose; 8MM ID x 5"L, Blk.	1	084076

WARNING: The K&N® Drycharger® included with this kit must be installed on the K&N® air filter when used with this K&N® cold air intake system. The K&N cold air intake system a performance product that can be used safely during mild weather conditions. During harsh and inclement weather conditions, you must convert your cold air intake system to a short ram configuration, or return your vehicle to the stock OEM airbox and intake tract configuration. Failure to follow these instructions can void your warranty.

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. Remove the engine cover as shown.



3. Disconnect the mass air sensor electrical connection as shown.



4. Disconnect the vacuum switch electrical connection as shown.

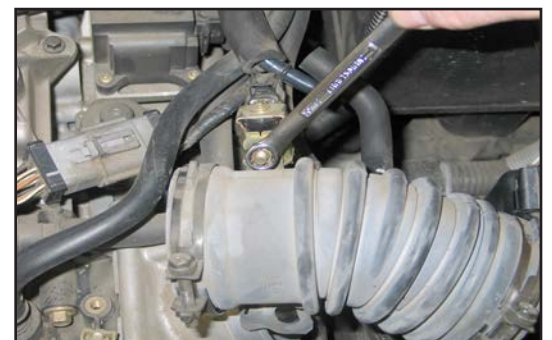


5. Disconnect the crankcase vent hose from the hard line as shown.

NOTE: Some models may not be equipped with a hose connected to the crankcase vent line but will have a quick disconnect fitting molded into the line. On these vehicles it will be necessary to cut the crankcase vent line one inch behind the quick disconnect fitting. The supplied vent hose will be slid onto the crankcase vent hard-line in a later step.



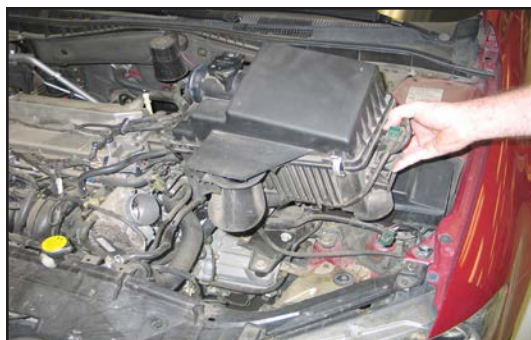
6. Loosen the hose clamps at the throttle body and at the mass air sensor, then pull the stock intake tube up and unclip the hoses from the bottom of the intake tube as shown.



7. Loosen and remove the nut that secures the vacuum switch to the stock intake tube as shown, then remove the stock intake tube.



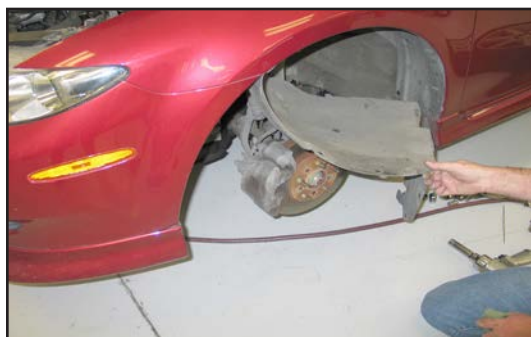
8. Disconnect the vacuum hose from the air cleaner as shown.



9. Unclip the mass air sensor electrical connection from the side of the air cleaner, then, pull firmly upwards to release the air cleaner from the factory grommets as shown.

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

10. Lift the drivers side front tire and remove from vehicle. Use jack stands to support the vehicle.



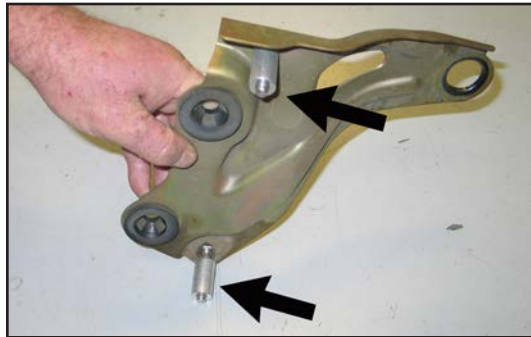
11. Remove the 4 screws and 5 plastic rivets from the inner fender valance, then pull the valance back as shown.



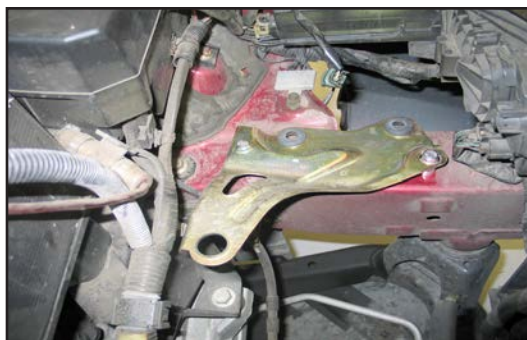
12. From underneath the vehicle, loosen and remove the 3 bolts that secure the air intake resonator to the inner fender, then remove the resonator as shown.



13. Loosen and remove the two bolts that secure the air cleaner support bracket to the inner fender, then remove the stock rubber grommet as shown.



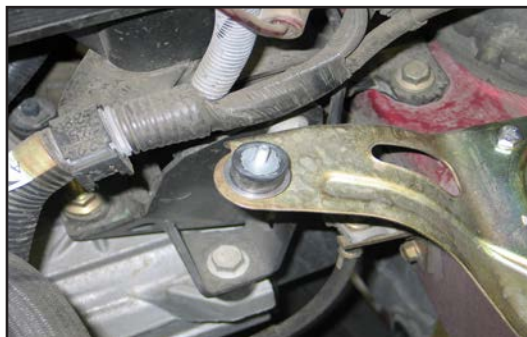
14. Install the provided spacers, washers and hex bolts into the holes on the stock support bracket as shown.



15. Using the provided hardware reinstall the air cleaner support bracket back into the vehicle turning it upside down as shown.



16. Disconnect the airbox vacuum hose shown from the intake manifold, and then plug the intake vacuum port with the provided vacuum plug.



17. Using the provided fender washers and rubber washer, secure the provided rubber mounted stud onto the air cleaner support bracket as shown.



18. Install the silicone hose and hose clamps onto the throttle body as shown.



19. Install the "L" bracket onto K&N® intake tube with hardware provided as shown.

NOTE: Before installing the "L" bracket, inspect the inside of the tube for any debris, then clean the inside out with water and a towel. Inspect the tube one more time before proceeding to the next step.



20. Slide the K&N® short ram tube into the silicone hose, then line up the "L" bracket with the rubber mounted stud and secure with the provided hardware as shown.



21. Secure the vacuum switch from step 7 to the intake tube bracket using the existing hex nut from step 7.



22. Connect the provided silicone hose to the crankcase vent hard line, then connect the other end to the vent on the intake tube as shown.



23. Remove the vacuum switch from the side of the air cleaner assembly as shown.



24. Remove the bolt that secures the ground block to the inner fender as shown.



25. Install the angle bracket and rubber mounted stud into the threaded hole from step 24.

NOTE: The ground block should be located underneath the angle bracket and rubber mounted stud.



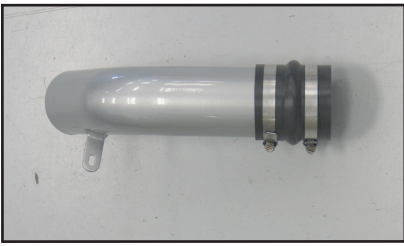
26. Install the vacuum switch from step 23 onto the angle bracket using the stock nut from step 23; then reconnect the vacuum switch electrical connection.



27. Remove the mass air sensor from the stock air cleaner assembly as shown.



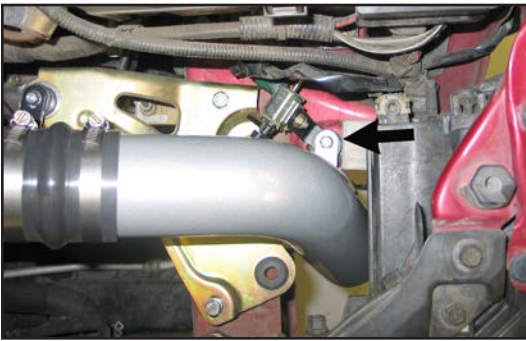
28. Install the mass air sensor into the intake tube using the provided hardware as shown.



29. Slide the silicone hump hose and hose clamps onto the intake tube as shown.



30. Install the intake tube into the hole in the inner fender, then slide the hump hose onto the short ram tube as shown.



31. Line up the bracket on the cold air tube with the rubber mounted stud; secure with the provided hardware as shown.



32. Install the K&N® Drycharger® onto the K&N® air filter; from underneath the vehicle install the air filter onto the cold air tube and secure with the provided hose clamp as shown.



33. Reinstall the stock engine cover.

34. Reverse the removal process from step 11 and secure the inner fender valance. Reinstall the front tire and torque to factory specs, then remove the jack stands and lower the vehicle.



35. Reconnect the mass air sensor electrical connection as shown.



36. Reconnect the negative battery cable and double check that everything is tight and properly positioned before starting the vehicle.



37. This K&N® high flow intake system has been designed to be used in two different configurations. In the case of inclement weather, the cold air tube can be removed and the air filter can be clamped onto the intake tube located in the engine compartment to avoid the possibility of ingesting water into the engine.

NOTE: If you have any concerns, return the vehicle to stock using the factory equipment.

38. The C.A.R.B. exemption sticker, (attached), must be visible under the hood, so the 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.

39. 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.