



# TYPHOON INTAKE SYSTEMS

## INSTALLATION INSTRUCTIONS

69-6543TP

69-6543TR

MITSUBISHI

2003-05 Lancer Evolution VIII

L4-2.0L-Turbo (Excludes MIVAC)

### TOOLS NEEDED:

Flat Blade Screwdriver  
Needle Nose Pliers  
Ratchet  
6" Extension  
10mm Socket  
12mm Socket  
13mm Socket  
4mm Allen Wrench

### PARTS LIST:

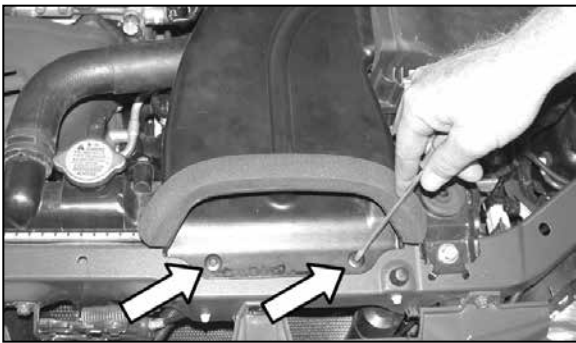
Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #44	3	08560	K Cable Tie, White	1	21591	U M.A.S. Adapter, Blk.	1	088010
B Hose 2-1/2"ID to 2-3/4"ID, Step Blk.	1	084016	L Washer; Wave, SS	12	08277	V Hose Clamp #104	1	08697
C Bolt; 6mm X12mm L Hex, SS	3	07727	M Bracket; "Z" Long	1	07958	W Air Filter	1	RP-4600
D Bolt; 6mm X 20mm L, Hex, SS	5	07795	N Hose; 4mm X 12"L, Black	1	08147	X Clip; Air-scoop	2	27912
E Bracket; "L", Long	1	010035	O Bolt; 8mm X 40mm L, SS	1	077001	Y Heat Shield; Carbon Fiber	1	07311
F Nut; 6mm Nylock, SS	5	07512	P Washer; Flat, SS	1	08272	Z Bolt; 6mm X 12mm L, BtnHd. SS	3	07794
G Hose; 8mm X 12"L, Black	1	08078	Q Spacer, Aluminum	1	06506	AA Edge Trim 32"L	1	102456
H Hose Clamp # 020, Mini	2	08431	R Hose; 2-3/4"ID to 3-1/4"ID, Step, Blk.	1	084034	AB Bracket; "L" Short	1	010034
I Hose; 1-1/4"ID, Black	1	084071	S Hose Clamp #48	1	08601			
J Intake Tube	1	27140	T Bracket; "Z" Short	2	010033			

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

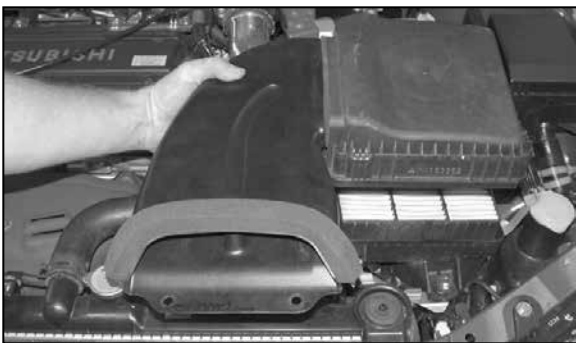
### TO START:

1. Turn off the ignition and disconnect the negative battery cable.

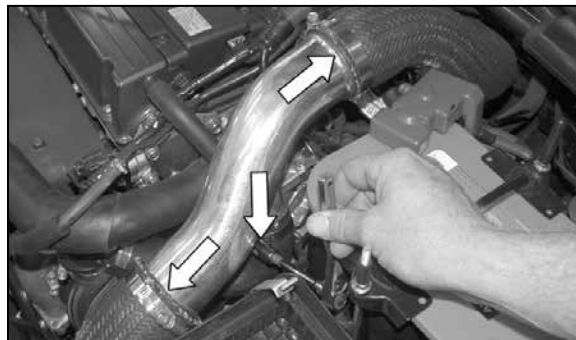
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied 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. Depress the center pins on the plastic rivets that secure the air inlet duct to the radiator core support as shown.



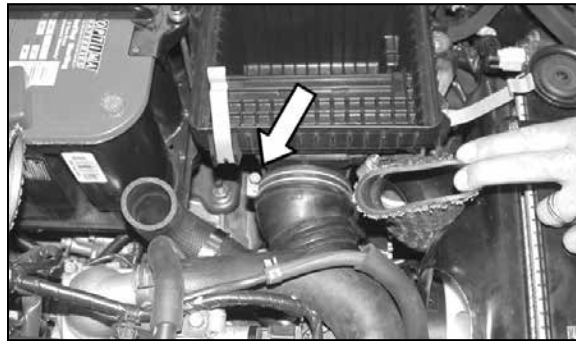
3. Unclip the upper air cleaner assembly and remove the complete assembly as shown.



4. Loosen the three hose clamps on the intercooler tube as shown.



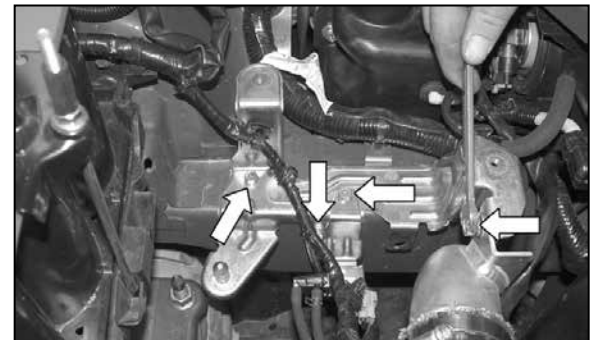
5. Pull firmly on the hoses to remove the intercooler tube as shown.



6. Loosen the hose clamp at the mass air sensor as shown



7. Remove the two bolts on the lower air cleaner assembly, then, lift up the lower assembly to unclip the mass air sensor electrical connection. Unclip the mass air sensor wire harness from the bottom the lower air cleaner assembly, then, remove the lower air cleaner assembly as shown.

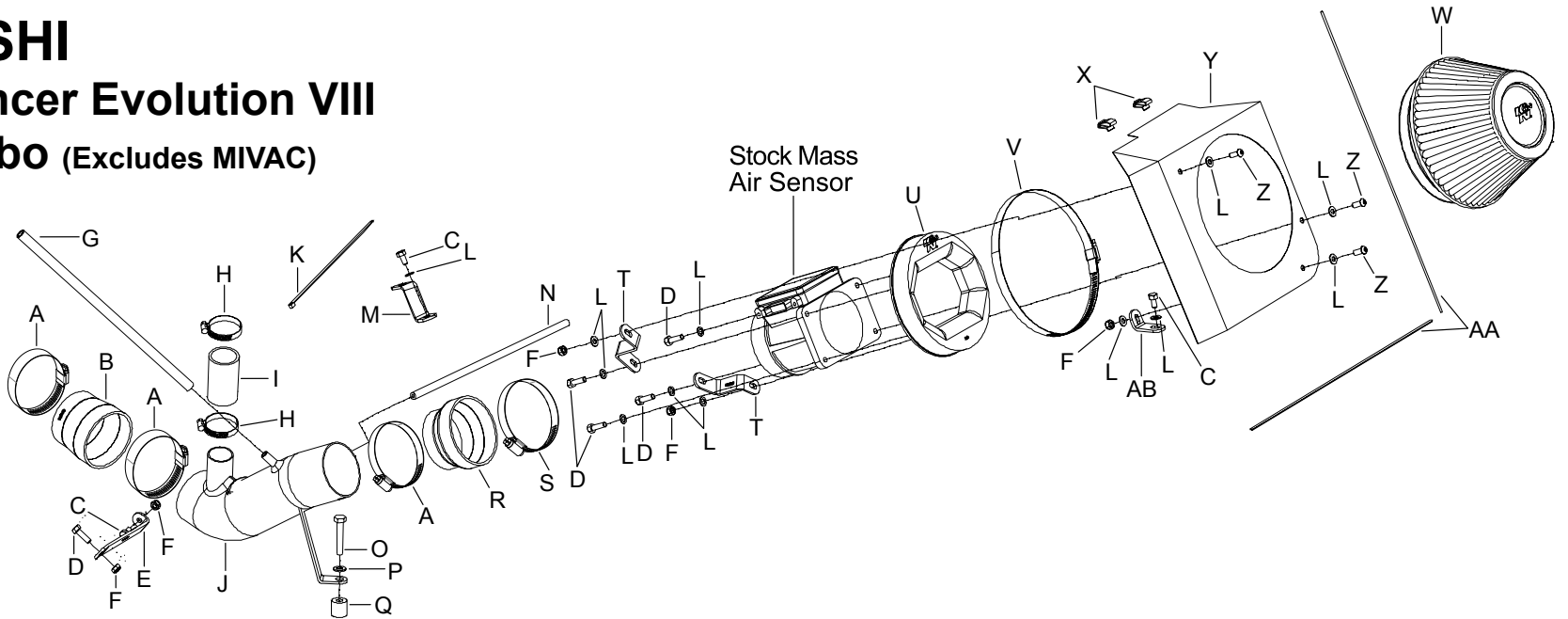


8. Remove the four bolts that secure the air cleaner support bracket to the inner fender as shown.

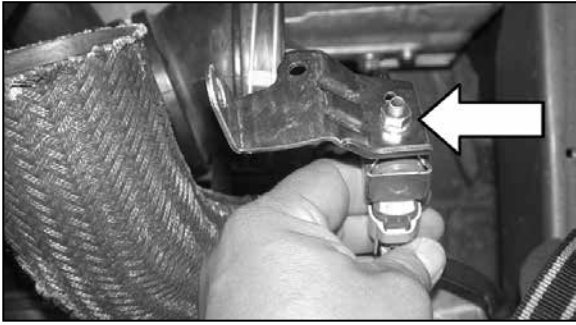


9. Lift up the air cleaner support bracket and unclip the wire harnesses, then, remove the bracket as shown.

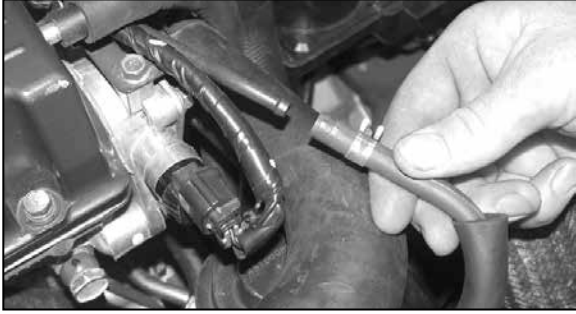
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



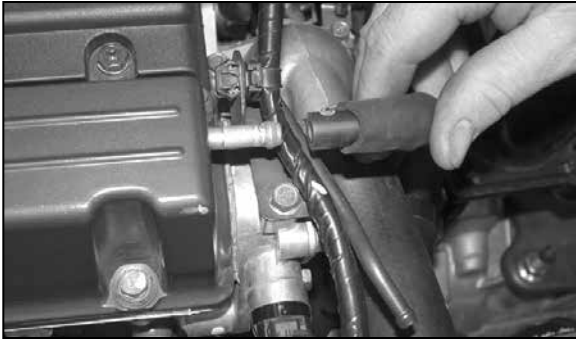




10. Remove the stock bracket from the solenoid valve as shown.



11. Disconnect the bypass valve vent hose as shown.



12. Disconnect the crank case vent hose from the cam cover as shown.



13. Disconnect the vent hose on the solenoid valve as shown.



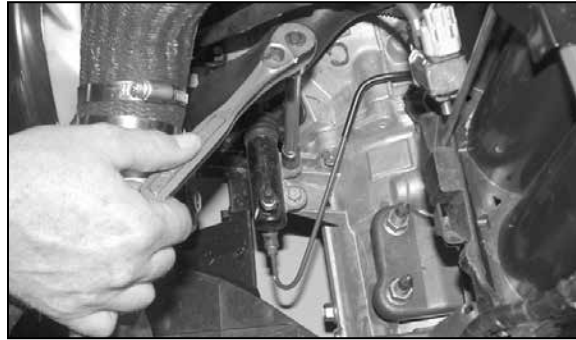
14. Using a pair of dykes, cut the clip tie that secures the vent hoses to the intake tube.



15. Loosen the hose clamp at the turbo inlet and remove the intake tube assembly as shown.



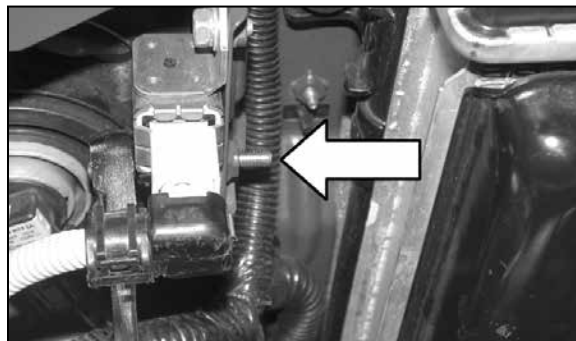
16. Loosen the hose clamp and remove the bypass valve from the intake tube as shown.



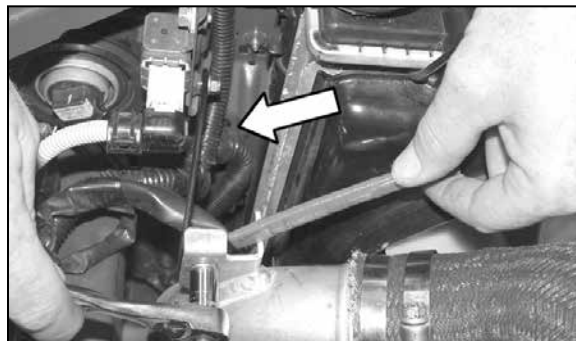
17. Remove the slave cylinder bolt as shown.



18. Remove the lower bolt that secures the air bag sensor to the radiator core support as shown. (Except UK)



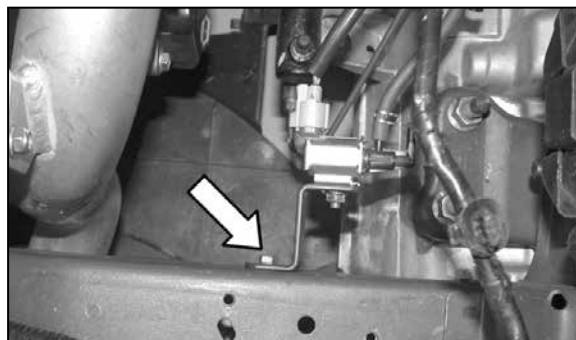
19. Replace the bolt from step 18 with the provided 6mm x 20mm L. hex bolt as shown.



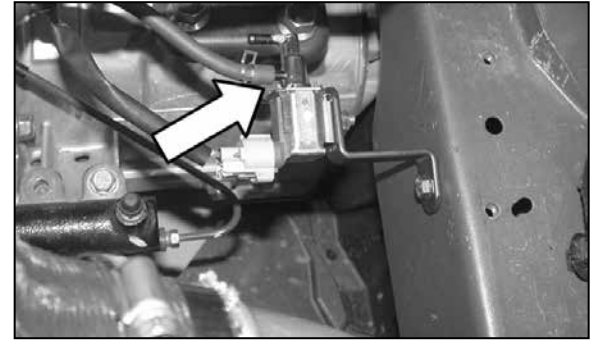
20. Secure the provided "L" bracket to the backside of the bolt from step 19 using the provided hex nut and washer, then secure the other end of the bracket to the intercooler tube using the provided hardware as shown.



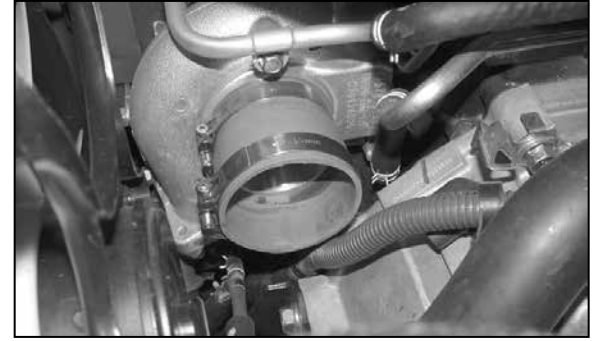
21. Using the hex nut from step 10 secure the solenoid valve to the provided "Z" bracket as shown.



22. Secure the solenoid valve assembly to the inner fender using the provided hardware as shown.



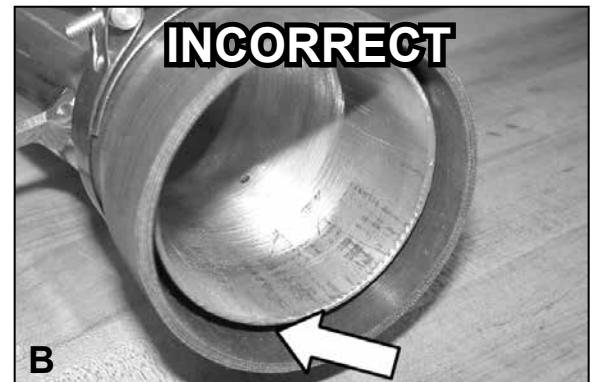
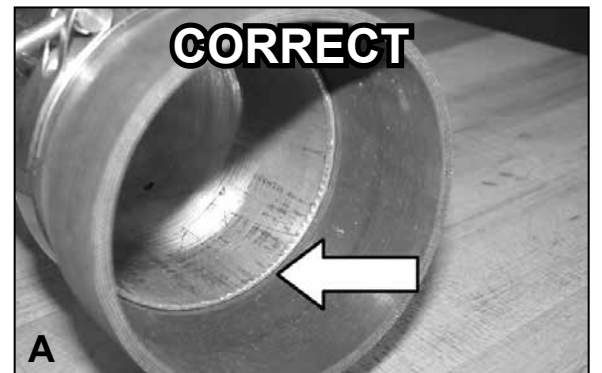
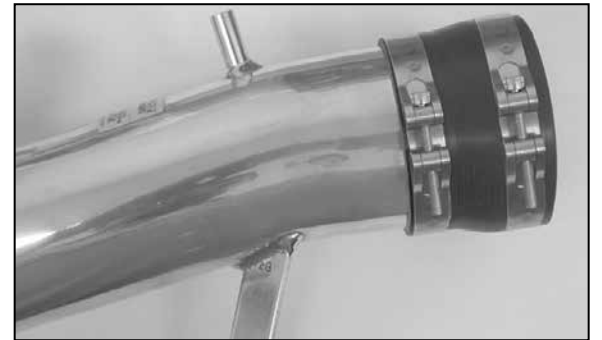
23. Install the provided silicone hose onto the solenoid valve as shown.



24. Install the silicone step hose and hose clamps onto the turbo inlet and tighten as shown.

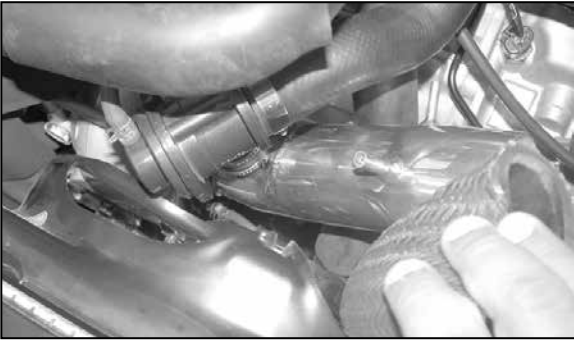


25. Secure the bypass valve to the K&N® intake tube using the provided silicone hose and hose clamps as shown.

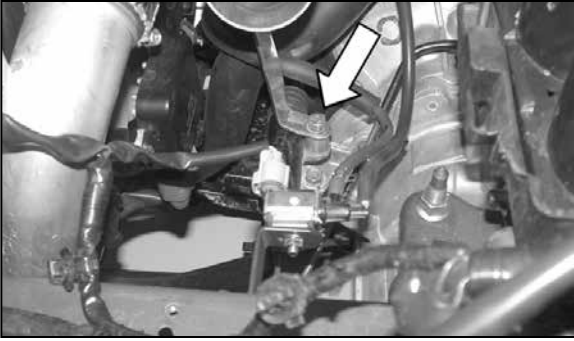


26. Install the provided silicon step hose onto the K&N® intake tube using the provided hose clamps as shown.

**NOTE:** Please note that fig. A above denotes the correct way to install the silicone hose which has no open seal on the contact by the hose and tube. On Fig. B, this is an incorrect install of the silicone hose noting that there is an open area between the silicone hose and the intake tube.

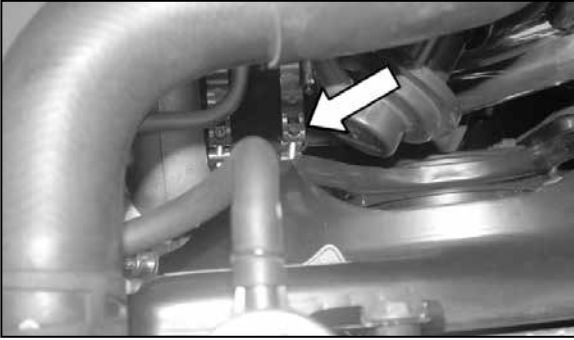


27. Slide the K&N® intake tube assembly into the silicone hose on the turbo as shown.



28. Secure the tube bracket to the threaded hole on the slave cylinder from step 17 using the provided hex bolt and spacer.

**NOTE: The spacer goes between the bracket and the slave cylinder.**



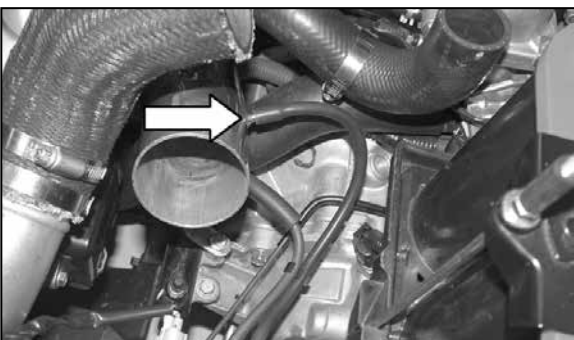
29. Tighten the hose clamp on the silicone hose on the turbo/intake tube as shown.



30. Reconnect the bypass valve vent hose to the hardline as shown.



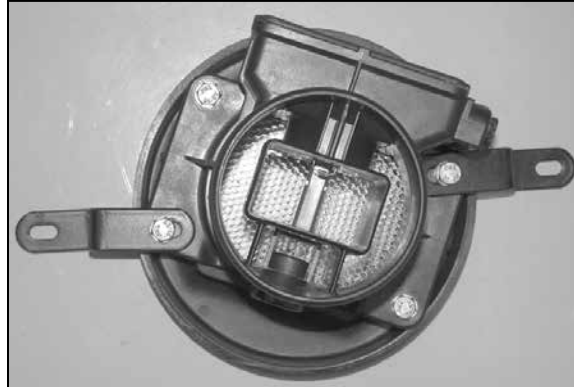
31. Install the provided silicone hose onto the vent on the K&N® intake tube, then, connect the other end to the vent on the cam cover as shown.



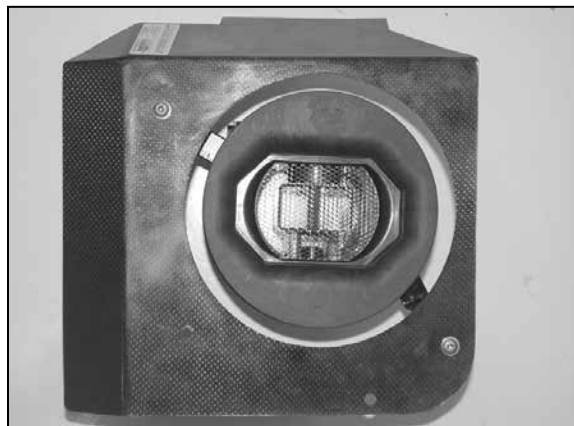
32. Reconnect the vent hose from the solenoid valve to the vent on the K&N® intake tube as shown.



33. Remove the four hex bolts to remove the mass air sensor from the lower air cleaner assembly as shown.



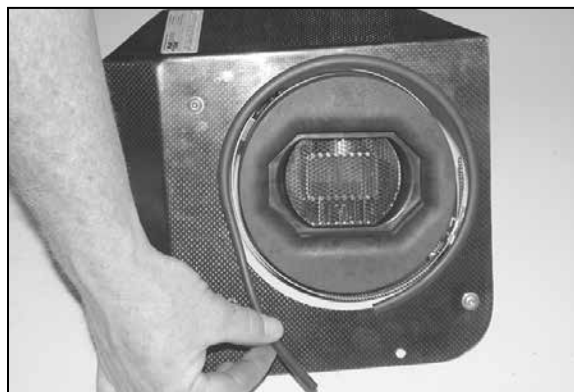
34. Assemble the mass air adapter, "Z" brackets, and the stock mass air gasket onto the stock mass air sensor as shown.



35. Center the heat shield around the mass air adapter, then secure it using the provided hardware as shown.



36. Slide the provided hose clamp over and onto the mass air adapter as shown.



37. Install the provided edge trim onto the heat shield assembly and trim to fit as shown.

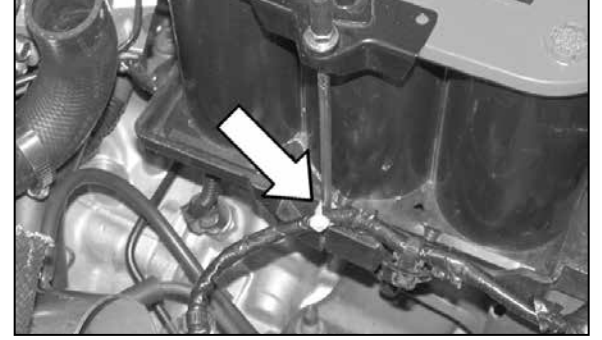


38. Apply the remaining piece of trim seal to the edge of the heat shield as shown.

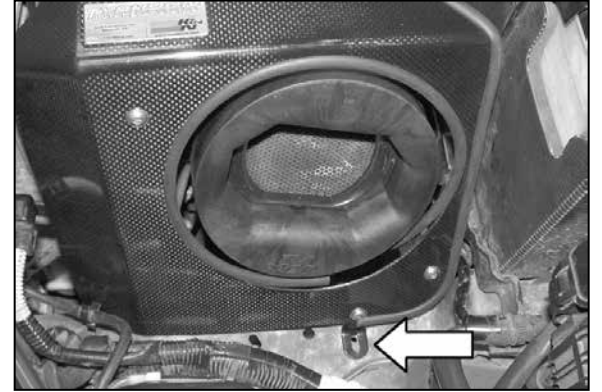


39. Install the angle bracket onto the heat shield and secure with the provided hardware.

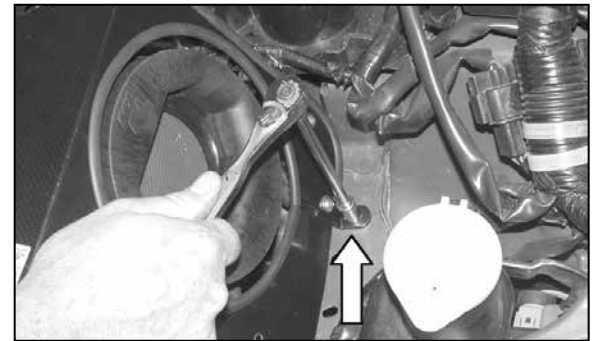
**NOTE: The longer end of the bracket should be installed onto the heatshield.**



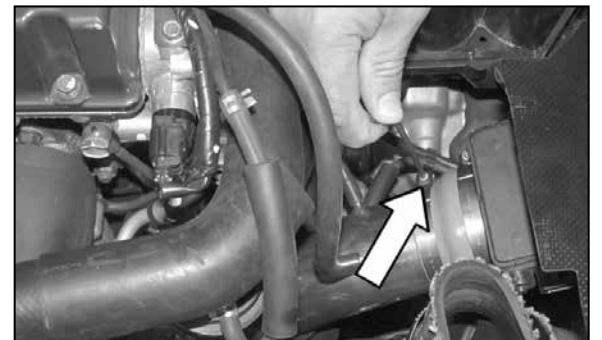
40. Using the provided zip tie secure the mass air sensor wire harness to the battery hold down bolt as shown.



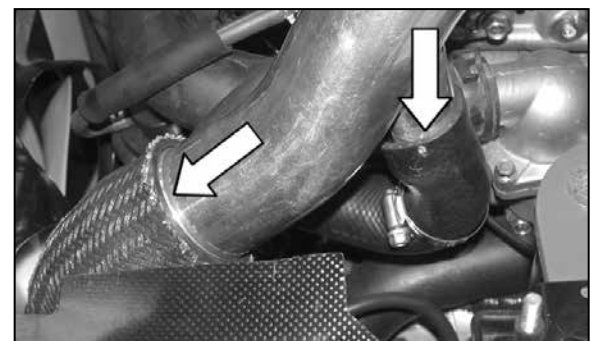
41. Slide the heat shield assembly onto the K&N® intake tube and line up the angle bracket with the original air cleaner mounting hole as shown.



42. Secure the angle bracket to the inner fender using the provided hardware as shown.

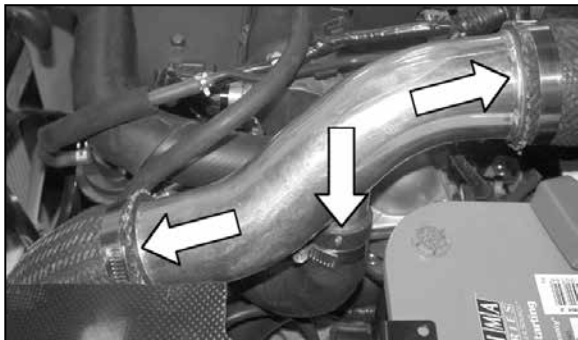


43. Tighten the hose clamp on the K&N® intake tube as shown.

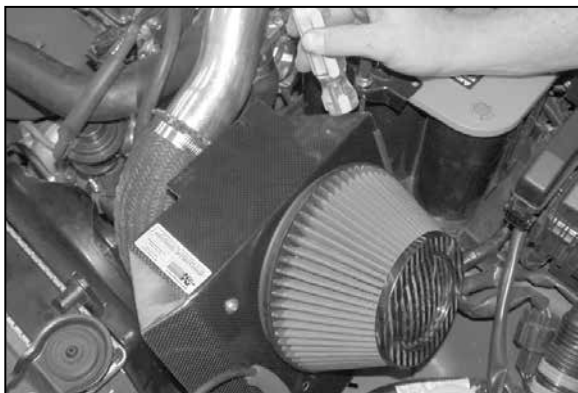


44. Slide the intercooler tube into the intercooler hose and reconnect the bypass valve to the vent on the intercooler tube as shown.





45. Reconnect the intercooler tube to the throttle body hose and tighten all three hose clamps at this time.



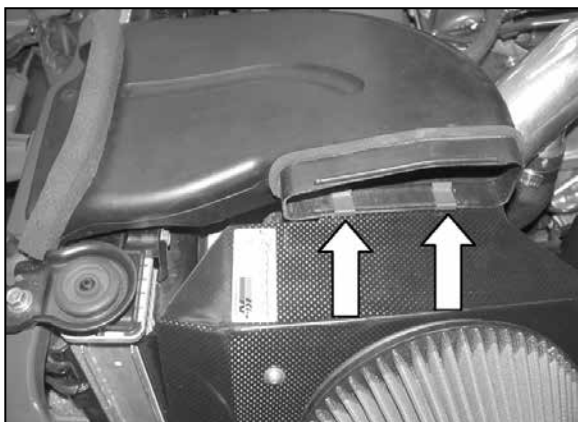
46. Install the K&N® air filter onto the mass air adapter and secure with the provided hose clamp as shown.



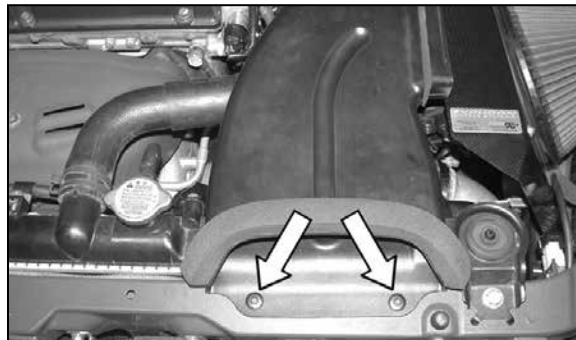
47. Reconnect the mass air sensor electrical connection as shown.



48. Install the provided retaining clips onto the stock air inlet duct as shown.



49. Slide the air inlet duct onto the edge of the heat shield and secure it with the retaining clips as shown.



50. Insert the stock plastic rivets into the air inlet duct and secure it to the radiator core support as shown.



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

52. 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.

53. 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.