

K&N TYPHOON INTAKE SYSTEMS

INSTALLATION INSTRUCTIONS

69-8701TP

LEXUS

2005-13 IS250

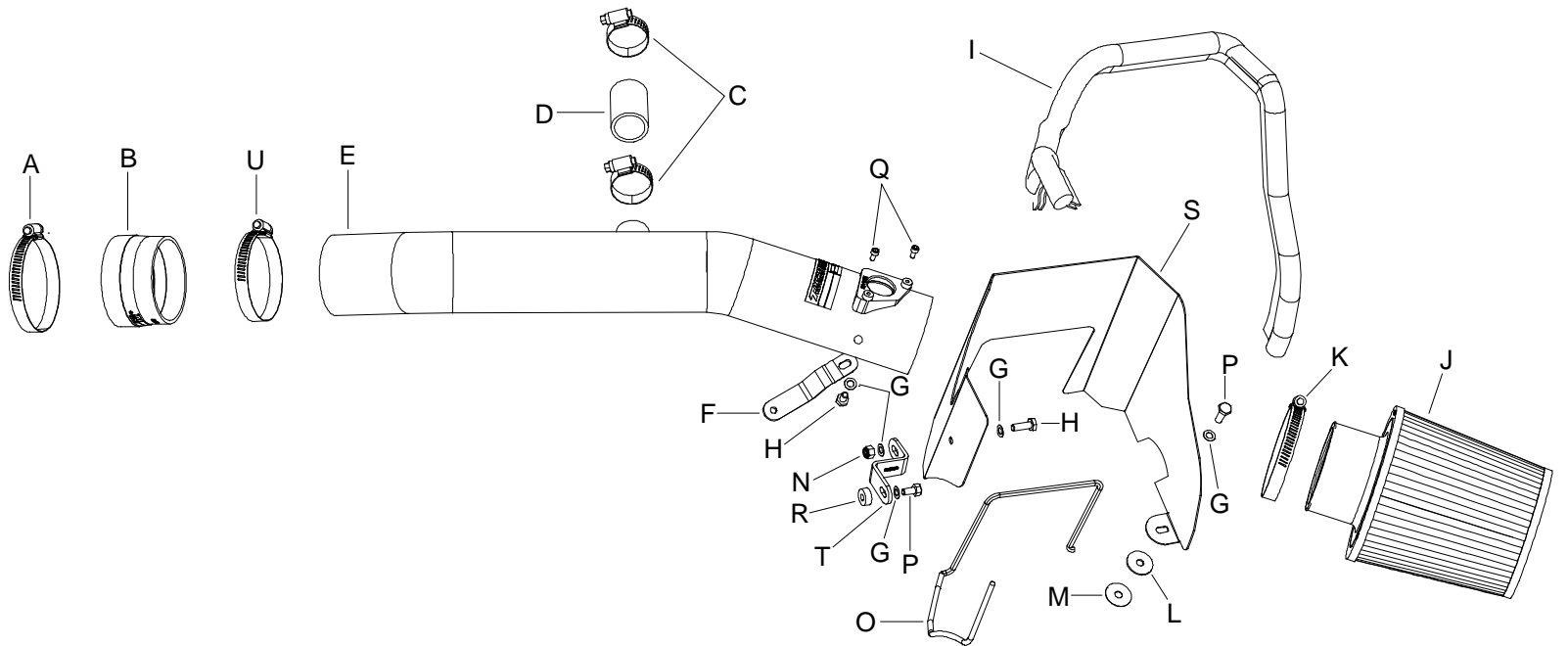
V6-2.5L

2006-11 IS350

V6-3.5L

TOOLS NEEDED:

6" Extension
12" Extension
4mm Allen Wrench
10mm Combination Wrench
8mm Socket
10mm Socket
Diagonal Cutters
Flat Blade Screwdriver
Needle Nose Pliers
Ratchet



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #48	1	08601	L Washer; Rubber	1	21685
B Hose; 3"ID-3-1/8"x2"L	1	084031	M Washer; Fender	1	08160
C Hose Clamp #16	2	08413	N Nut; 6mm Wave, Hexhead, SS	1	07512
D Hose; 1-1/8"ID X 2"L	1	084074	O Edge Trim; Small	1	102459
E Intake Tube, Polished	1	27513tp	P Bolt; 6mm-1.00x16mm Hex, SS	2	07703
F Bracket; "Z"	1	070992	Q Bolt; 4mm - 0.07 X 8mm SS	2	07733
G Washer; 6mm Wave, SS	5	08277	R Spacer, AL	1	06555
H Bolt; 6mmx1.00x12mm Hexhead SS	2	07727	S Heat Shield	1	07340-1
I Edge Trim, Large	1	102489	T Bracket; "Z" Small	1	010033
J Air Filter	1	RU-5176	U Hose Clamp #44	1	08560
K Hose Clamp #52	1	08610			

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

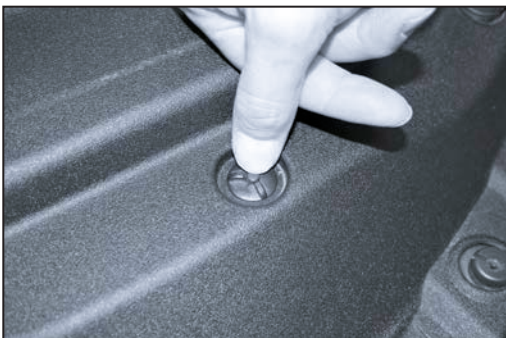
TO START:

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 by pulling firmly upward.



3. Depress the fastening clips that secure the radiator core support cover and accessories cover as shown.



4. Remove the 11 clips on the radiator core support cover.



5. Remove the radiator core support cover.



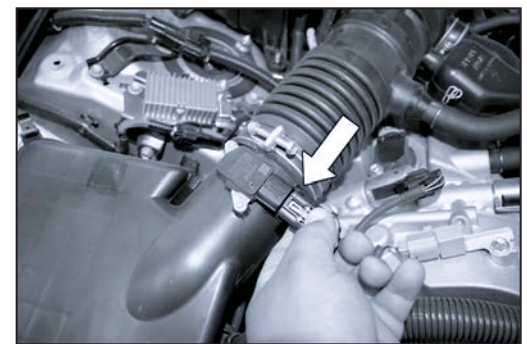
6. Remove the accessories cover, as shown.



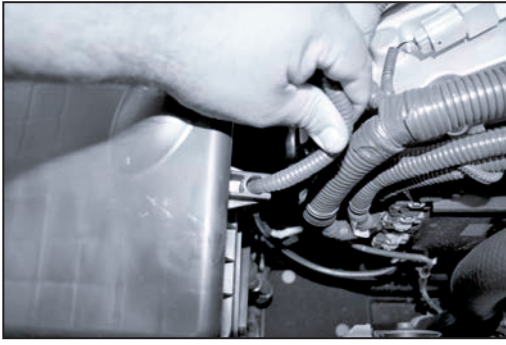
7. Remove the 1 bolt and 1 fastening clip securing the fresh air inlet duct.



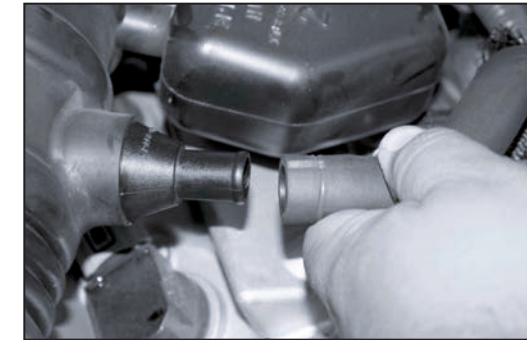
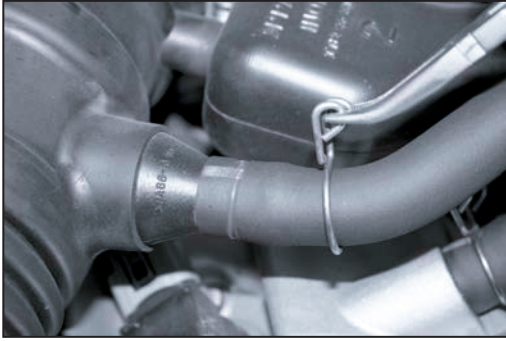
8. Remove the fresh air inlet duct by lifting and pulling away from air box.



9. Disconnect the MAF(Mass Air Flow) sensor electrical connector from the MAF sensor



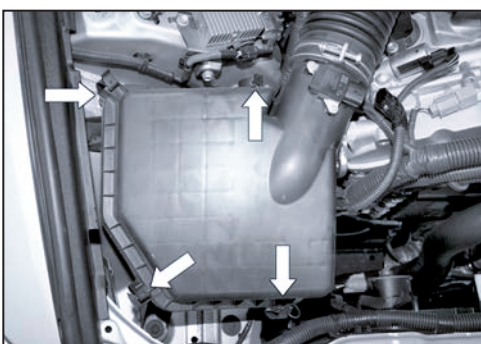
10. Unclip the MAF Sensor Electrical Harness from the upper air box.



11. With pliers squeeze the wire style hose clamp and remove the CCV(Crank Case Vent) hose from the CCV chamber on the factory intake tube.



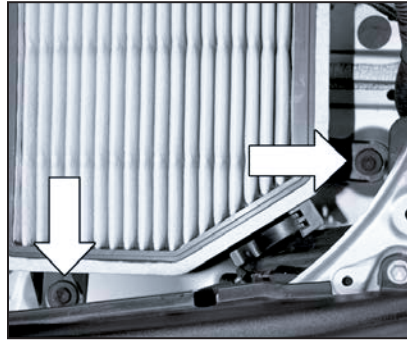
12. Loosen the factory intake tube hose clamp at the throttle body.



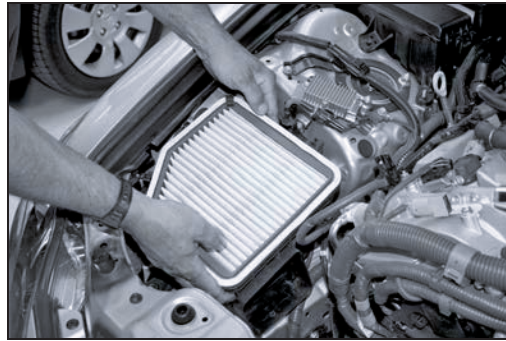
13. Unclamp the upper air box by releasing the four retaining clamps.



14. Remove the upper air box along with the factory intake tube as shown.



15. Loosen and remove the 2 bolts that secure the lower air box, then pull firmly on the lower air box to release it from the fastening grommet but do not attempt to remove it yet.



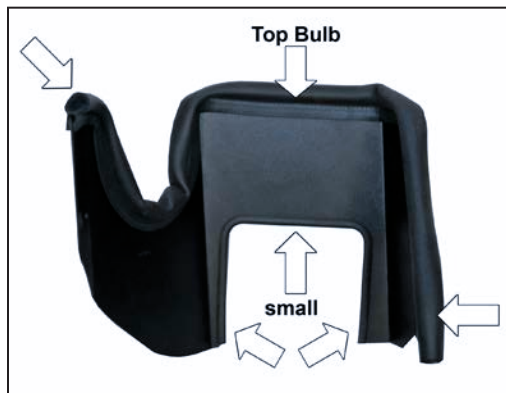
16. Pull firmly on the lower air box to release it from the fastening grommet but DO NOT attempt to remove it yet.



17. Rotate the air box 180° to access the MAF sensor wire harness tie down clip and release it with pliers.



18. Remove the lower air box from vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.

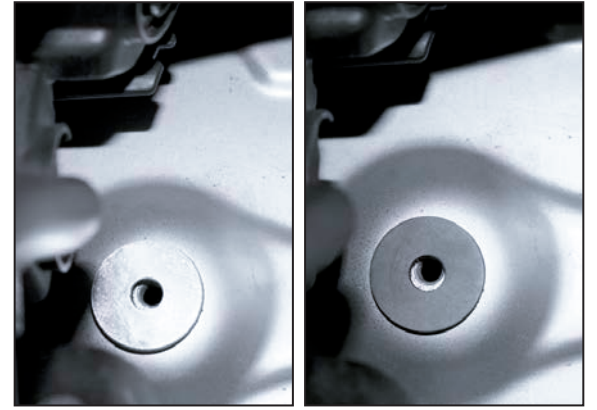


19. Install the "Top Bulb" edge trim onto the top of the heat shield as shown. Install the small edge trim onto the heat shield as shown.

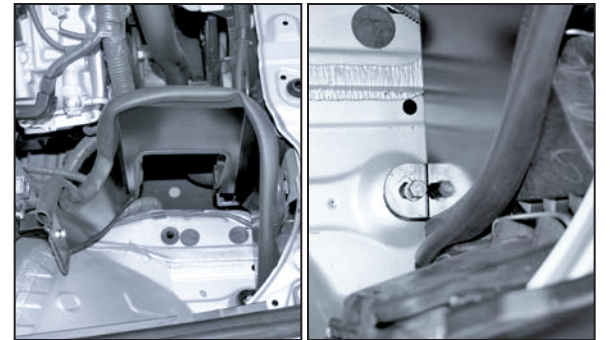
NOTE: Some trimming of the edge trim may be necessary.



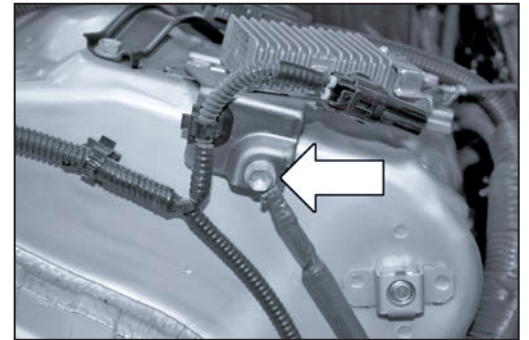
20. Install Z bracket (010033) on heat shield p/n 07340 with provided hardware.



21. Place black rubber washer on stock air box mounting point as indicated, then place steel washer on top of black washer as indicated; make sure that washer holes and mounting points line up.



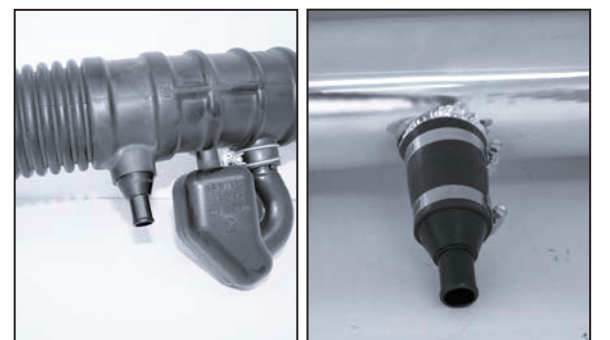
22. Place heat shield in vehicle so that the bottom tab lines up with washers and factory air box mounting point from steps 21 and secure with provided hardware.



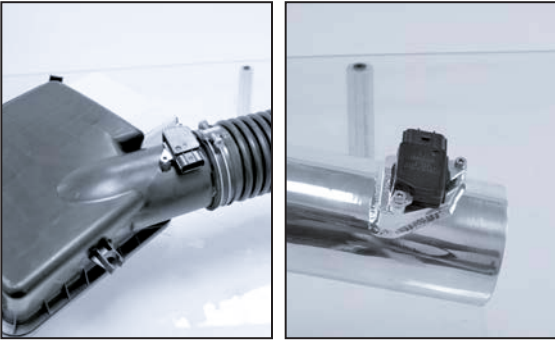
23. Remove bolt that secure ground to heat sink module bracket located on passenger side shock tower.



24. Line up Z bracket with the ground mounting bolt from step 23. With provided spacer, washers and bolt secure bracket as shown, make sure to reconnect the ground so that it is underneath the aluminum spacer.



25. Remove the CCV (Crank Case Vent) chamber from the factory intake tube and install onto the K&N® intake tube with the provided small silicone hose and small hose clamps.

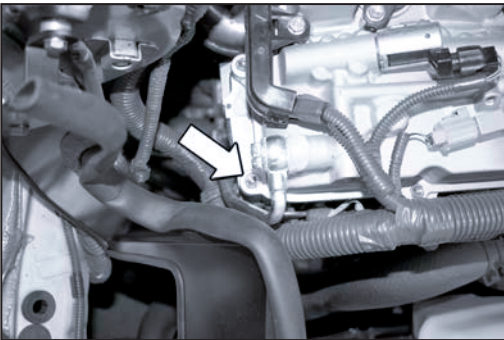


26. Loosen and remove the two screws that secure the MAF sensor to the upper air box and remove the factory MAF sensor from the upper air box and install onto the K&N® intake tube as shown and secure it with the provided 4mm allen bolts.



27. Install the Z bracket (070992) onto the K&N® intake tube with provided hardware.

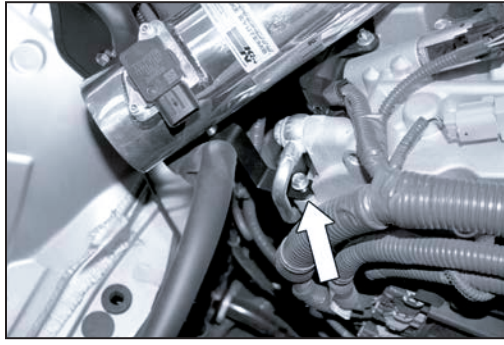
NOTE: Before installing the grommet, inspect the inside of the tube for any debris then clean the inside of the tube with water and a towel. Inspect the tube one more time before proceeding to the next step.



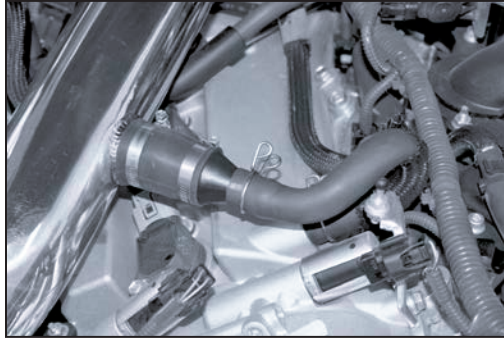
28. Remove the front corner passenger side valve cover bolt and place it to one side as it will be used later.



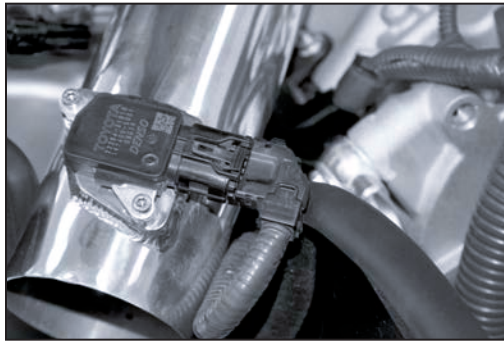
29. Install the hose and 2 hose clamps onto the throttle-body, then install the K&N® intake tube as shown; align the tube bracket with valve cover bolt hole from step 28. Do not tighten hose clamps at this time.



30. Align the tube bracket hole with the valve cover bolt hole and reinstall valve cover bolt removed in step 28 but do not tighten at this time.



31. Re-install CCV hose and secure with stock wire clamp, as shown.



32. Re-connect the MAF sensor harness.



33. Install the K&N® air filter onto the K&N® intake tube and tighten hose clamp.
NOTE: Drycharger® air filter wrap; part # RX-4990DK is available to purchase separately.



34. Re-install the factory air inlet duct and secure with factory hardware removed in step 8. Re-tighten all hardware at this point.



35. Re-install accessory cover and radiator core support cover removed in steps 5 thru 7; affix them with factory hardware.



36. Re-install the engine cover removed in step 2. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

37. 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.