



TYPHOON INTAKE SYSTEMS

SOME INTAKE SYSTEMS ARE NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES. See knfilters.com for CARB status on each part for a specific vehicle.

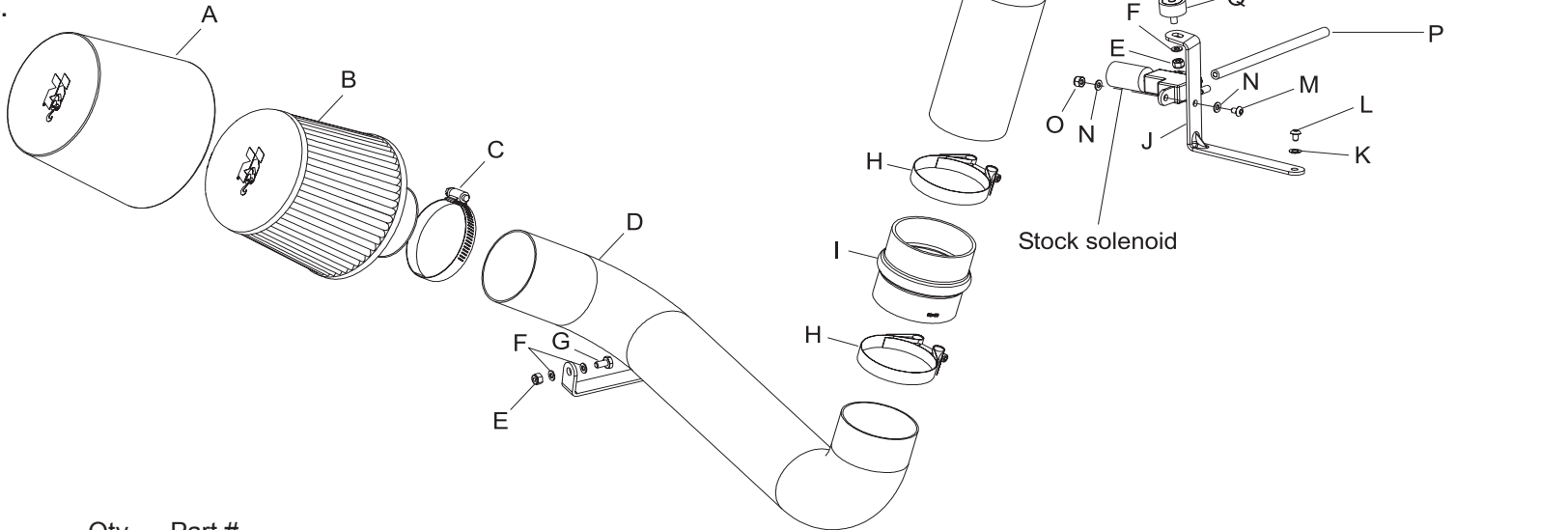
INSTALLATION INSTRUCTIONS

69-1040TWR
HONDA
2004-05 S2000
L4-2.2L
1999-07 S2000
L4-2.0L

NOTE: C.A.R.B. E.O. # D-269-32 APPLIES ONLY To 1999-2003 2.0L & 2004-05 2.2L MODELS YEAR VEHICLES.

TOOLS NEEDED:

- 4" Extension
- 3mm Allen Wrench
- 4mm Allen Wrench
- 8mm Wrench
- 10mm Socket
- Flat Blade Screwdriver
- Pliers
- Ratchet
- Swivel / Universal



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Drycharger®, Black	1	RX-4990DK	I Silicone Hump Hose, Black	1	08696	Q 6mm Rubber Mounted Stud	1	07027
B Air Filter	1	RU-4990	J "Z" Bracket	1	070046	R Throttle Body Intake Tube	1	087073
C Hose Clamp #52	1	08610	K 6mm Wave Washer	1	08277	S Hose Clamp, #006 Mini	2	08407
D Intake Tube	1	087074	L 6mm Button Head, 16mm L.	1	07730	T ½" Silicone Hose, 3-1/2" L.	1	087028
E 6mm Nylock Nut	2	07512	M 5mm Button Head, 12mm L.	1	07734	U ½" Silicone Hose, 1" L.	1	084038
F 6mm Flat Washer	3	08269	N 5mm Flat Washer	2	08212	V Silicone Step Hose, Black	1	084036
G 6mm Hex Bolt, 16mm L.	1	07812	O 5mm Nylock Nut	1	07507	W Hose Clamp #44	1	08560
H Hose Clamp #48	3	08601	P 4mm Silicone Hose, 18" L.	1	08153			

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 air box 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:

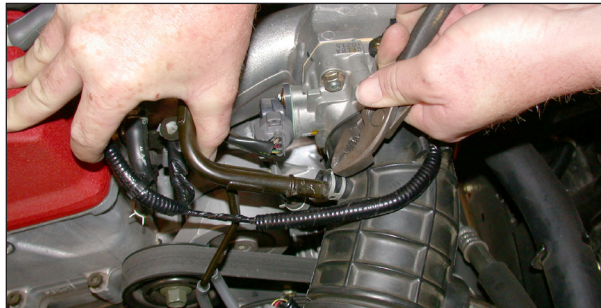
1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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.



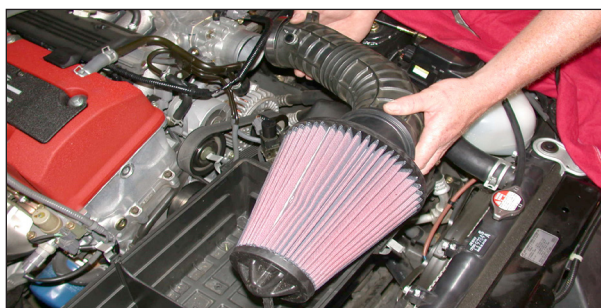
2. Unclip the six over center clamps, then, remove the air cleaner lid as shown.



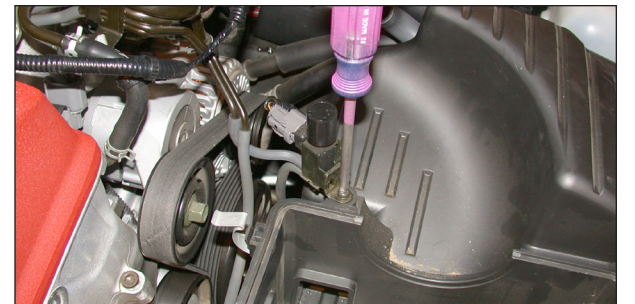
3. Remove the air injection pump hose from the stock intake tube as shown.



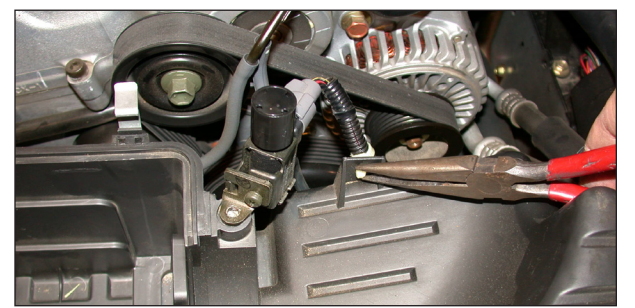
4. Remove the crank case vent hose from the stock intake tube as shown.



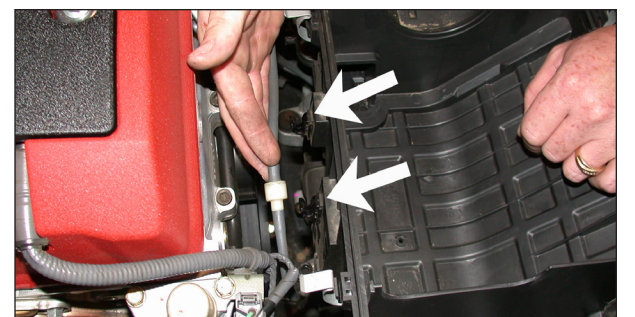
5. Loosen the hose clamp at the throttle body, then remove the intake tube and filter as shown.



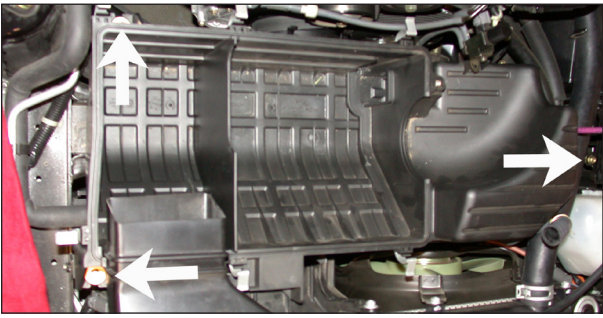
6. Remove the solenoid from the lower air cleaner assembly as shown.



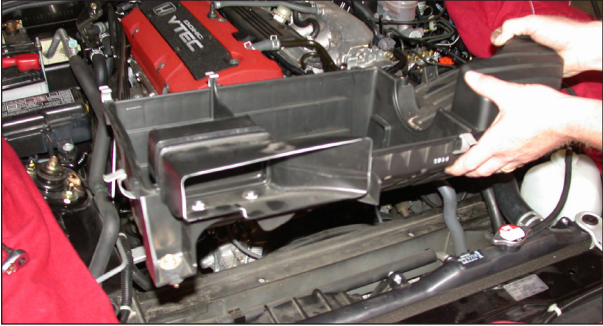
7. Unclip the wire harness from the lower air cleaner assembly as shown.



8. Unclip the vacuum hose from the rear of the lower air cleaner assembly as shown.

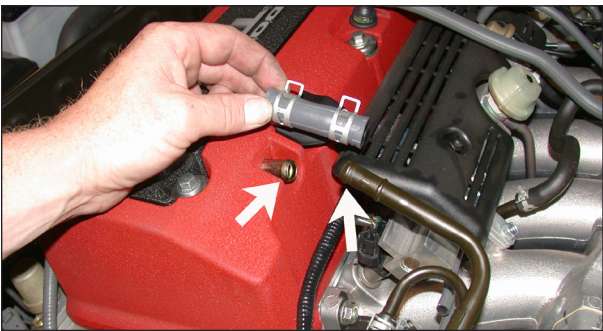


9. Remove the three bolts that secure the lower air cleaner assembly as shown.

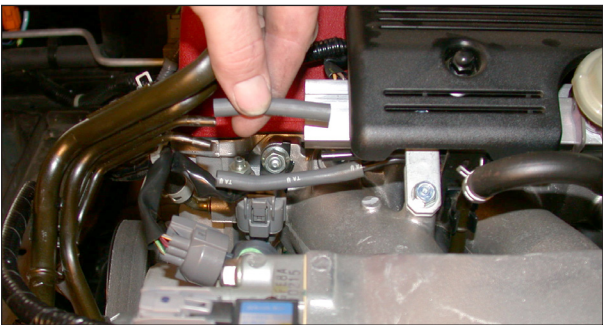


10. Remove the lower air cleaner assembly as shown.

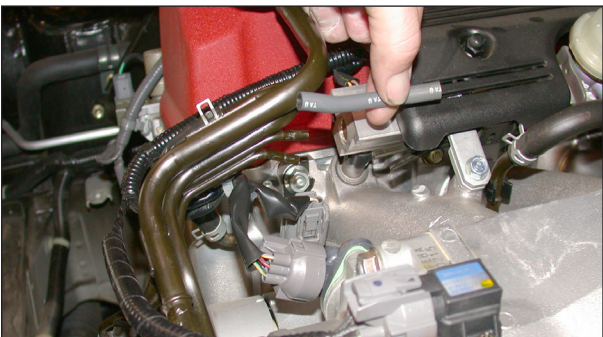
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



11. Remove the stock rubber hose from the crank case vent on the cam cover and from the hard line as shown.



12. Remove the vacuum hose from the upper hard line as shown.



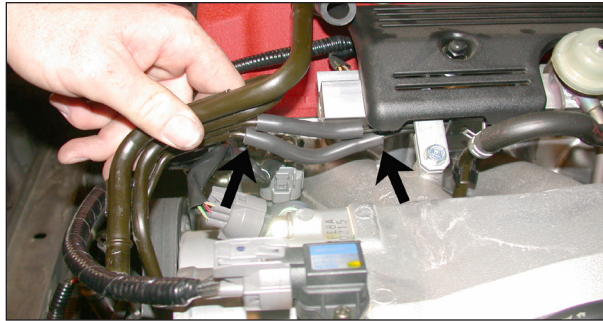
13. Remove the vacuum hose from the lower hard line as shown.



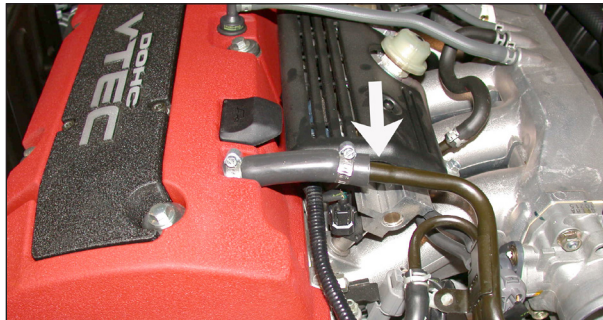
14. Install the provided silicone hose and hose clamps onto the crank case vent on the cam cover as shown.



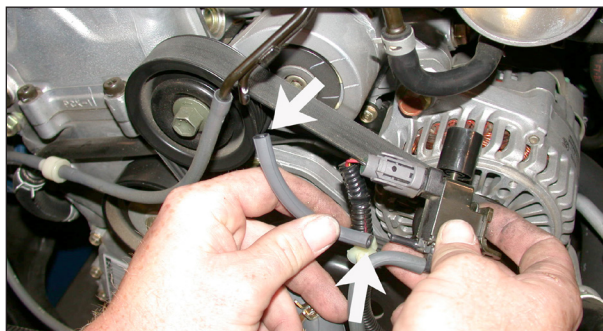
15. Using the provided 18" length of 4mm hose, trim a 3-1/2" length of hose and reconnect the lower hard lines as shown.



16. Using the remaining piece of 4mm hose from step 15, trim a 2-1/2" length of hose and reconnect the upper hard lines as shown.



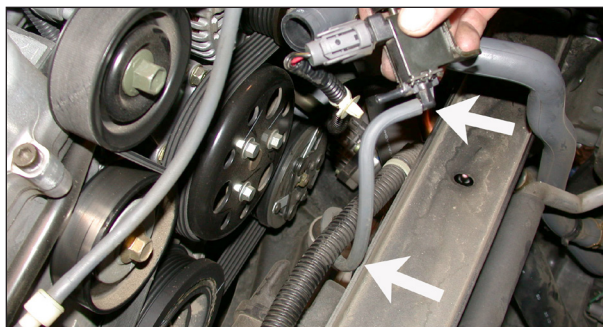
17. Reconnect the crank case vent hard line as shown.



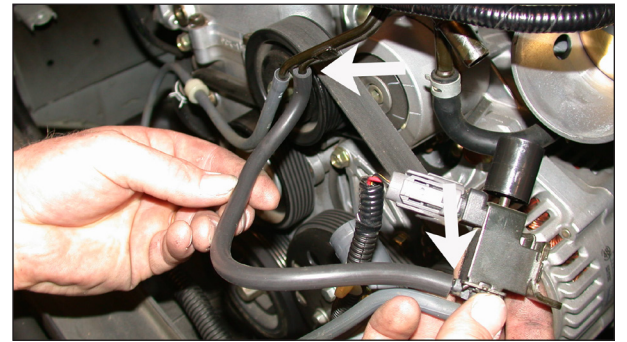
18. Disconnect the vacuum hose from the upper solenoid port and from the hard line as shown.



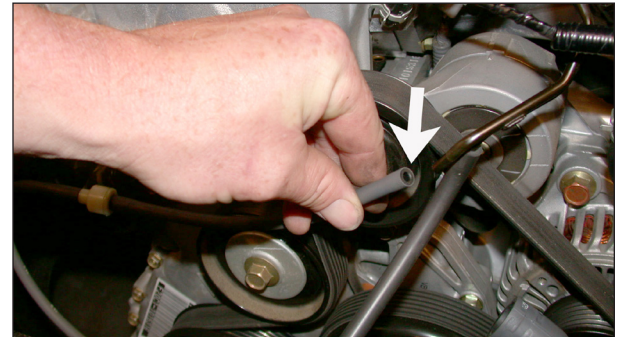
19. Disconnect the vacuum hose from the lower solenoid port as shown.



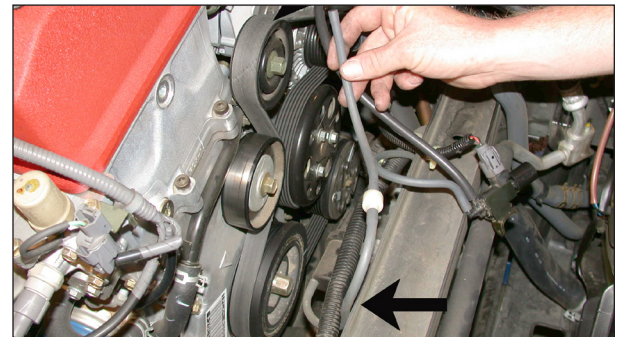
20. Reroute the vacuum hose behind the wire harness, then, reconnect the vacuum hose to the lower solenoid port as shown.



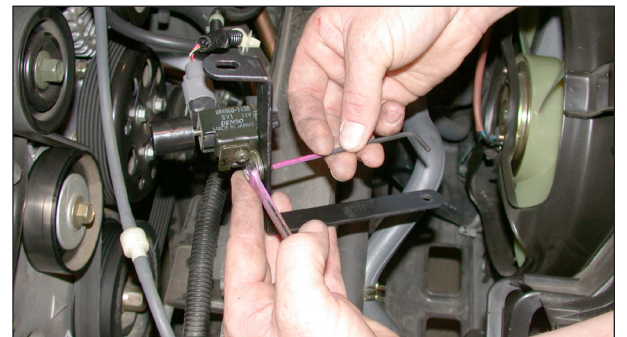
21. Using the remaining piece of 4mm hose from step 16, trim a 7-1/2" length of hose and reconnect the hard line to the upper port on the solenoid as shown.



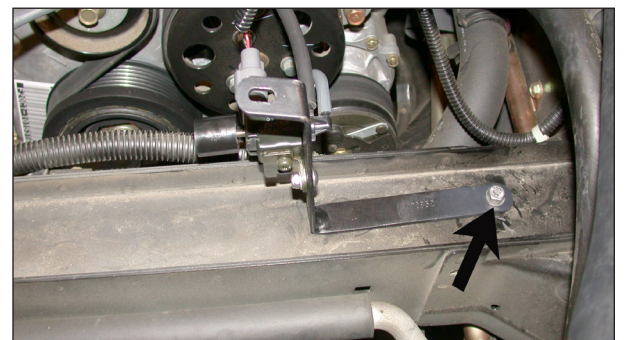
22. Disconnect the vacuum hose from the hard line as shown.



23. Reroute the vacuum hose behind the wire harness, then, reconnect the vacuum hose to the hard line as shown.



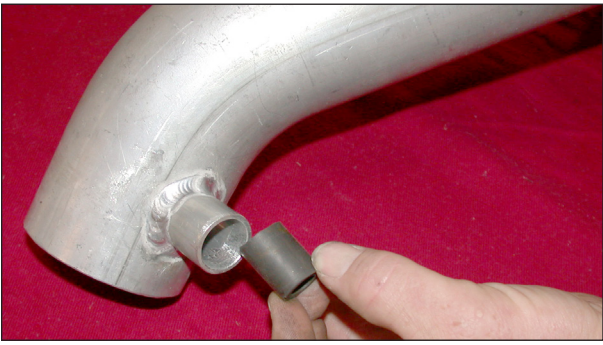
24. Using the provided hardware secure the solenoid to the provided "Z" bracket as shown.



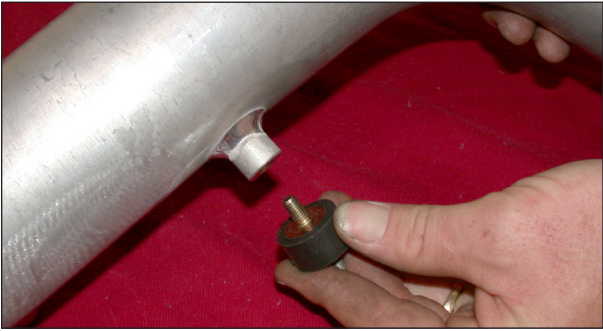
25. Using the provided hardware secure the "Z" bracket to the original air cleaner mounting location as shown.



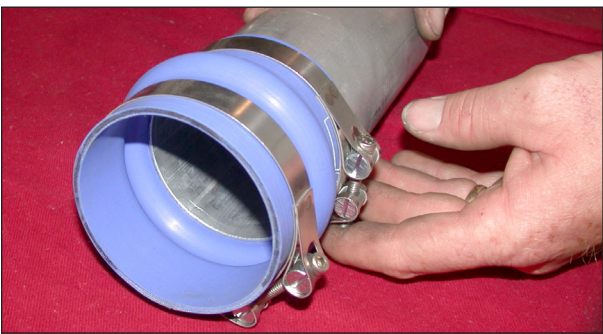
26. Install the silicone step hose and hose clamps onto the throttle body and tighten as shown.



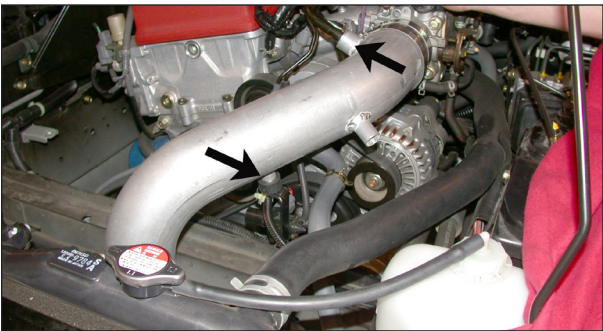
27. Install the provided 1" length of hose into the vent on the end of the K&N® intake tube as shown. **NOTE: Before installing the provided hose, inspect the inside of the tube for any debris, then clean the inside out with water and a towel. Inspect the tube one more time before proceeding to the next step.**



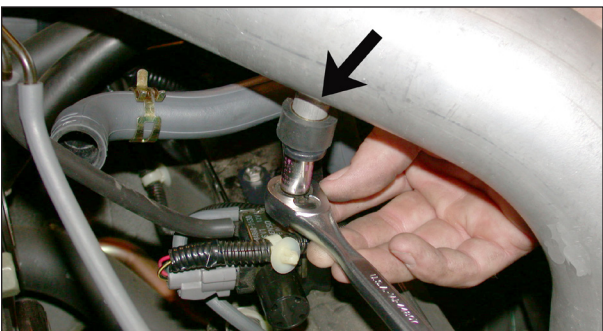
28. Install the rubber mounted stud into the threaded boss on the K&N® intake tube as shown.



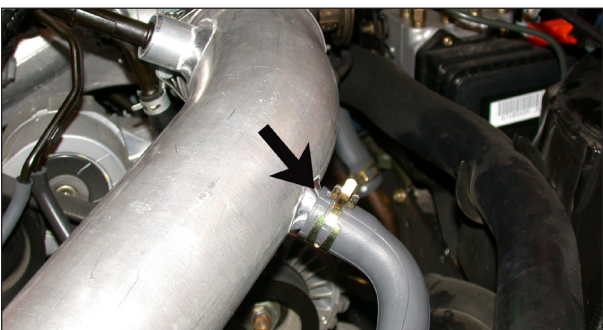
29. Install the silicone hump hose and hose clamps onto the K&N® intake tube as shown.



30. Slide the K&N® intake tube into the silicone hose on the throttle body, then, slide the crank case vent hard line into the vent on the intake tube as shown. Before tightening the silicone hose, line up the rubber mounted stud with the "Z" bracket as shown.



31. Using the provided hardware secure the "Z" bracket to the rubber mounted stud as shown.



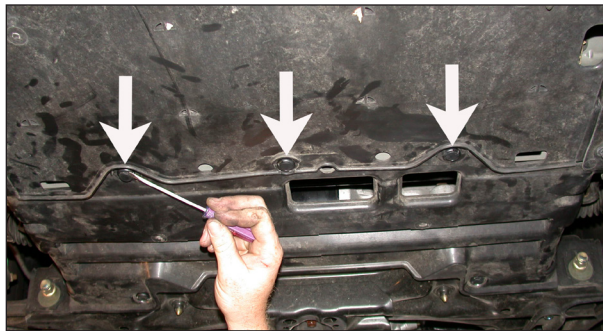
32. Reconnect the stock air injection pump hose to the K&N® intake tube as shown.



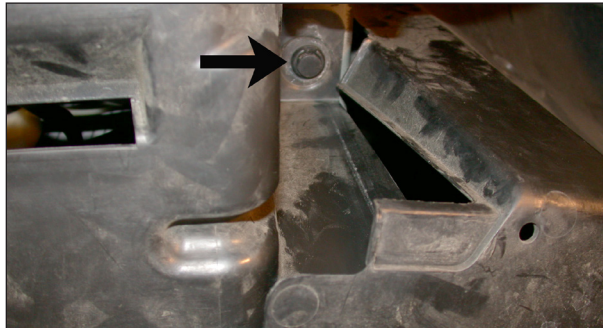
33. Raise the vehicle up and support it with jack stands, then, remove the rock guard from the lower right side valance located in front of the front tire as shown.



34. Remove the five bolts that secure the lower valance as shown.



35. Remove the 5 push clips that secure the underbody splash guard as shown.



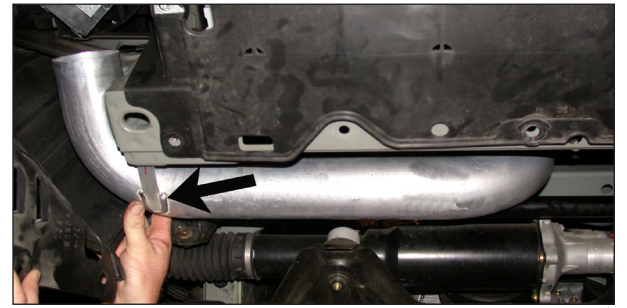
36. Remove the two remaining push clips located on both sides of the inner wheel house as shown.



37. Remove the splashguard as shown.

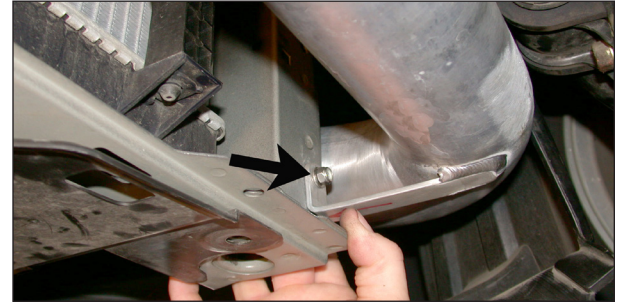


38. Using the provided template, use a white paint pen and mark the trim lines on the inner fender valance, then cut with an appropriate air or hand tool.



39. Slide the K&N® cold air tube into the silicone hose, then, line up the bracket with the radiator core support as shown.

NOTE: Before installing the cold air tube, 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.



40. Secure the bracket to the core support using the provided hardware.



41. Tighten the hose clamp on the silicone hump hose as shown.



42. Install the K&N® Drycharger® onto the K&N® X-Stream® air filter as shown.

NOTE: Please be aware the Drycharger® is water repellent, not water proof. Depending on conditions and usage the water repellent treatment is good for 1 to 2 years. See the parts list to reorder a new Drycharger® if necessary.



43. Install the K&N® X-Stream® air filter onto the K&N® cold air intake tube and tighten as shown.

44. Reverse the removal process and re-install the lower fender valance and the underbody splash guard.



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

46. 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.

47. 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.

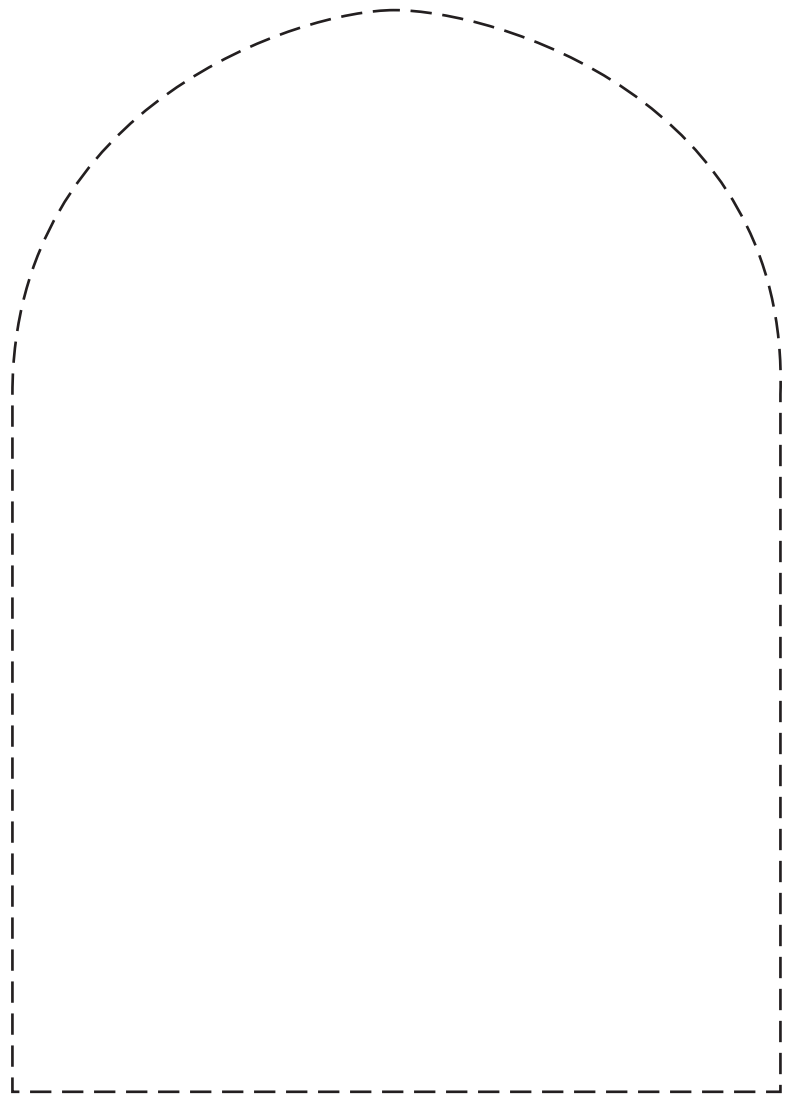
2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.

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.

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