

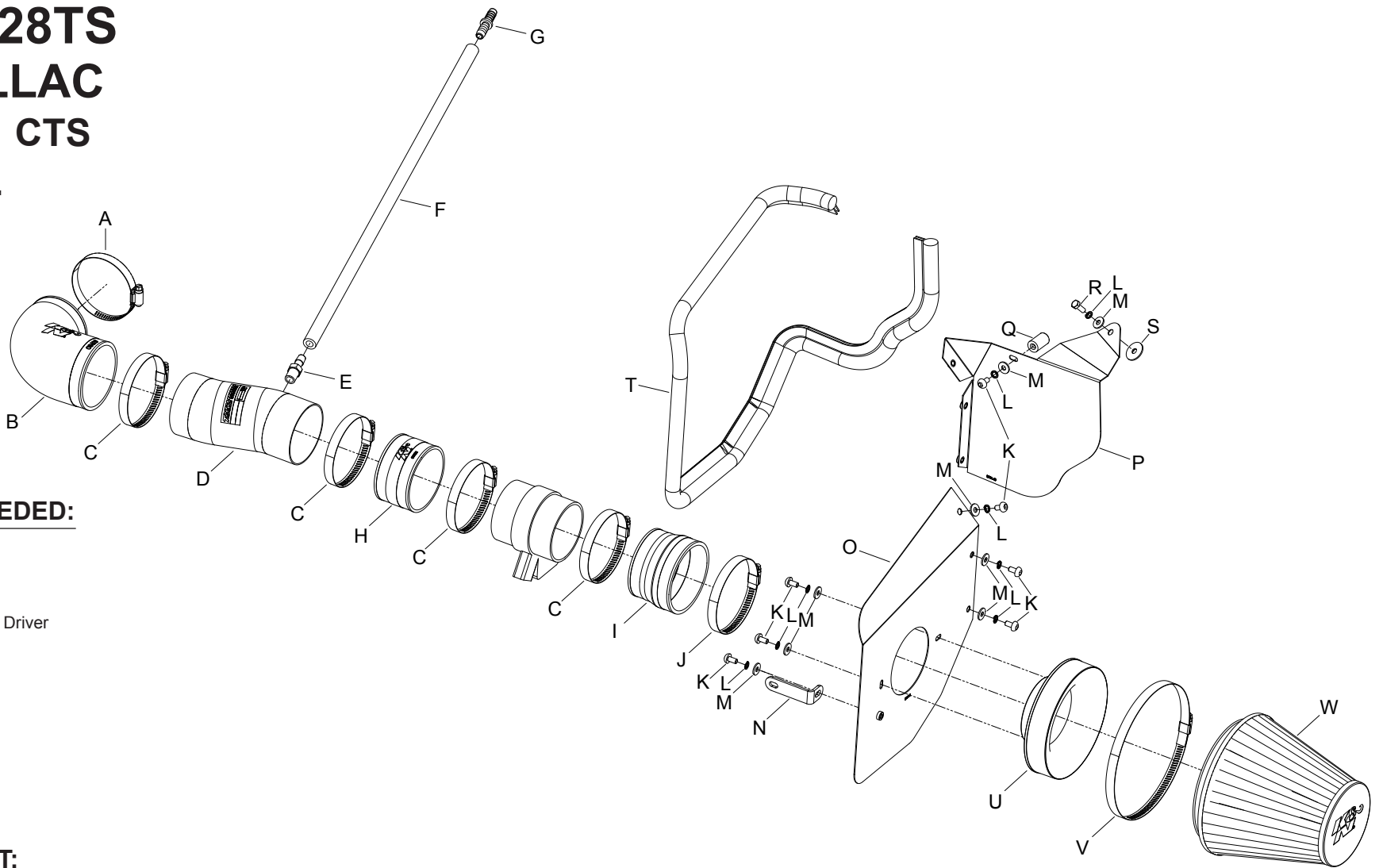


TYPHOON INTAKE SYSTEMS

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

69-4528TS
CADILLAC
2008-11 CTS
V6-3.6L



TOOLS NEEDED:

- Ratchet
- Extension
- 10mm Socket
- Pliers
- Flat Blade Screw Driver
- 4mm Allen

PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose Clamp #48	1	08601	I Hose; 3-1/2" To 3-1/4"ID	1	08051	Q Threaded Boss; 5/8"OD X 1"L	1	081005
B Hose; 3-1/4" To 3"ID 90 Deg	1	08629	J Hose Clamp #56	1	08620	R Bolt; 6MM-1.00 X 16MM, SS	1	07812
C Hose Clamp #52	4	08610	K Bolt; M6 X 1.00" 12MM	7	07794	S Washer; 1" X .300 X .100 Rubber	1	21685
D Intake Tube	1	27341TS	L Washer; M6 Split Lock Zinc	8	1-3025	T Edge Trim (48")	1	102485
E Vent; STRT, 3/8" Hose, 1/4"NPT	1	08047	M Washer; 6MM Flat, SS	8	08269	U Adapter; Universal, 6" Filter 3.5"	1	21512-1
F Hose; 3/8" ID X 24"L, Silicone	1	08493	N Bracket; "L", TB/PC	1	07805	V Hose Clamp #104	1	08697
G Vent; STRT 3/8" Hose- 3/8" Hose	1	08041	O Heat Shield	1	073141	W Air filter	1	RC-5107
H Hose; 3-1/4"ID X 2"L, Molded	1	08632	P Heat Shield	1	073143			

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

TO START:

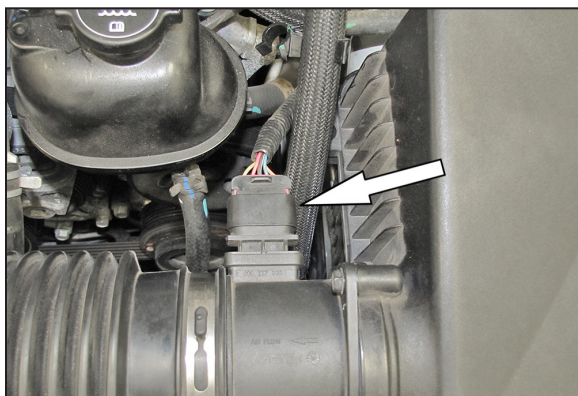
1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after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



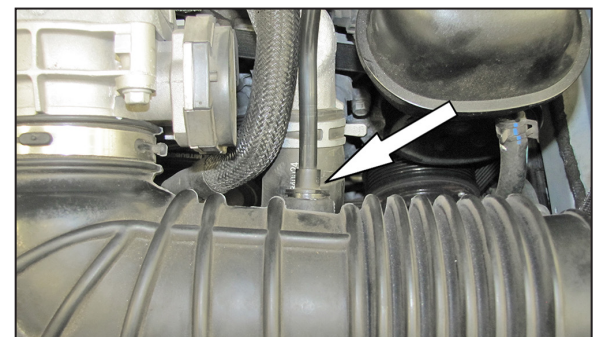
2. Remove the engine oil fill cap and then remove the engine cover. Reinstall the oil fill cap.



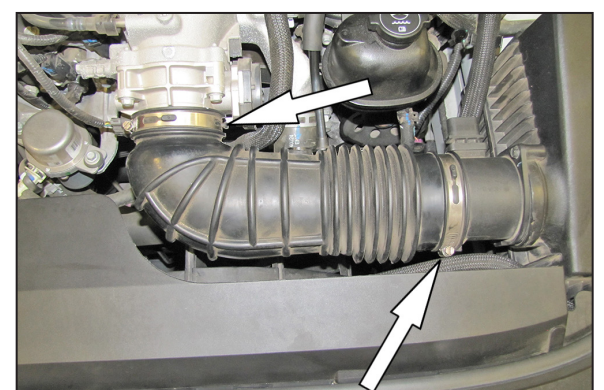
3. Lift up the front of the side cover and then remove the cover from the engine compartment.



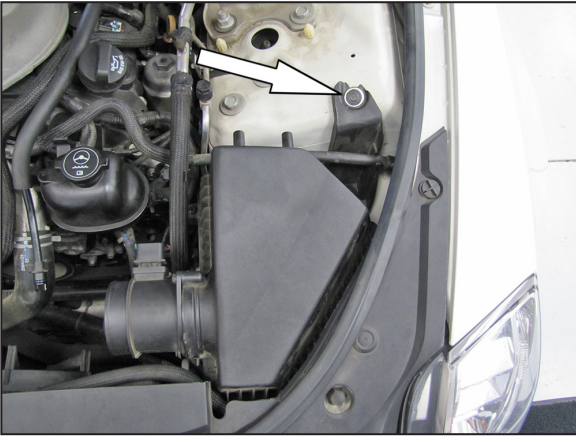
4. Disconnect the mass air sensor electrical connection.



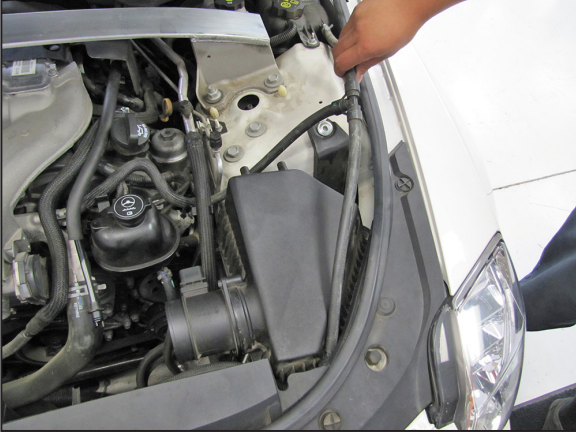
5. Disconnect the crank case vent from the intake tube.
NOTE: It may be necessary to use a screw driver or similar tool to pry out the crank case vent tube from the intake tube.



6. Loosen the two hose clamps securing the factory intake hose and then remove the factory intake hose from the vehicle.



7. Remove the bolt securing the factory air filter housing into the engine compartment.



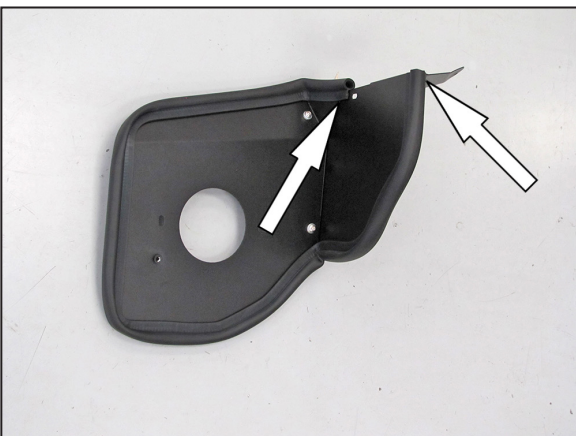
8. Unhook the coolant by-pass hoses and lift them up and over the air filter housing.



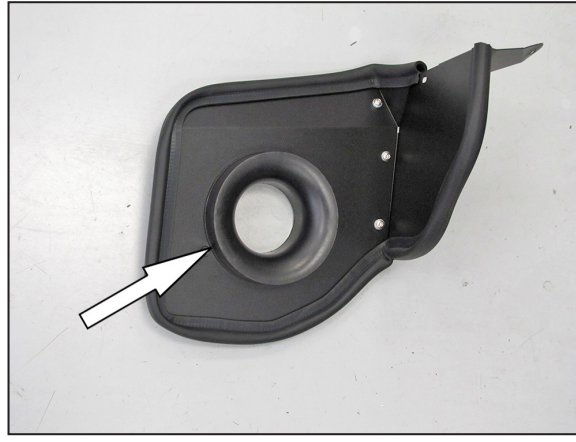
9. Remove the air filter housing from the vehicle.
NOTE: The air filter housing has a forward facing mount out of view.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



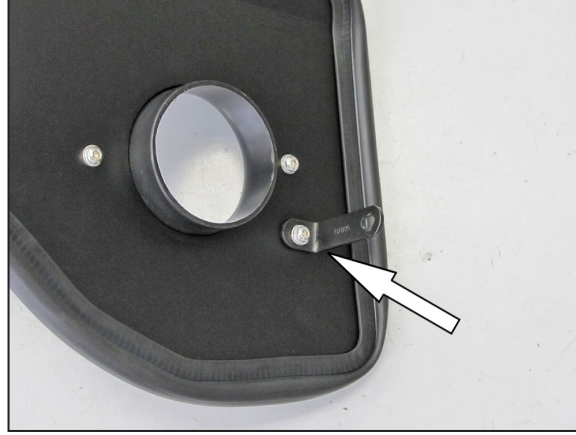
10. Assemble the heat shield half's as shown using the provided hardware.



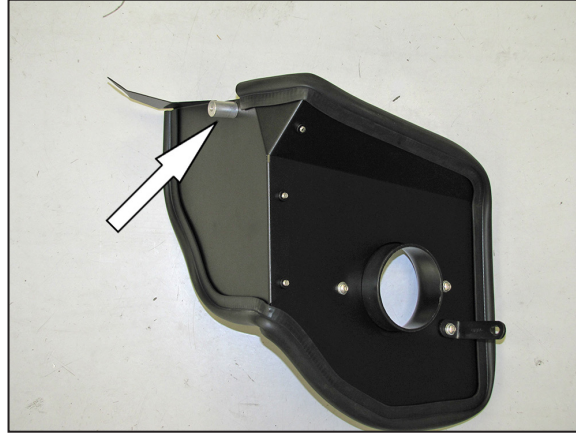
11. Install the provided edge trim onto the heat shield as shown.
NOTE: Some trimming of the edge trim will be necessary.



12. Install the filter adapter into the heat shield as shown using the provided hardware.



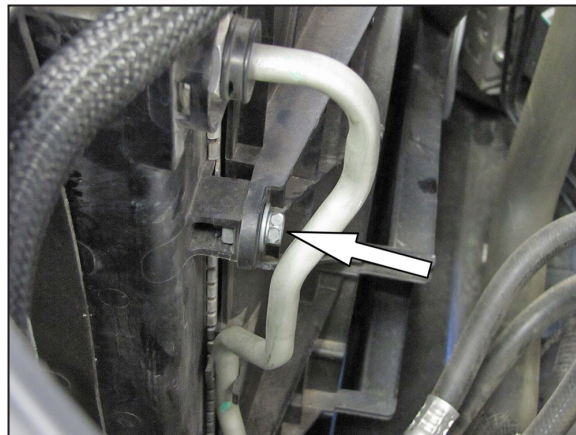
13. Install the "L" bracket (07805) onto the heat shield as shown.



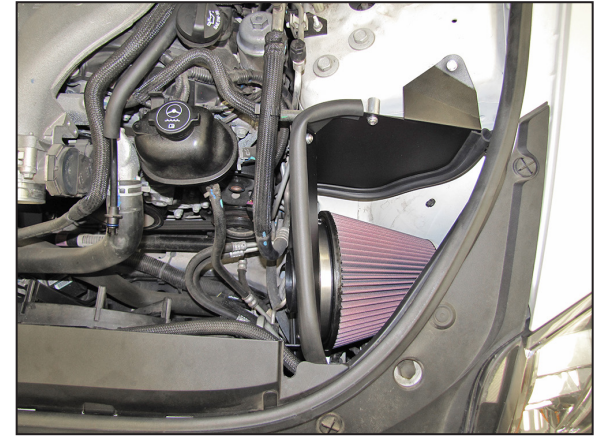
14. Install the 5/8"od aluminum stand-off onto the heat shield as shown.



15. Install the K&N® air filter onto the filter adapter and secure with the provided hose clamp.
NOTE: Drycharger® air filter wrap; part # RC-5107DKDK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.

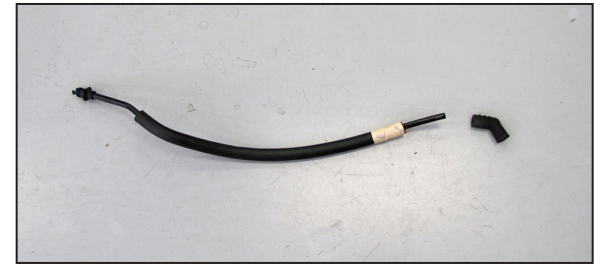


16. Remove the fan shroud mounting bolt shown.
NOTE: This bolt will be reused in the next step.



17. Install the heat shield and filter assembly into the engine compartment and secure it the fan shroud with the factory bolt and to the inner fender with the hardware provided.

NOTE: be sure to place the provided rubber fender washer between the heat shield and inner fender. Due to manufacturer tolerances, the transmission coolant tube may need to be adjusted to prevent contact with the heat shield mounting bracket.



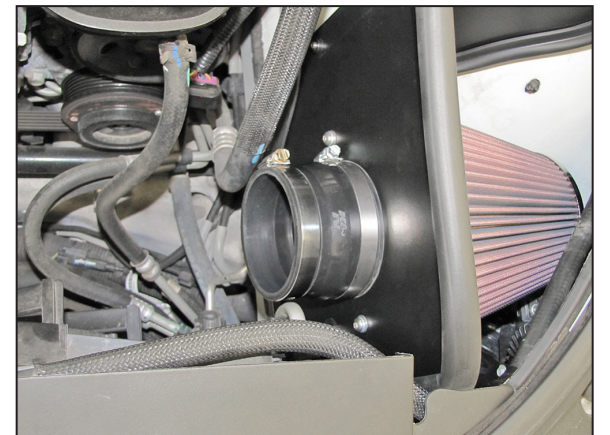
18. Remove the crank case vent tube from the valve cover and then remove the factory elbow from the tube as shown.



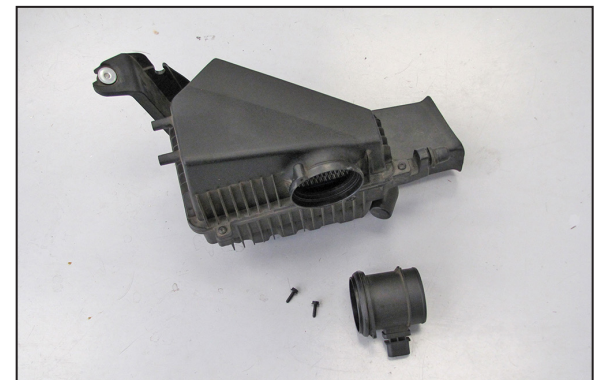
19. Install the provided hose mender into the factory elbow as shown.



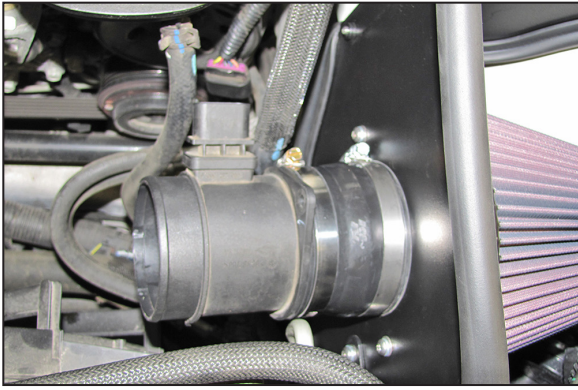
20. Attach the provided crank case vent hose to the hose mender as shown and then reattach the factory elbow to the valve cover.



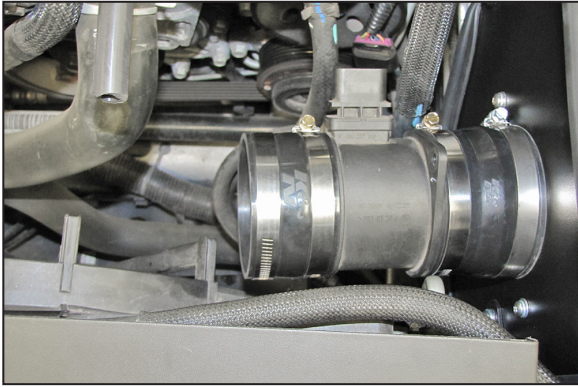
21. Install the provided hose (08051) onto the filter adapter and secure with the provided hose clamp.



22. Remove the two bolts which secure the mass air sensor housing to the air filter housing and then remove the mass air housing. Remove the O-ring from the mass air sensor housing.



23. Install the mass air sensor housing into the hose at the filter adapter as shown and secure with the provided hose clamp.



24. Install the provided hose (08632) onto the mass air sensor housing and secure with the provided hose clamp.



25. Install the provided 1/4 npt fitting into the K&N® intake tube as shown.

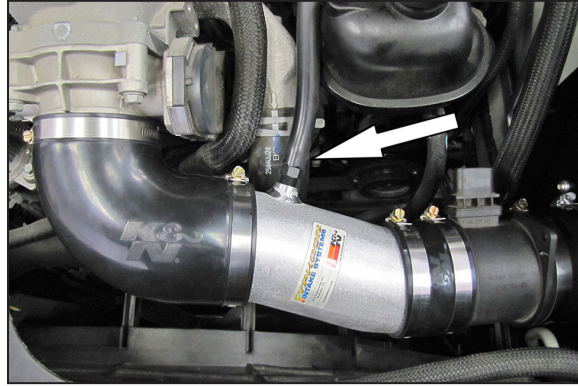
NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



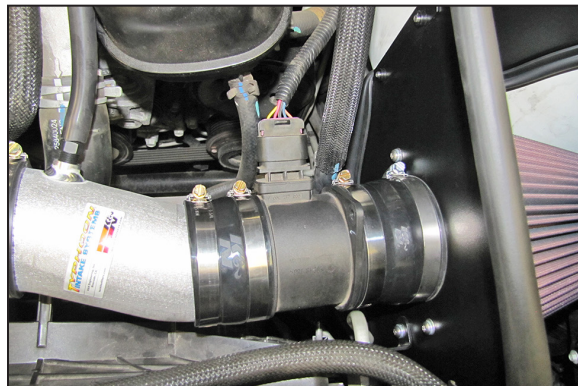
26. Install the elbow hose (08629) onto the K&N® intake tube; do not tighten at this time.



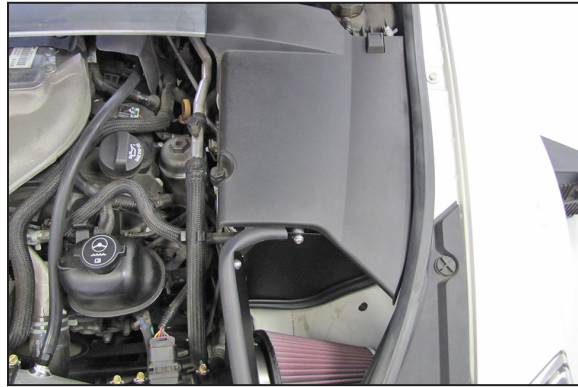
27. Install the tube assembly into the hose at the mass air sensor and align with the throttle body, adjust the tube and elbow hose for best fit and then secure with the provided hose clamps.



28. Connect the crank case vent hose to the fitting installed into the K&N® intake tube.



29. Reconnect the mass air sensor electrical connection.



30. Reinstall the engine compartment side cover and snap the cover onto the stand-off attached to the heat shield.



31. Reinstall the engine cover.

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

33. 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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