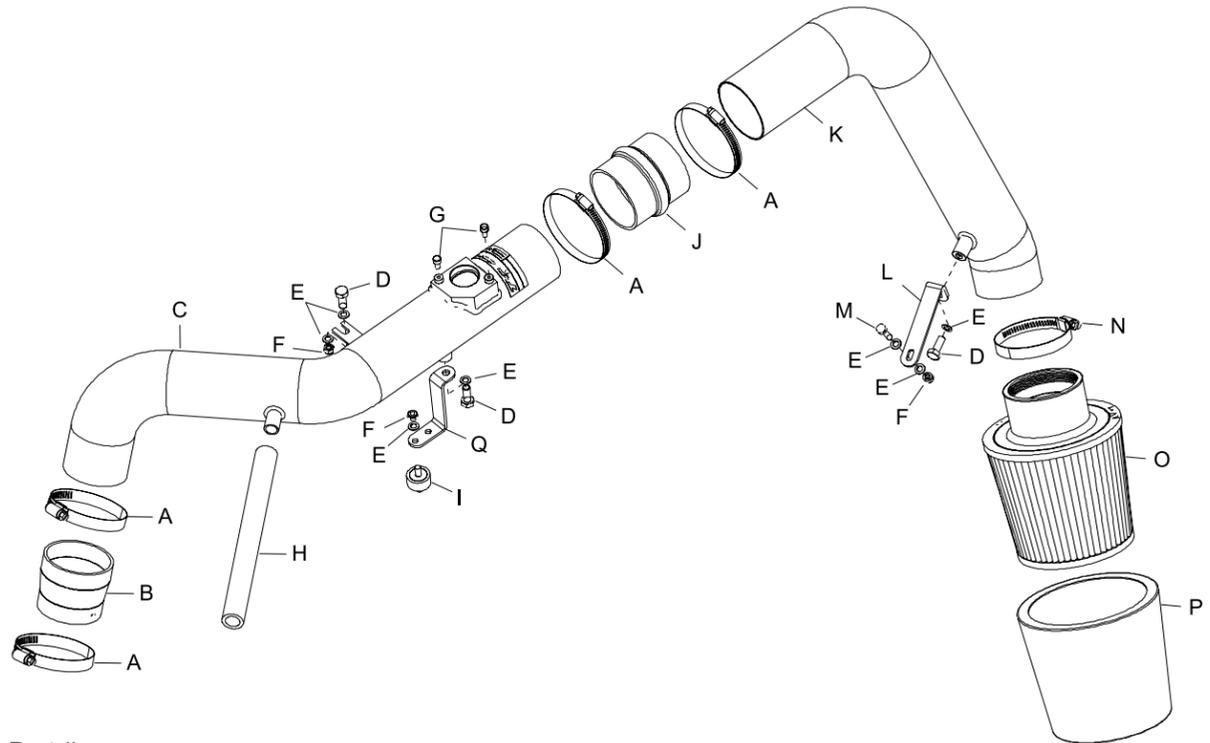


INSTALLATION INSTRUCTIONS

69-8607TS
69-8607TB
SCION
2005-06 TC
L4-2.4L

TOOLS NEEDED:

- Flat Blade Screw Driver
- Pliers
- 3mm Allen Wrench
- Ratchet
- Extension
- 10mm Socket
- 21mm Socket



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #44 SS	4	08560	G BOLT; M4, SHCS, SS	2	07733	M BOLT; M6 X 25, HEX, SS	1	07858
B HOSE; 2-1/2"-2-3/4"ID STEP	1	084016	H HOSE; 5/8"OD X 9-3/4"L,	1	084047	N HOSE CLAMP; #44	1	08577
C INTAKE TUBE	1	27326	I VIBRATION MOUNT	1	07027	O AIR FILTER	1	RU-4960
D BOLT; M6 X 16, HEX, SS	3	07812	J HOSE; 2-3/4"ID X 3"L HUMP,	1	08439	P DRYCHARGER; 5-1/2"T,	1	RX-4990DK
E WASHER; 6MM WAVE	7	08277	K TUBE	1	27327	Q BRACKET; "Z"	1	010047
F NUT; 6MM NYLOCK	3	07512	L BRACKET; "L"	1	010073			

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 coded 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, which is secured by two acorn nuts as shown.



3. Remove the crank case vent hose from the cam cover as shown.



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



5. Unclip the wire harness from the air cleaner assembly as shown.



6. Using a flat blade screwdriver pry up the vacuum switching valve from the stock intake tube as shown.



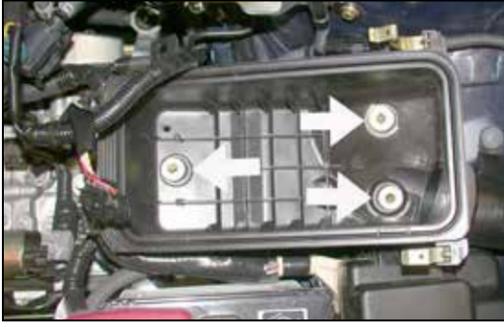
7. Unclip the vent hose from the stock intake tube as shown.



8. Unclip the air cleaner cover as shown.



9. Depress the spring clamp on the throttle body, then, remove the complete upper air cleaner assembly as shown.



10. Remove the three air lower air cleaner hex bolts as shown.



11. Remove the lower air cleaner assembly as shown.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



12. Remove the air inlet duct as shown.



13. Remove the air inlet duct screws from the inner fender as shown.



14. Remove the mass air sensor from the air cleaner as shown.



15. Raise the vehicle up and support it with jack stands, then, remove the front tire as shown.



16. Remove four screws and three plastic rivets, then, pull the inner fender valance downward as shown.



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



18. Install the rubber mounted stud into the original air cleaner mounting hole as shown.



19. Install the provided bracket onto the K&N® intake tube and secure with the provided hardware, but do not tighten completely at this time.
NOTE: Before installing the 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. Install the mass air sensor into the K&N® intake tube and secure with the provided hardware as shown.



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



22. Slide the K&N® intake tube into the silicone hose on the throttle body as shown.



23. Secure the bracket to the rubber mounted stud using the provided hardware but do not tighten at this time.



24. Secure the vacuum switching valve to the bracket on the K&N® intake tube using the provided hardware as shown.



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



26. Slide the K&N® cold air tube through the inner fender from underneath the vehicle and insert the tube into the silicone hump hose as shown above. **NOTE: Before installing the intake 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.**



27. Remove the lower fuse box hex bolt as shown above.



28. Install the provided hex bolt into the fuse box mount from the previous step as shown.



29. Install the provided bracket onto the tube with the provided hardware, then, secure the bracket to the hex bolt from step 28 as shown above.



30. Slide the Drycharger® onto the K&N® air filter as shown above

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.



31. Slide the K&N® air filter onto the K&N® cold air tube and secure with the provided hose clamp as shown.

32. Check everything for best fit and clearance, then, tighten all hardware and hose clamps.

33. Reverse the removal process and reinstall the inner fender valance.

34. Reverse the removal process and reinstall the front tire and torque to factory specs.



35. Re-install the engine cover.



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



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

38. 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.

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

LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED, REGISTERED OR LICENSED FOR USE UPON A HIGHWAY.

See knfilters.com for CARB status on each part for a specific vehicle