



# TYPHOON INTAKE SYSTEMS

NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.

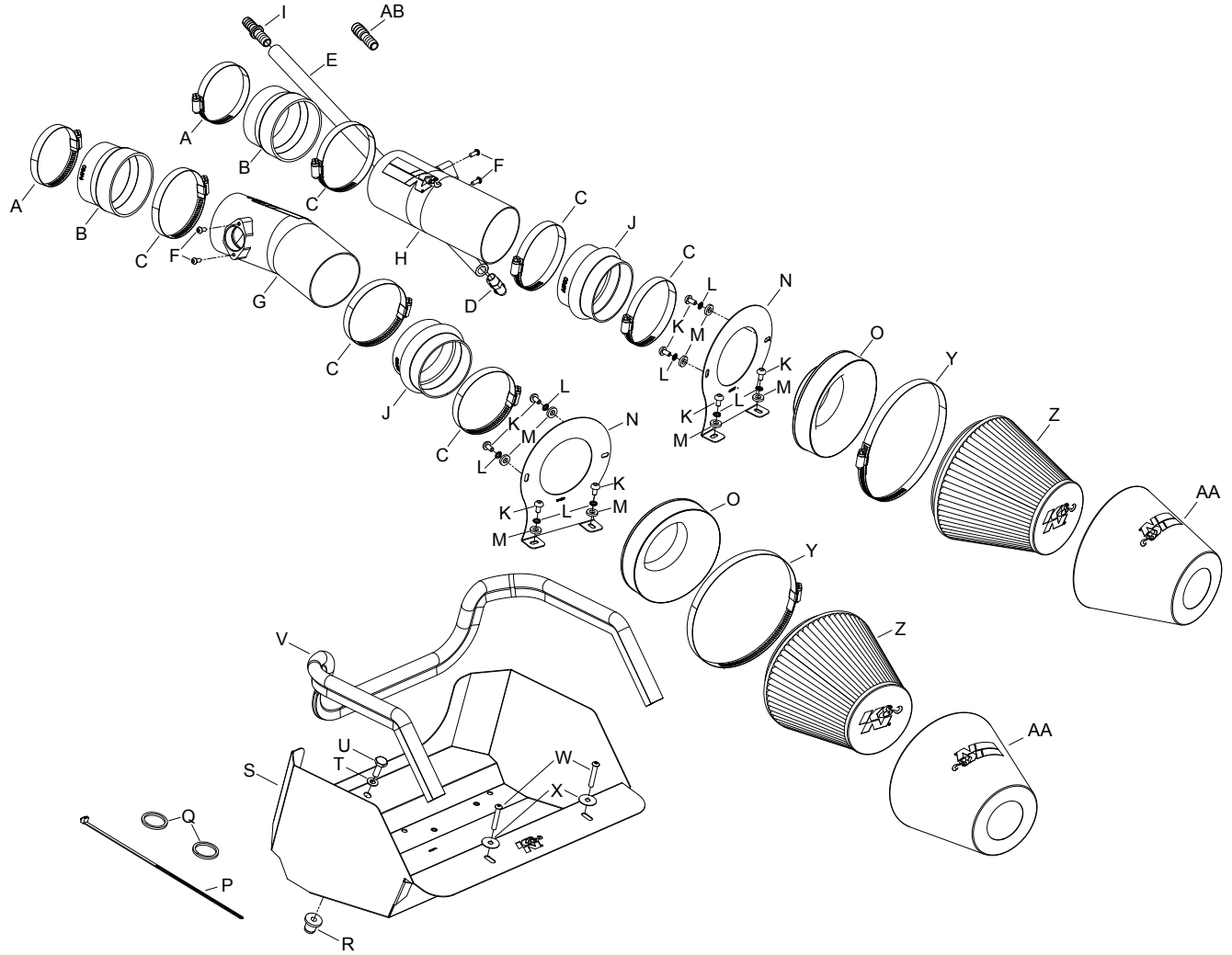
See knfilters.com for CARB status on each part for a specific vehicle

## INSTALLATION INSTRUCTIONS

**69-2528TTK**  
**DODGE / SRT**  
**2013-16 Viper**  
**V10-8.4L**

**TOOLS NEEDED:**

- ratchet
- extension
- 10mm socket
- 9/16" socket
- 3mm allen key
- 4mm allen key,
- flat blade screw driver
- phillips screw driver
- pliers



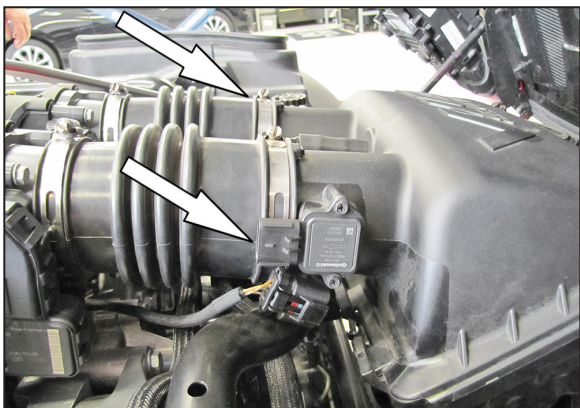
**PARTS LIST:**

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #48	2	08601	J HOSE; 3-1/2"ID X 2-1/2" L HUMPH	2	08699	S HEAT SHIELD	1	073145
B HOSE; 3.5"ID TO 3.25"ID X 2.5"L	2	08496	K BOLT; M6 X 1.00" 12MM SS	8	07794	T WASHER; 5/16" ID X 5/8" OD	1	08276
C HOSE CLAMP #56	6	08620	L WASHER; M6 SPLIT LOCK ZINC	8	1-3025	U BOLT; 5/16"- 18 X 1"L , SS	1	07777
D VENT; 90DEG, 1/2" HOSE	1	08110FK	M WASHER; 1/4"ID X 5/8"OD -SAE	8	08275	V EDGE TRIM (48")	1	102485
E HOSE; 1/2" X 24"L	1	08642	N BRACKET; TUBE, 69-2528	2	064309	W BOLT; 1/4-20 X 1-1/2"L, SS	2	22216
F BOLT; M5-0.8 X 12MM B/H, SS	4	07734	O ADAPTER; UNIVERSAL, 6" 3.5"	2	21512-1	X WASHER; 1"D X 1/4 HOLE	2	08160
G INTAKE TUBE	1	27349TK	P CABLE TIES: 11" BLACK	1	21590	Y HOSE CLAMP #104	2	08697
H INTAKE TUBE	1	27348TK	Q GASKET; 99 TACOMA V6, 1/8"	2	09013	Z AIR FILTER	2	RF-1048
I HOSE MENDER; 1/2" BARBED	1	08686	R INSERT; 5/16-18 X .600 OD	1	088002	AA DRYCHARGER® WRAP	2	RF-1048DK
						AB HOSE MENDER	1	08726

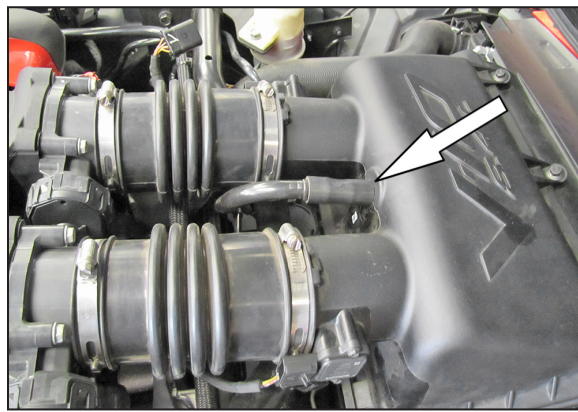
**NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.**

**TO START:**

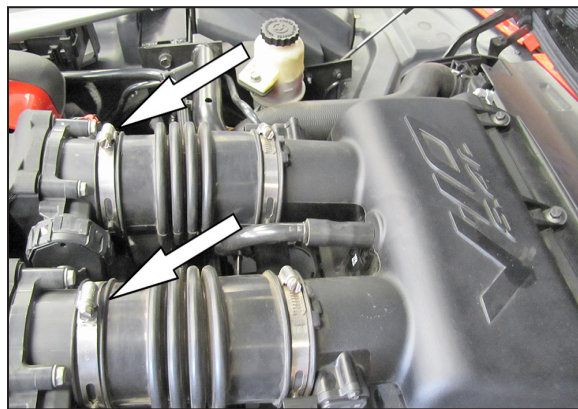
1. Turn off the ignition and disconnect the negative battery cable.  
**NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after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



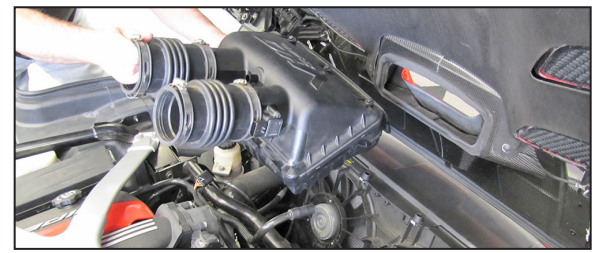
2. Unplug the two mass air sensor electrical connections.



3. Disconnect the crank case vent hose from the factory air box.



4. Loosen the two hose clamps which secure the factory intake tubes to the throttle bodies.

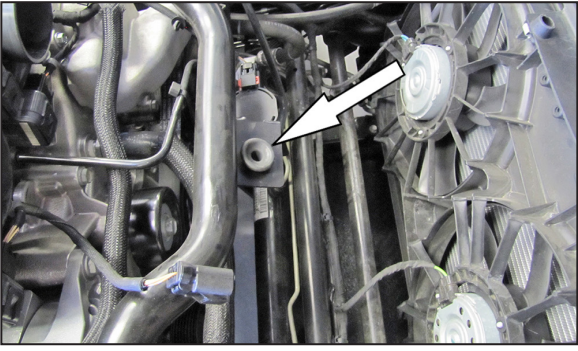


5. Remove the two thumb screws which secure the front of the factory air box to the core support, lift up the air box to unhook it from the mounting grommet. Disconnect the intake hoses from the throttle bodies and then remove the air box assembly from the vehicle.

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



6. Unhook the crank case vent tube retaining clip from the frame cross member. Remove the crank case vent tube from the 90° fitting at the valve cover and then remove the tube from the vehicle.  
**NOTE: On later model vehicles, due to the crank case vent being relocated it will be necessary to remove the decorative engine cover to access the connection.**



7. Remove the air box mounting grommet from the cross member.



8. Install the provided edge trim onto the K&N® heat shield as shown.  
**NOTE: Some trimming of the edge trim will be necessary.**



9. Install the two mounting brackets (064309) into the heat shield as shown using the provided hardware.



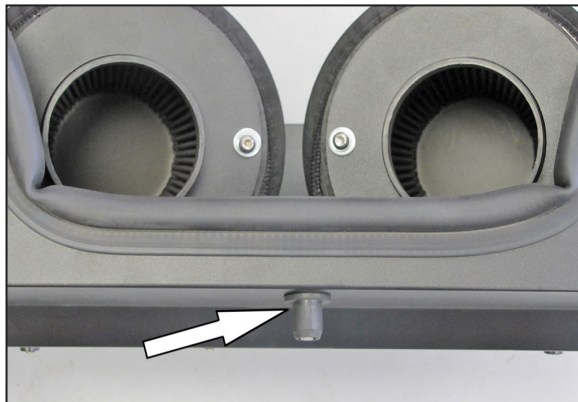
10. Install the two provided filter adapters into the mounting brackets using the provided hardware.



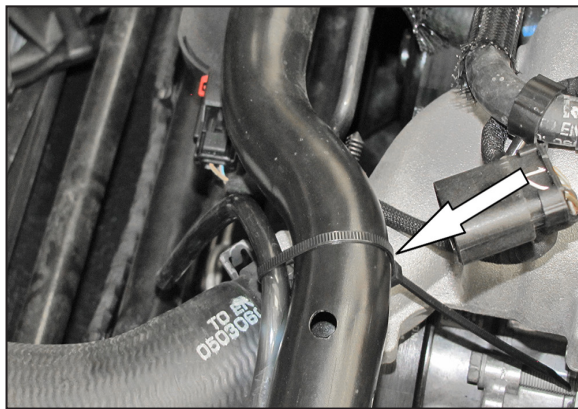
11. Install the provided "DRYCHARGER®" filter wraps onto the K&N® air filters as shown.  
**NOTE: During mild weather conditions, K&N Engineering, Inc., recommends installing the provided Drycharger® filter wraps (RF-1048DK). If you have any concerns, return the vehicle to stock using the factory equipment. 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.**



12. Install the K&N® air filter assemblies onto the filter adapters and secure with the provided hose clamps.



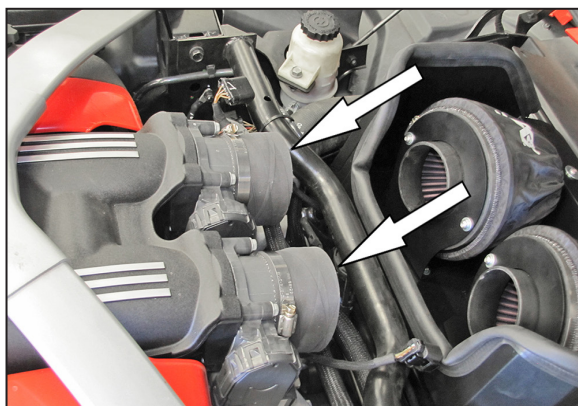
13. Install the provided inserted nut onto the heat shield as shown.



14. Secure the EVAP line to the frame cross member using the provided tie wrap.



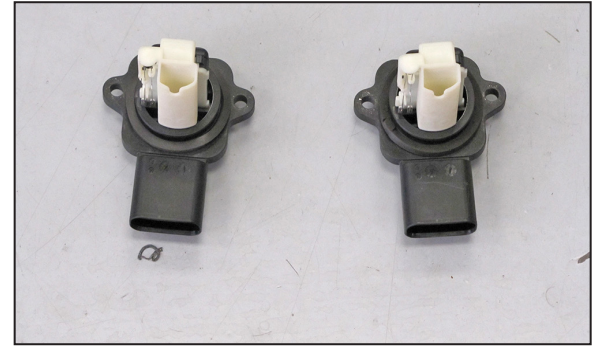
15. Install the heat shield assembly into the vehicle so that the inserted nut installs into the factory air box mounting grommet location. Secure the heat shield with the hardware provided to the factory air box mounting locations.



16. Install the two provided coupling hoses (08496) onto the throttle body and secure with the provided hose clamps.

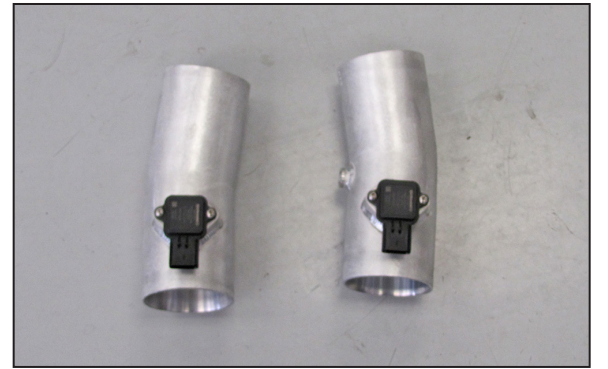


17. Remove the two mass air sensors from the factory air box.

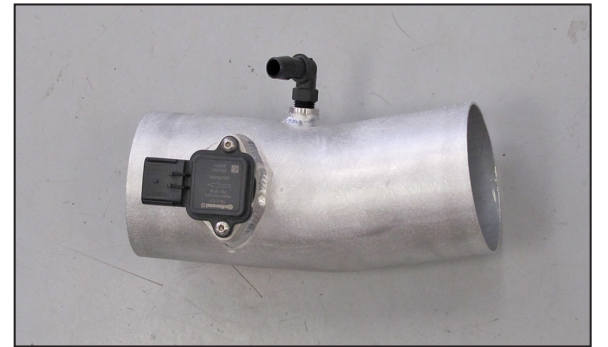


18. Remove the factory O-rings from the mass air sensor and then install the provided gaskets onto the sensors as shown.

**NOTE: Take care installing the gaskets; slowly stretch the gasket around the sensor being careful not to tear the gasket.**



19. Install the mass air sensors into the K&N® intake tubes and secure with the provided hardware.



20. Install the provided 90° 1/4 npt vent 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.**



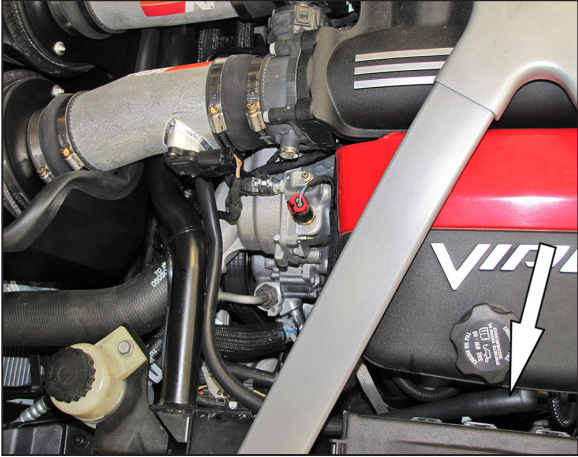
21. Install the provided hump hoses all the way onto the K&N® intake tubes as shown. Do not tighten at this time.



22. Install the right side intake tube into the right side throttle body, plug in the mass air sensor electrical connection and then completely install the tube into the throttle body hose. Align the tube with the filter adapter and slide hump hose into position. Align the tube for best fit and then secure with the provided hose clamps. Install the left side intake tube into the silicone hose at the throttle body and align with the filter adapter. Slide the hump hose onto the filter adapter, align the tube for best fit and then secure with the provided hose clamp. Reconnect the mass air sensor electrical connection.



23. Install the provided hose union into the provided crank case vent hose.



24. Connect the crank case vent hose to the factory elbow fitting with the union installed into the vent hose and then route the hose forward and install onto the 90° fitting installed into the K&N® intake tube.

**NOTE:** On later models with the relocated crank case breather location, route the hose near the throttle body and then reinstall the decorative engine cover.



25. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle. **WARNING: Please follow these installation instructions carefully. The K&N® high flow intake system is a performance product that can be used safely during mild weather conditions. During harsh and inclement weather conditions, you must return your vehicle to stock OEM air box and intake tract configuration. Failure to follow these instructions will void your warranty.**

26. 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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