



TYPHOON INTAKE SYSTEMS

INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.

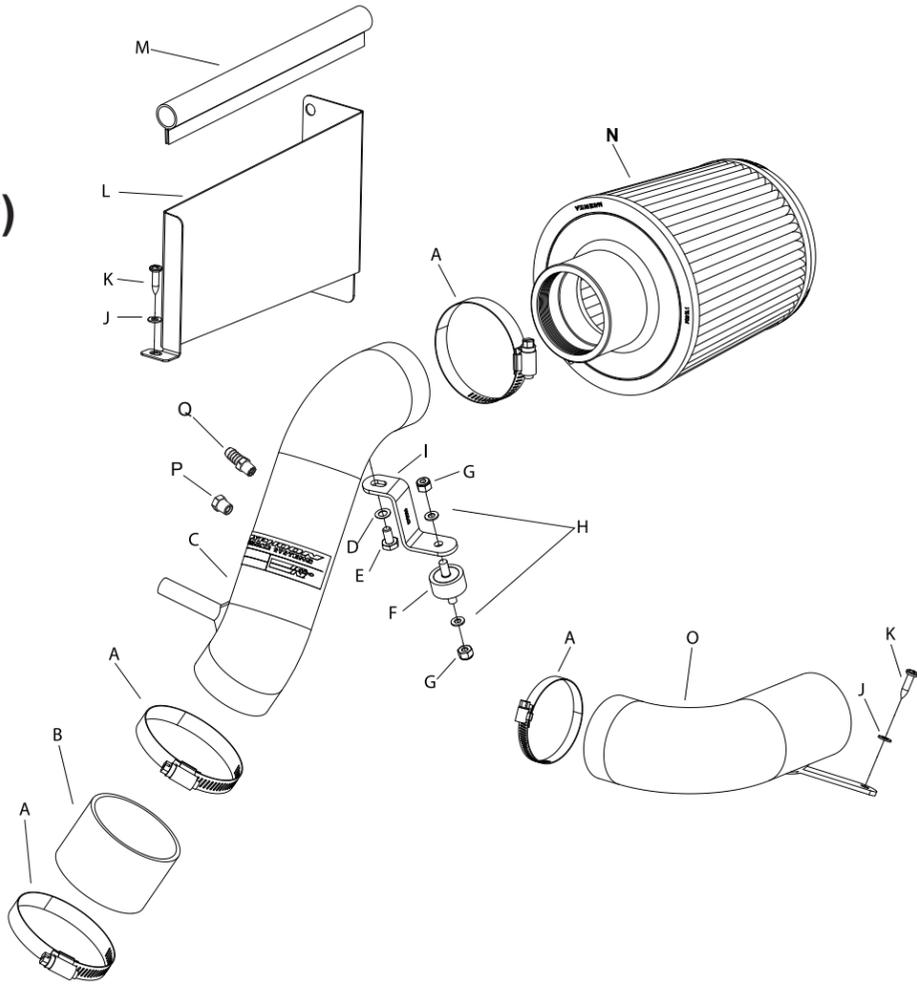
INSTALLATION INSTRUCTIONS

69-2021TP
MINI
2002-06 Cooper S
2007 Cooper S (Convertible only)
L4-1.6L Supercharged

TOOLS NEEDED:
Pliers
Flat Blade Screwdriver
10mm Wrench
4mm Allen Wrench
Ratchet
6" Extension
8mm Socket
10mm Socket

PARTS LIST

Description	Qty.	Part #
A	4	08554
B	1	08284
C	1	27122
D	1	08277
E	1	07727
F	1	07027
G	2	07512
H	2	08269
I	1	070058
J	2	08212
K	2	07747
L	1	07301
M	1	102465
N	1	RU-4950
O	1	27123
P	1	08032
Q	1	080022

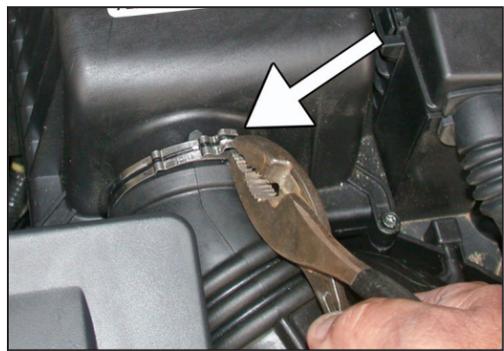


NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

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. Using a pair of dikes or pliers unclip the stock hose clamp at the air cleaner as shown.



3. Pull the stock intake tube off the air cleaner as shown.



4. Pull upward to remove the battery terminal from the side of the air cleaner as shown.



5. Loosen the two bolts on the front of the air cleaner assembly as shown.



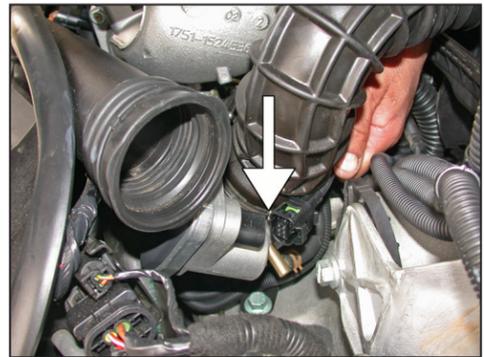
6. Slide the upper air cleaner assembly backwards, then, pull upward to remove the upper air cleaner assembly as shown.



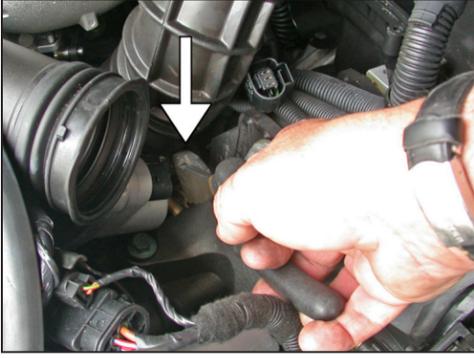
7. Using a pair of dikes or pliers unclip the hose clamp on the air inlet duct as shown.



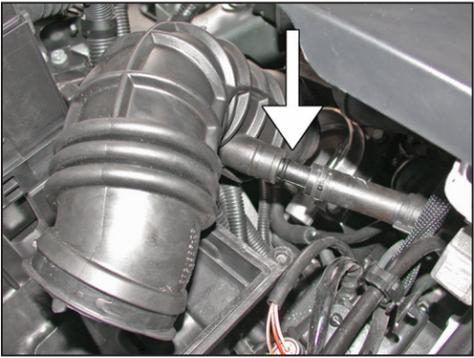
8. Remove the air cleaner inlet duct as shown.



9. Remove the throttle body electrical connection as shown.

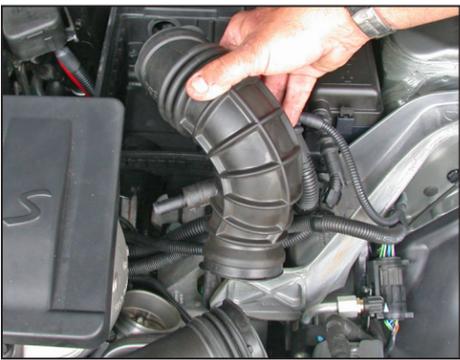


10. Using a pair of pliers, unclip the stock hose clamp on the stock intake tube at the throttle body as shown.



11. Pull upward on the stock intake tube, then, using a pair of pliers disconnect the stock crank case vent hose from the stock intake tube as shown.

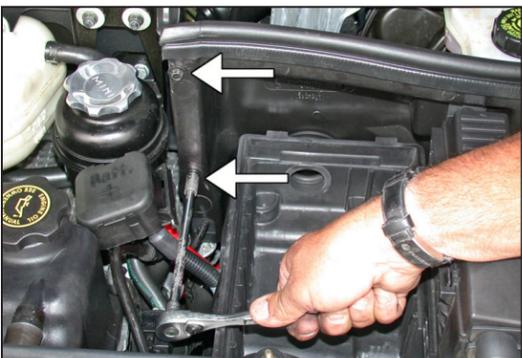
NOTE: Some models may be equipped with a second vent line, which will also need to be disconnected.



12. Remove the stock intake tube as shown.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



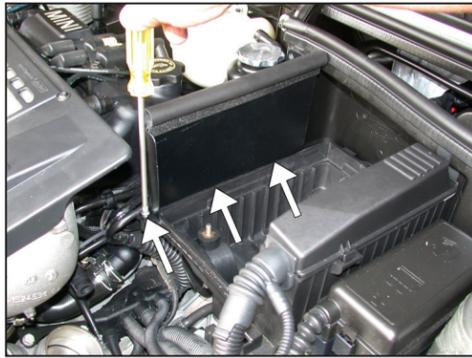
13. Secure the provided rubber mounted stud to the air inlet flange on the lower air cleaner assembly using the provided hardware as shown.



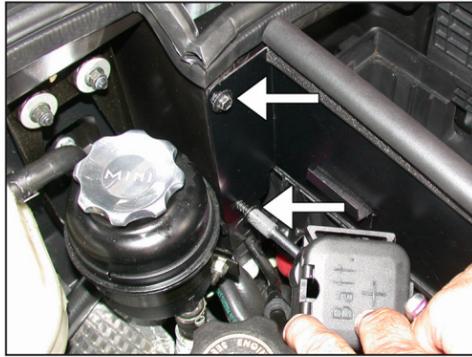
14. Remove the two stock bolts on the bulkhead as shown.
NOTE: Some models may contain two, T30 Torx screws.



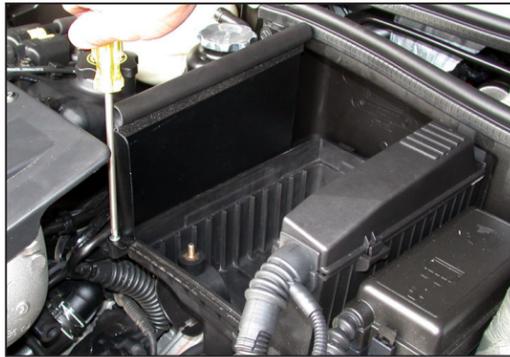
15. Install the provided edge trim onto the K&N® heat shield as shown.



16. Install the heat shield onto the top edge of the lower air cleaner assembly, then, secure the front tab of the heat shield to the lower air cleaner assembly using the provided screw as shown.



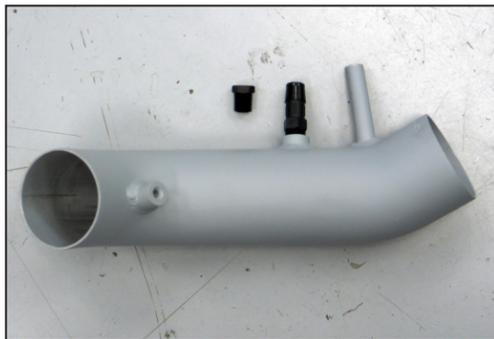
17. Using the two screws from step 14, secure the heat shield to the bulkhead as shown.



18. Tighten all hardware on the heat shield as shown.



19. Install the silicone hose and the provided hose clamp onto the throttle body and tighten as shown.



19a. On vehicles that come equipped with the additional vent line, install the provided vent fitting into the intake tube as shown. On all others install the provided plug.
NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



20. Secure the provided "Z" bracket onto the threaded boss on the K&N® intake tube using the provided hardware as shown.

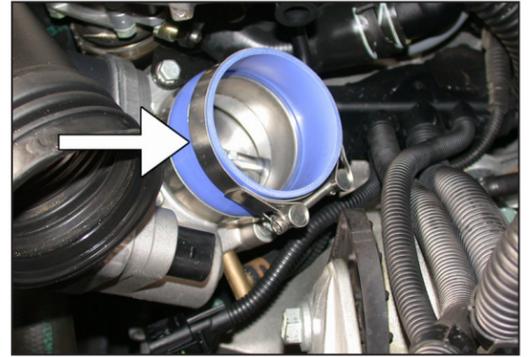
NOTE: The slotted end of the bracket is bolted to the threaded boss.

NOTE: Before installing the "Z" 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.

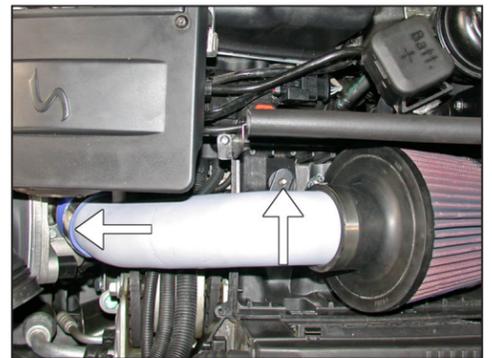


21. Install the K&N® air filter onto the K&N® intake tube and tighten with the provided hose clamp as shown.

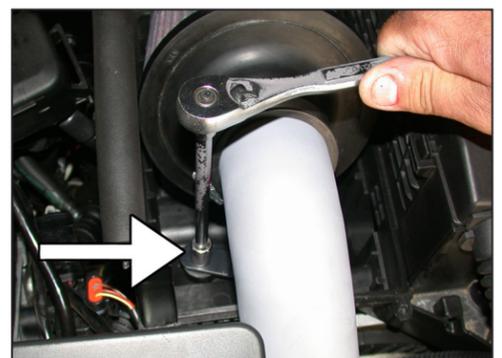
NOTE: Drycharger® air filter wrap; part # RX-4990DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>.



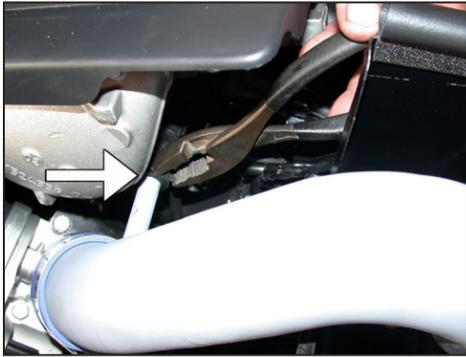
22. Install the hose clamp onto the silicone hose as shown.



23. Install the intake tube assembly into the silicone hose at the throttle body, then, line up the bracket with the rubber mounted stud as shown.



24. Using the provided hardware secure the "Z" bracket to the rubber mounted stud as shown.
NOTE: Adjust for best fit and clearance, then, tighten all hose clamps and hardware.



25. Reconnect the stock crank case vent hose to the vent on the intake tube as shown.

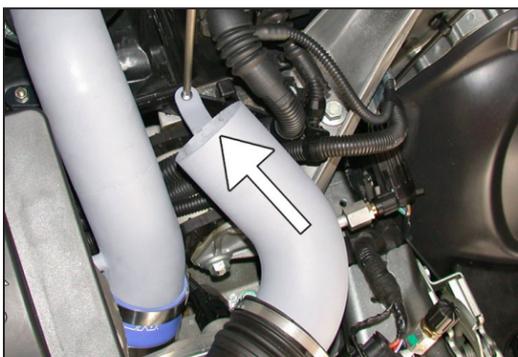
NOTE: On vehicles equipped with the second vent line, connect the vent line to the fitting installed during step #19A. and secure with the factory clamp.



26. Slide the battery terminal onto the locating tab on the heat shield as shown.

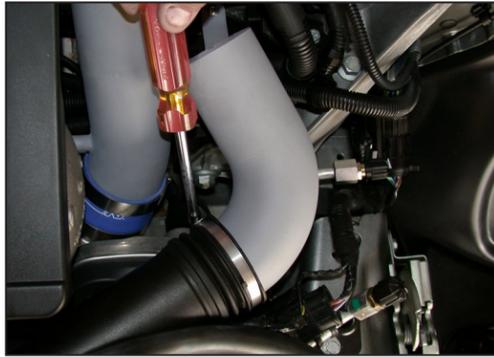


27. Reconnect the throttle body electrical connection as shown.



28. Install the new air inlet tube into the stock air inlet duct, then, line up the bracket with the hole on the lower air cleaner assembly and secure with the provided screw as shown.

NOTE: Before installing the inlet 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.



29. Tighten the provided hose clamp on the air inlet duct as shown.



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

31. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an 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.

32. 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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