



TYPHOON INTAKE SYSTEMS

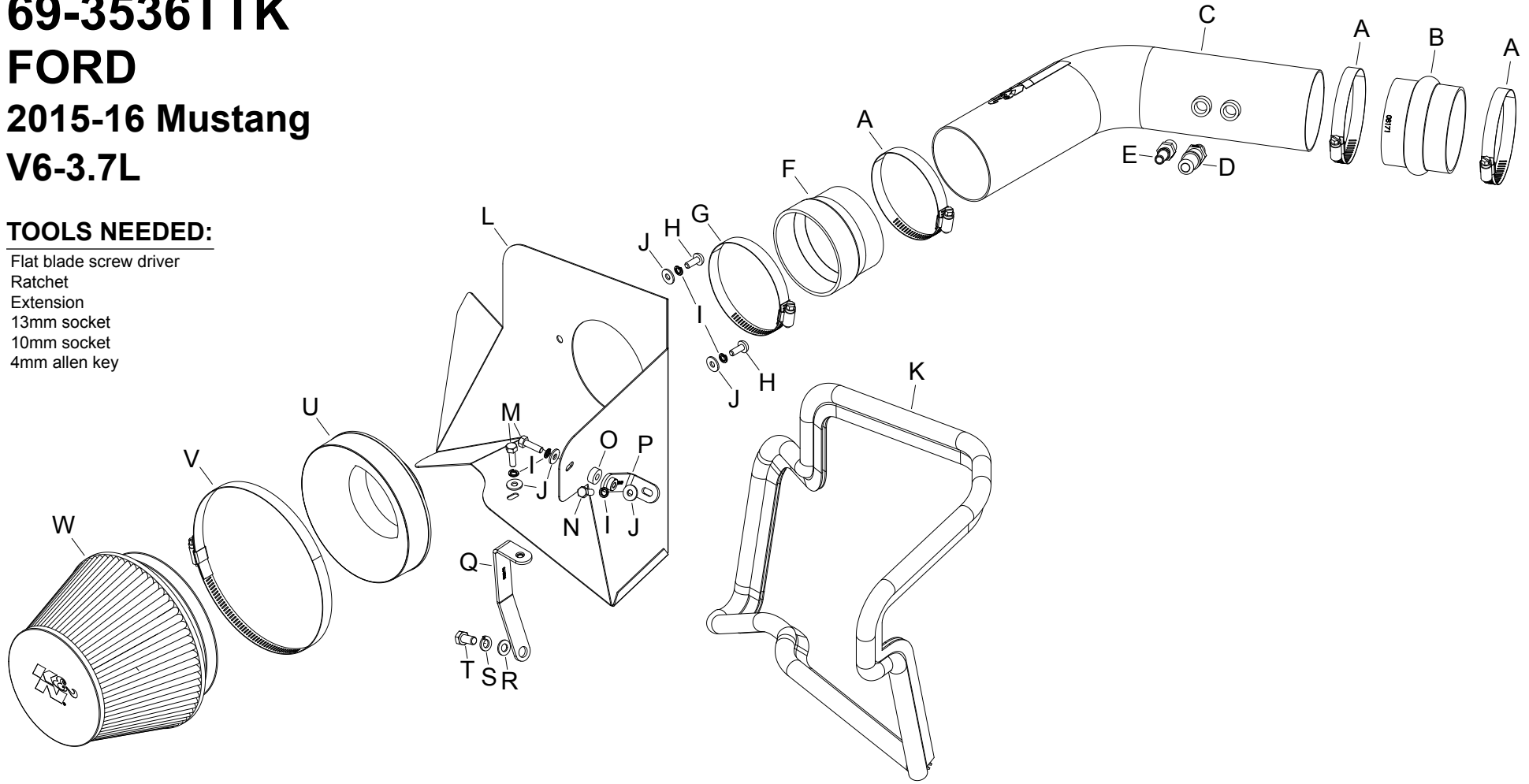
NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

69-3536TTK
FORD
2015-16 Mustang
V6-3.7L

TOOLS NEEDED:

- Flat blade screw driver
- Ratchet
- Extension
- 13mm socket
- 10mm socket
- 4mm allen key



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A hose clamp #52	3	08610	I washer, m6 split lock zinc	5	1-3025	Q bracket; "I", 63-2589, stl, tb/pc	1	064325
B hose; 3-1/4" id x 2-5/8" l hump	1	08171	J washer; 6mm flat, ss	5	08269	R washer; 8mm, flat, ss	1	08272
C intake tube	1	27569TK	K edge trim (66")	1	102472	S washer, m8 split lock zinc	1	1-3036
D vent; 1/4 npt to quick disconnect	1	082628	L heat shield	1	073180	T bolt; 8mm-1.25 x 16mm, hexhead	1	07844
E vent; strt, 1/4npt to quick release	1	82630	M bolt; m6 x 1.00" x 20mm hex, ss	2	07795	U adapter; universal, 6" filter 3.5"	1	21512-1
F hose; 3.5" id to 3.25" id x 2.5" l tprd	1	08496	N bolt; 6mm-1.00 x 16mm, ss	1	07812	V hose clamp # 104	1	08697
G hose clamp #56	1	08620	O spacer: .625" od x .250" id x .250" l	1	06555	W air filter	1	RC-2960
H bolt; m6 x 1.00 x 16mm, ss	2	07730	P bracket; small "I", 63-2589, stl	1	064326			

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

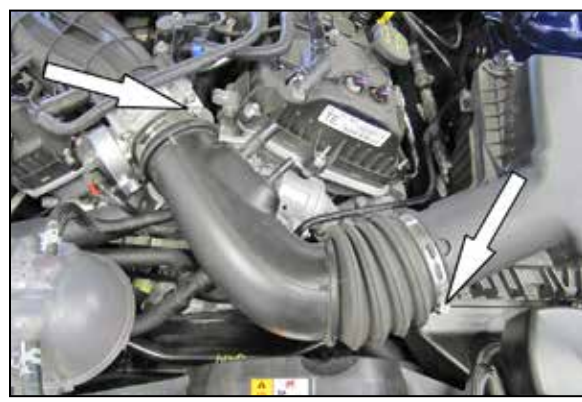
TO START:

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. Release the locking tabs and disconnect the crank case vent hose and EVAP vent hose from the factory intake tube.



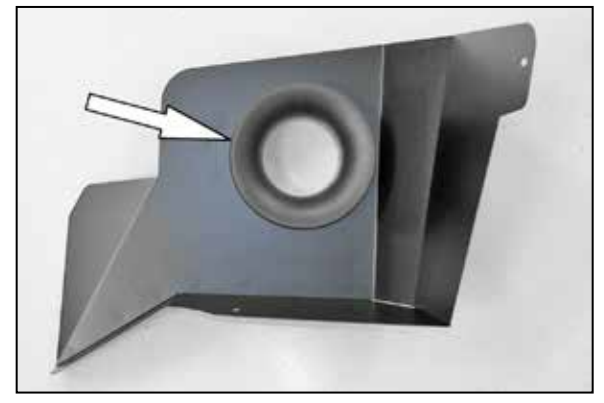
3. Loosen the hose clamps securing the factory intake tube to the throttle body and air filter housing then remove the intake tube from the vehicle.



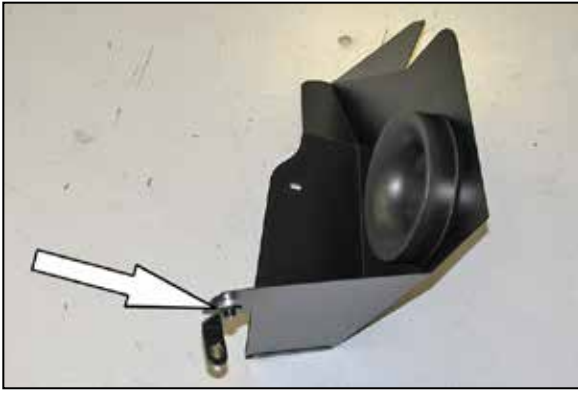
4. Remove the bolt which secures the air filter housing to the inner fender and then remove the air filter housing from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



5. Install the lower heat shield bracket onto the fender using the provided hardware threaded into the existing threaded hole.



6. Install the filter adapter into the heat shield and secure with the provided hardware.



7. Install the provided heat shield bracket (064326) onto the heat shield and secure with the provided hardware.

NOTE: be sure to place the provided spacer between the bracket and heat shield.



8. Install the edge trim onto the heat shield as shown.

NOTE: Some trimming of the edge trim will be necessary.



9. Install the heat shield onto the lower bracket installed in step #5 and secure with the provided hardware. Do not secure the upper bracket at this time.



10. Install the K&N® air filter onto the adapter and secure with the provided hose clamp. Then secure the upper mounting bracket to the inner fender using the provided hardware.



11. Install the provided hump coupler (028171) onto the throttle body and secure with the provided hose clamp.



12. Install the provided coupler hose (08496) onto the filter adapter and secure with the provided hose clamp.



13. Install the provided quick disconnect fittings 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.



14. Install the K&N® intake tube into the coupling hoses and adjust for best fit, then secure the intake tube with the provided hose clamps.



15. Connect the EVAP and crank case vent lines to the quick disconnect fittings as shown.



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

17. 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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