



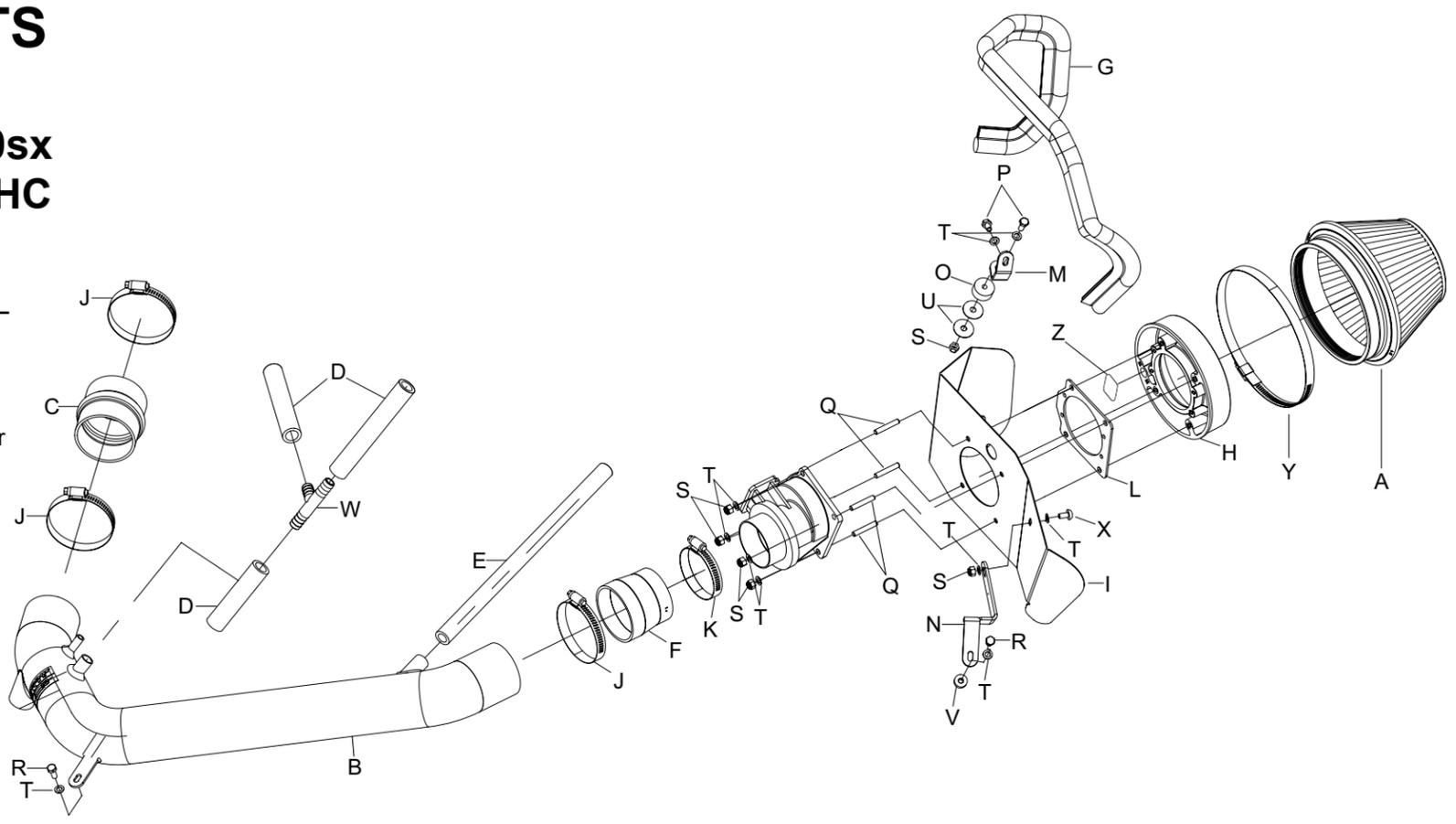
TYPHOON INTAKE SYSTEMS

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

INSTALLATION INSTRUCTIONS

69-7075TS NISSAN 1991-94 240sx L4-2.4L DOHC

- TOOLS NEEDED:**
 4mm Allen Wrench
 8mm Socket
 10mm Socket
 10mm Wrench
 Flat Blade Screwdriver
 Ratchet
 Extension
 Pliers
 Philips Screwdriver



PARTS LIST:

Desc.	Qty.	Part #
A 6"Flg, 7-1/2"B, 4-1/2"T, 4"H	1	RU-4600
B Tube; 2-3/4" OD X 34" L, AL	1	27522
C Hose; 2-3/4" ID X 3" L Hump	1	08439
D Hose; 1/2" ID X 14" L	1	08402
E Hose; 5/8" ID X 14" L	1	084083
F Hose; 2-3/4" To 2-1/2" ID X 2-1/2" L	1	084016
G Edge Trim; 3/4" Bulb Top., 33"L	1	102498
H Adaptor; #455	1	08265
I Heat Shield; Stl, TB/PC	1	07342
J Hose Clamp #44 Stainless	3	08560
K Hose Clamp #36	1	08530
L Gasket; 3/32" Neoprene	1	10493
M Bracket; "C", Stl, TB/PC	1	020013
N Bracket; "Twist" Stl, TB/PC	1	020014
O Stud; Rubber Mnt, M/F	1	070228
P Bolt; M6 X 1.00 X 12mm, HexHd. SS	2	07727
Q Stud; 6mm-1.00 X 35mm L, SS	4	08220
R Bolt; 6mm-1.00 X 16mm, SS	2	07812
S Nut; 6mm Nylock, Hexhead, SS	6	07512
T Washer; 6mm Wave, SS	10	08277
U Washer; 1"D X 1/4 Hole Fender	2	08160
V Spacer: .625" OD X .250"ID X .250"L	1	06555
W Vent; 1/2" Barbed, "T", Nylon	1	08166
X Bolt; M6 X 1.00" 12mm BtnHd., SS	1	07794
Y Hose Clamp #104	1	08697
Z Plug; Rubber	1	08114

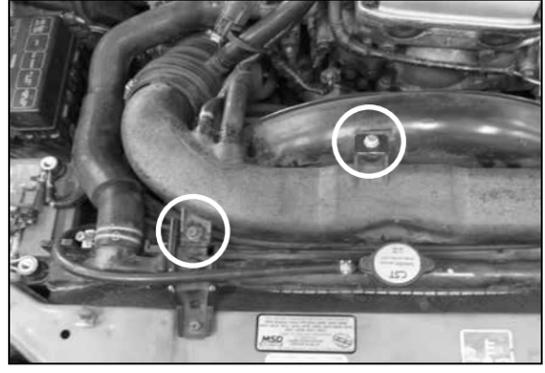
NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

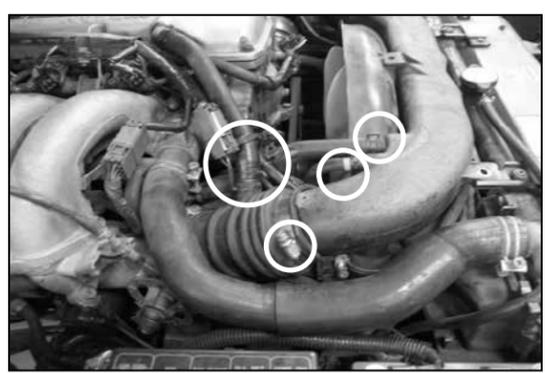
1. Turn off the ignition and disconnect the negative battery.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery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



3. Remove the 2 bolts that secure the factory air intake.



4. With pliers, squeeze hose clamps and disconnect the following hoses: cvc hose; air bypass hose; fresh air switching valve; and loosen the hose clamp on the air resevoir hose. Remove zip tie if present.



5. Unplug the MAF sensor; use a flathead screwdriver to remove the wire clip.



6. Unclip the 4 clips that secure the upper air box to the lower air box.



7. Loosen the hose clamp on the air injection hose from the upper air box.



8. Remove factory air intake tube and upper air box. Disconnect the air reservoir hose.



9. Loosen the lower air box mounting bolt and apply light pressure to prevent the bolt from spinning. Then remove the 2 fresh air inlet screws.



10. Firmly pull up, then push forward to remove the lower air box.

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



11. Remove the fresh air inlet tube by twisting and lifting upward.



12. Using pliers, unclip the CVC hose and disconnect.



13. Remove the air bypass hose.



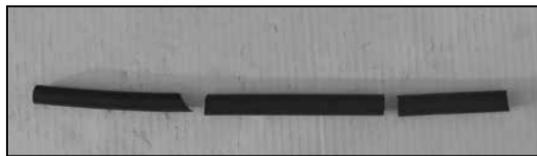
14. Remove the air injection hose by loosening the hose clamp.



15. Attach the hose clamps to the silicone hose then install onto the throttle body.



16. Install the K&N® intake tube, make sure that the air reservoir is connected at this time. Then install the provided bolt into the threaded hole on the original tube mounting point.



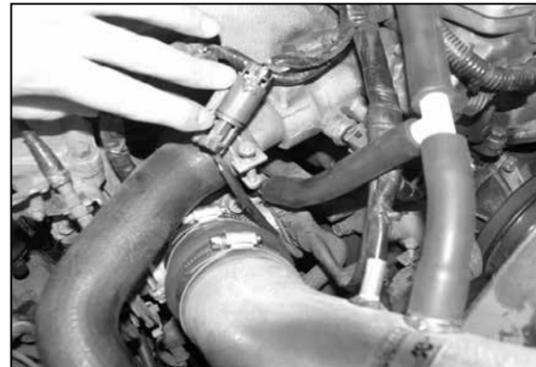
17. Cut the 1/2"ID X 14" silicone hose into three lengths: 5", 3-3/4", 5-1/4".



18. Install the 5" hose from the CVC to the plastic "T".



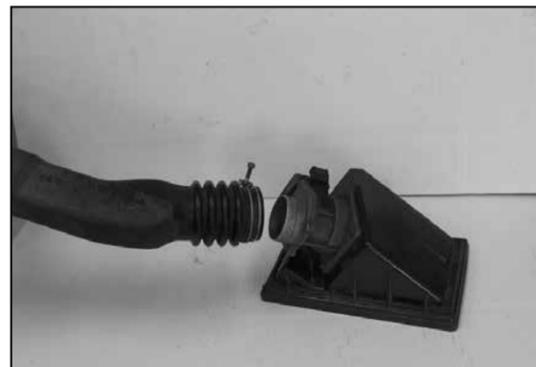
19. Install the 3-3/4" hose onto the intake tube and to the plastic "T".



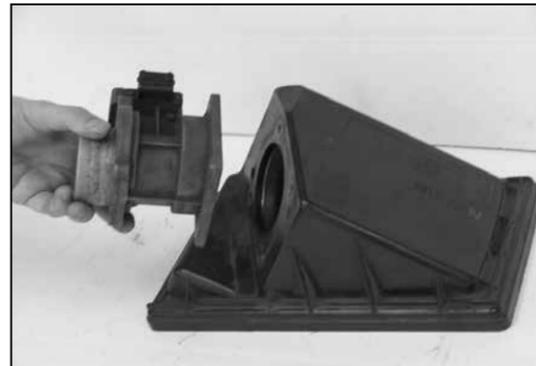
20. Install the 5-3/4" hose from the air bypass to the open port on the plastic "T".



21. Reinstall the fresh air switching valve hose to the intake tube. Reattach any loose zip ties that were loosened.



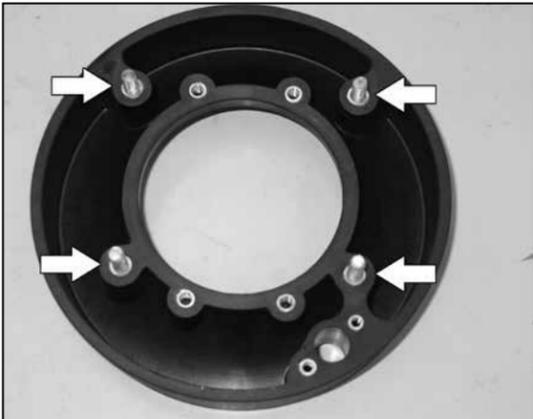
22. On the factory air intake tube, loosen the clamp to remove the factory air intake tube from the MAF sensor/air box assembly.



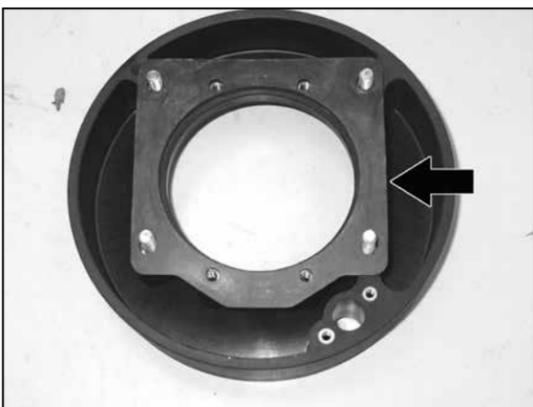
23. Loosen and remove the four bolts that hold the upper air box to the MAF sensor.



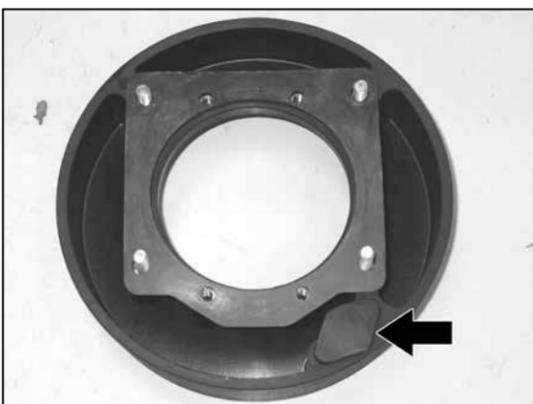
24. Install the provided edge trim onto the heat shield.



25. Install the studs onto the provided K&N® filter adaptor.



26. Install the gasket onto the K&N® filter adaptor as shown.



26a. Install the provided plug into the temperature sensor position on the K&N® filter adaptor as shown.



27. Install the adaptor assembly onto the K&N® air filter and secure as shown.



28. Install the heat shield onto the filter assembly as shown.



29. Install the MAF sensor onto the filter assembly as shown; secure with provided hardware.



30. Attach the silicone hose to the MAF sensor with the provided hose clamps.
NOTE: Ensure the hose clamp ratchets are on the same side as the MAF hookup.



31. Stack washers around the "C" bracket and secure with rubber mounted stud (Do not tighten completely).



32. Install assembled bracket on lower air box mount.
NOTE: The two large washers should sandwich the smaller hole to hold the bracket in place.



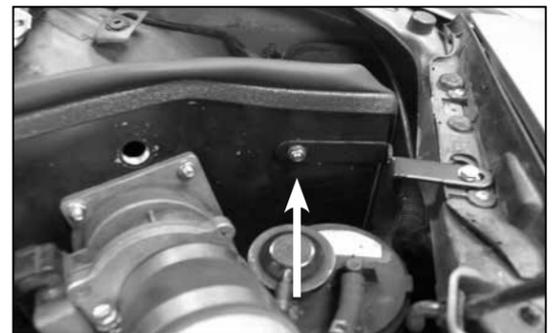
33. Remove the headlight bracket bolt.



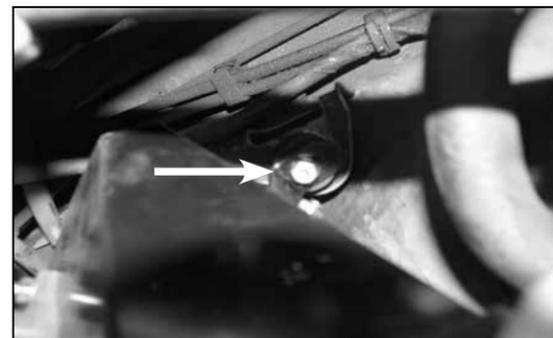
34. Install the spacer and bracket, then secure with provided hardware in the location where the bolt was removed in step #33.



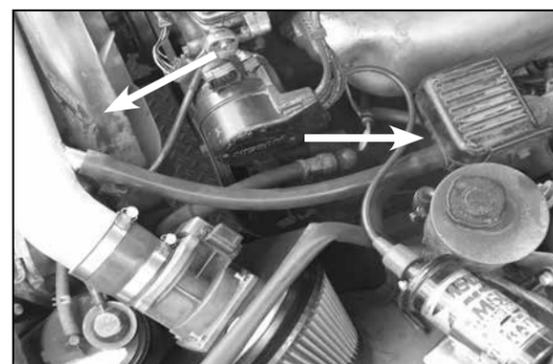
35. Install the filter assembly into the vehicle.



36. Attach the upper bracket.

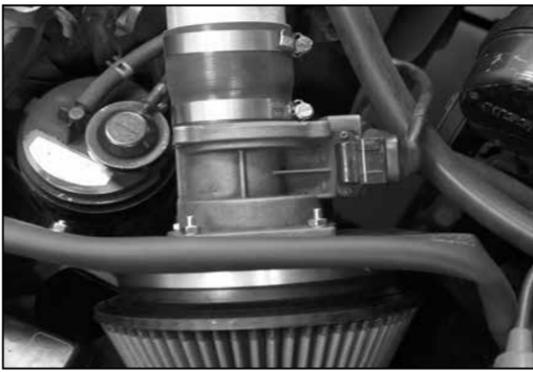


37. Attach the lower bracket.



38. Install the 5/8"ID X 14" silicone hose from the open vent tube to the K&N® intake tube to the air bypass. Trim for best fit necessary.

39. Check for best fit, then secure all hardware and hose clamps.



40. Reconnect the MAF sensor and reinstall the clip.

41. 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.

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

43. 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 TEST:

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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