TYPHOON™ INTAKE SYSTEMS

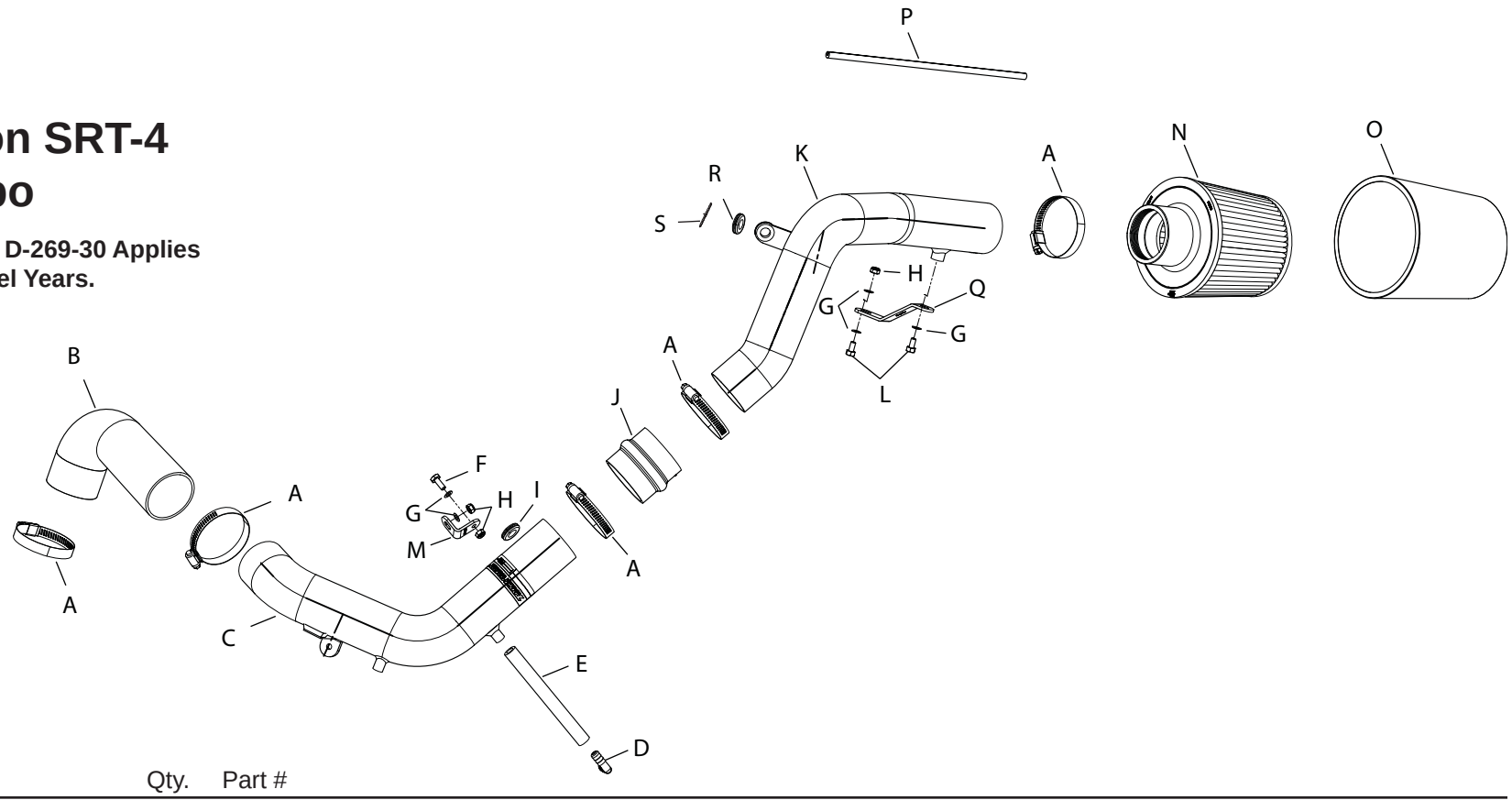
STREET LEGAL IN MOST STATES
NOT LEGAL FOR USE IN CA & OTHER STATES ADOPTING CA EMISSIONS STANDARDS

INSTALLATION INSTRUCTIONS

69-2521
DODGE
2003-05 Neon SRT-4
L4-2.4L Turbo

NOTE: C.A.R.B. E.O.# D-269-30 Applies ONLY to 2003-04 Model Years.

TOOLS NEEDED:
Flat Blade Screwdriver
Pliers
Ratchet
6” Extension
8mm Socket
10mm Socket
Torx T25



PARTS LIST:

	Description	Qty.	Part #								
A	Hose Clamp; #40	5	08554	H	Nut; Nylock 6mm, SS	3	07512	O	Drycharger® Wrap	1	RX-4990DK
B	Hose; 2-3/8” To 2-1/2”	1	084069	I	Grommet	1	08167	P	Edge Trim; 13-1/2”L	1	8-3014
C	Intake Tube	1	27145	J	Hose; 2-1/2” Hump	1	084018	Q	Bracket “Z”	1	010106
D	Vent 90 Degrees, 3/8	1	08121	K	Cold-Air Tube	1	27146	R	Grommet	1	082002
E	Hose; 10mm, 10”L	1	08107	L	Bolt; M6-1.00 X 16mm L, SS	2	07812	S	Washer, 1/4 X 1-1/4 Fender	1	1-3027
F	Bolt; M6-1.00 X 12mm L, SS	1	07727	M	Bracket; “L”	1	070066				
G	Washer; Wave 6mm, SS	5	08277	N	Air Filter	1	RU-4950				

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 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 turbocharger inlet and at the air cleaner, then, remove the stock intake tube as shown.



3. Loosen the two bolts that secure the solenoid bracket to the air cleaner assembly as shown.

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



5. Loosen the five bolts that secure the air cleaner lid, then, remove the air cleaner lid as shown.



6. Remove the air temperature sensor from the air inlet duct as shown.

7. Remove the bolt and nut that secure the lower air cleaner assembly to the inner fender as shown.



8. Disconnect the crank case vent hose from the cam cover as shown.



9. Disconnect the vent on the air cleaner tube as shown.

Continued INSTALLATION INSTRUCTIONS



10. Pull firmly upwards to remove the lower air cleaner assembly as shown.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



11. Remove the battery tray bolt as shown.



12. Secure the solenoid bracket to the provided “L” bracket using the provided hardware as shown.



13. Mount the “L” bracket to the battery tray using the bolt removed in step 11.



14. Install the silicone hose and hose clamps onto the turbo inlet but do not tighten at this time.



15. Remove the nut that secures the hard line to the cam cover as shown.



16. Install the provided grommet into the hole on the K&N® short ram tube.
NOTE: Before installing the grommet, inspect the inside of the tube for any debris then clean the inside of the tube with water and a towel. Inspect the tube one more time before proceeding to the next step.



17. Cut a 2” length and a 4-1/2” length of silicone hose from the provided 10” length of silicone hose and install the 2” length hose onto the K&N® intake tube as shown.



18. Slide the K&N® short ram tube into the silicone hose, then line up the tube bracket with the stud on the cam cover while sliding the silicone hose onto the vent on the cam cover as shown.



19. Secure the tube bracket to the cam cover stud using the nut removed in step 15 but do not tighten at this time.



20. Install the provided edge trim onto the hole in the inner fender as shown.



21. Install the 4-1/2” silicone onto the provided 90 degree vent as shown.



22. Slide the silicone hose onto the vent on the K&N® short ram tube, then connect the 90 degree vent to the stock vent as shown.



23. Slide the silicone hose and hose clamps onto the K&N® cold air tube as shown but do not tighten at this time.



24. Insert the provided rubber grommet into the K&N® cold air tube bracket as shown.



25. Slide the cold air tube into the hole in the inner fender as shown.





26. Line up the tube bracket with the original air cleaner mounting stud, then, slide the silicone hose onto the short ram tube as shown.



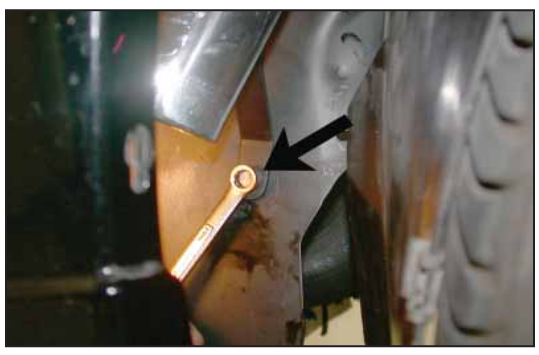
27. Secure the tube bracket to the stud using the nut removed in step 7 and the provided washer, but do not tighten at this time.



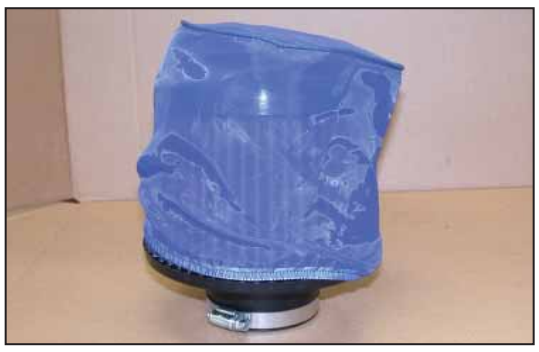
28. Remove the two screws that secure the inner wheel valance using a torx, size T25 as shown.



29. From underneath the vehicle install the “Z” bracket onto the threaded boss on the intake tube as shown but do not tighten at this time.



30. Line up the “Z” bracket with the hole on the inner fender and secure with the provided hardware as shown.

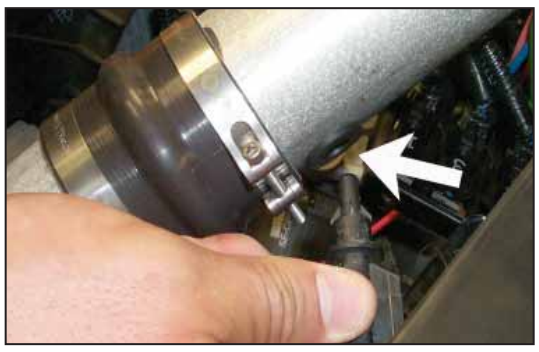


31. Slide the K&N® Drycharger® onto the K&N® air filter as shown.
NOTE: Please be aware the Drycharger® is water repellent, not water proof. Depending on conditions and usage the water repellent treatment is good for 1 to 2 years. See the parts list to reorder a new Drycharger® if necessary.



32. From underneath the vehicle install the K&N® air filter and secure with the provided hose clamp.

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



34. Install the air temperature sensor into the cold air tube as shown.



35. Adjust everything for best fit and clearance, then, tighten all hardware and hose clamps as shown.



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

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

38. 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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See our catalog or knfilters.com for CARB status on each part for a specific vehicle

* FREE K&N® decal To register your warranty, please see us online at knfilters.com/register. FREE K&N® decal *

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