

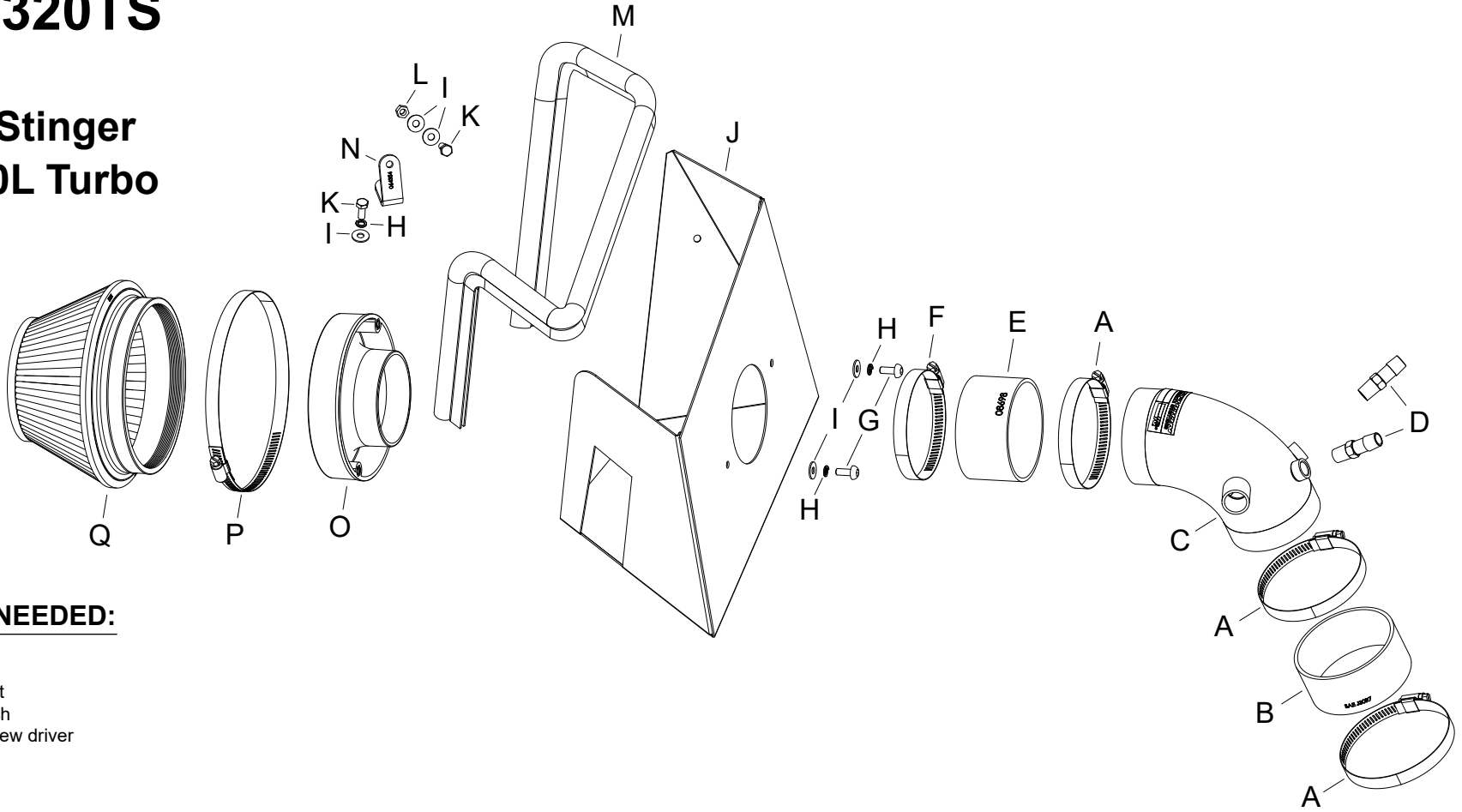


TYPHOON INTAKE SYSTEMS

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

69-5320TS
KIA
2018 Stinger
L4-2.0L Turbo



TOOLS NEEDED:

- Ratchet
- Extension
- 10mm socket
- 10mm wrench
- flat blade screw driver

PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #56	3	08620	G BOLT; M6 X 1.00 X 16MM, SS	2	07730	M EDGE TRIM; 3/4" BULB, TOP	1	102496
B HOSE; 3-5/8" ID X 1-3/4" L	1	08615	H WASHER, M6 SPLIT LOCK ZINC	3	1-3025	N BRACKET; "Z" STL, 69-1500	1	06435
C TUBE; 3.5"OD X 7.5"L, AL	1	25805S	I WASHER; 6MM FLAT, SS	5	08269	O ADAPTER; UNIVERSAL, 6"	1	21512-1
D VENT; STRT, 1/2" HOSE, 1/4"	2	080022	J HEAT SHIELD; 69-5320, MILD	1	073263	P HOSE CLAMP; #104	1	08697
E HOSE; 3-1/2" ID X 2" L	1	08698	K BOLT; 6MM-1.00 X 16MM, SS	2	07812	Q FILTER; 6" FLG, 7 1/2"B	1	RU-4600
F HOSE CLAMP #60 STAINLESS	1	08628	L NUT; 6MM NYLOCK, HEXHEAD	1	07512			

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

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. Remove the two bolts that secure the passenger side chassis brace and then remove the brace from the vehicle.



3. Disconnect the vent lines attached to the factory intake tube. Loosen the hose clamp that secures the intake tube to the turbo inlet and then remove the upper housing and intake tube from the vehicle.



4. Release the four-upper air filter housing retaining clips and loosen the hose clamp that secures the housing to the intake tube. Remove the upper housing from the vehicle.



5. Remove the three bolts that secure the factory lower air filter housing to the inner fender and then remove the housing from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



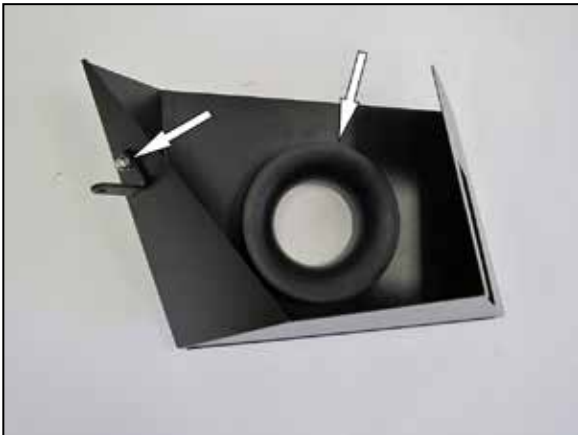
6. Loosen the hose clamp that secures the turbo inlet tube to the turbo and then remove the tube from the vehicle.



7. Install the provided coupler (08615) onto the turbo inlet tube and secure with the provided hardware.



8. Reinstall the turbo inlet tube clocked slightly left from the factory location (The locating tab will be positioned just left on the turbo from factory) and secure with the provided hose clamp. Do not completely tighten the hose clamp at this time.



9. Install the provided heat shield mounting bracket and filter adapter onto the heat shield and secure with the provided hardware.



10. Install the air filter onto the heat shield and secure with the provided hose clamp.



11. Install the provided coupler (08698) onto the filter adapter and secure with the provided hose clamp.



12. Install the provided edge trim onto the heat shield as shown.

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



13. Install the two provided NPT fittings into the 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 heat shield assembly and intake tube as a unit into the vehicle. Secure the heat shield using the provided hardware. Adjust the intake tube for best fit and secure with the provided hose clamps.



15. Connect the vent lines to the K&N® intake tube as shown.



16. Reinstall the chassis brace and secure with the factory hardware.



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

18. 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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