



TYPHOON INTAKE SYSTEMS

INSTALLATION INSTRUCTIONS

69-6026

MAZDA

2003-07 Mazda 6

V6-3.0L

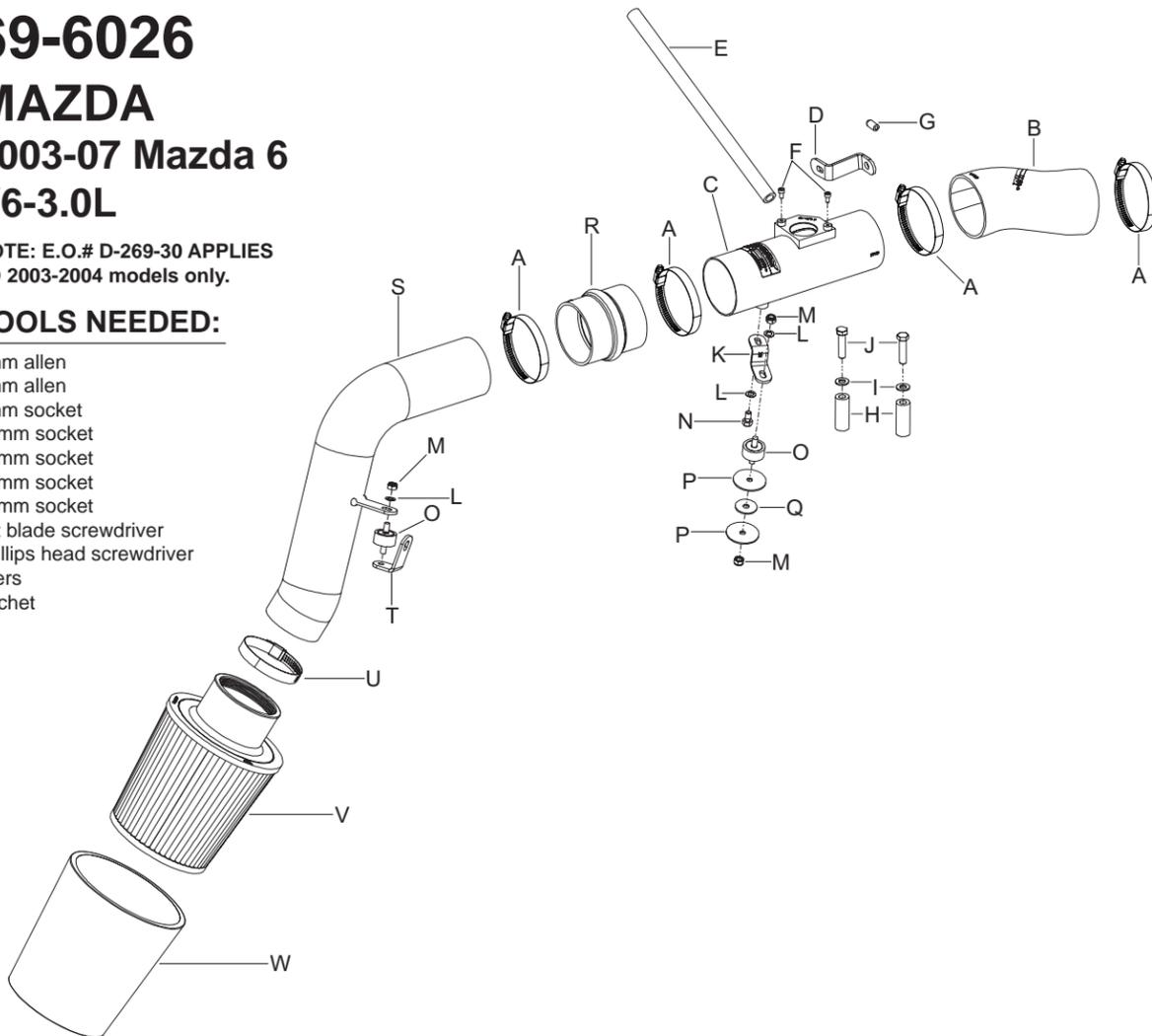
NOTE: E.O.# D-269-30 APPLIES TO 2003-2004 models only.

TOOLS NEEDED:

- 4mm allen
- 5mm allen
- 8mm socket
- 10mm socket
- 12mm socket
- 13mm socket
- 14mm socket
- flat blade screwdriver
- phillips head screwdriver
- pliers
- ratchet

PARTS LIST:

Description	Qty.	Part #
A	4	08560
B	1	084059-1
C	1	27150-1TS
D	1	070061
E	1	08144
F	2	07733
G	1	08282
H	2	06401
I	2	08272
J	2	077003
K	1	07958
L	3	08277
M	3	07512
N	1	07727
O	2	07027
P	2	21711
Q	1	21685
R	1	08439
S	1	27151TS
T	1	08022
U	1	08577
V	1	RU-4870
W	1	RX-4990DK



WARNING: The K&N® Drycharger® air filter wrap included with this kit must be installed on the K&N® air filter when used with this K&N® Typhoon® cold air intake system. The K&N Typhoon intake system is 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:

- 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 coded 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.



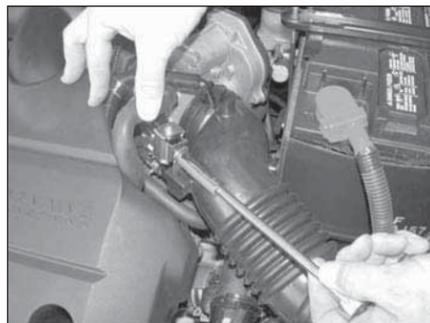
- Disconnect the mass air sensor electrical connection as shown.



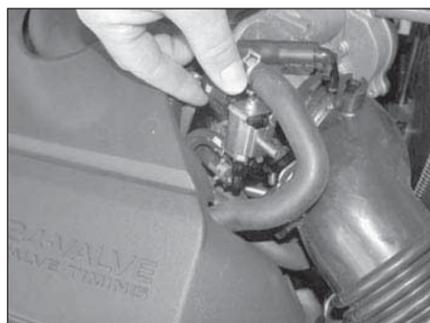
- On 2004 and earlier models, disconnect the stock crank case vent from the stock intake tube.



- On 2005 and later models, release the "quick disconnect" connector from the fitting in the stock intake tube as shown in the photograph.



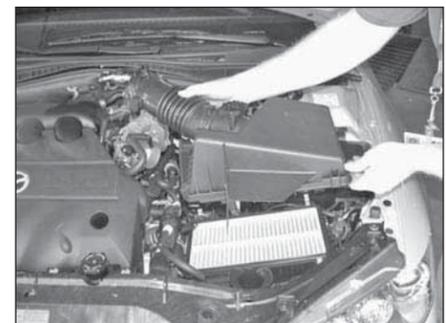
- On 2004 and earlier models, loosen and remove the nut that secures the solenoid to the stock intake tube as shown.
NOTE: 2005 and later model years, disregard this step and continue onto step 6.



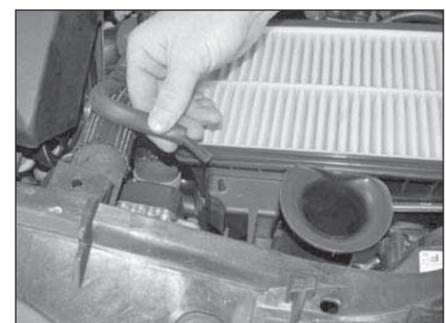
- On 2004 and earlier models, remove the solenoid from the stock intake tube as shown.



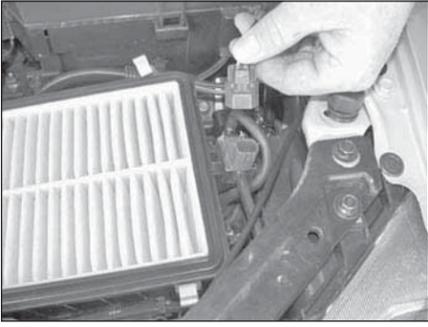
- Loosen the hose clamp at the throttle body.



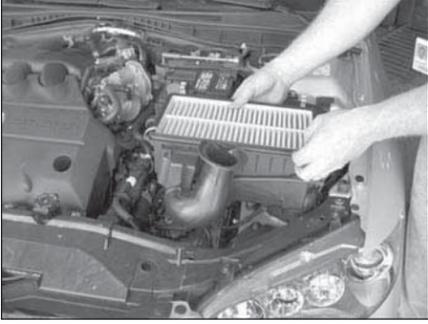
- Unclip the air cleaner lid; then, remove the upper air cleaner assembly.
NOTE: Unclip the mass air sensor wire harness from the side of the assembly.



- Disconnect the vacuum hose from the lower air cleaner assembly as shown.



9. Disconnect the solenoid electrical connection on the side of the lower air cleaner assembly as shown.



10. Pull firmly upwards to release the lower air cleaner assembly from the factory grommets.



11. Loosen and remove the two bolts that secure the air cleaner support bracket to the inner fender as shown.



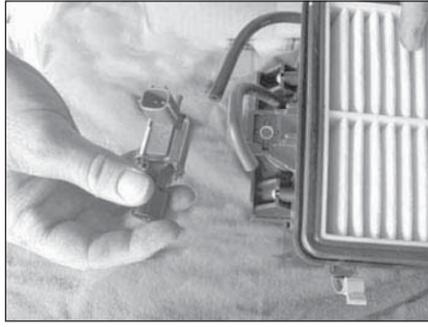
12. Lift the vehicle and support it with jack stands, then remove the front driver side tire as shown.



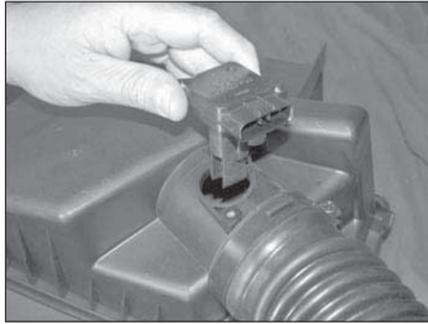
13. Remove the screws and plastic rivets, then lower the inner fender valance as shown.



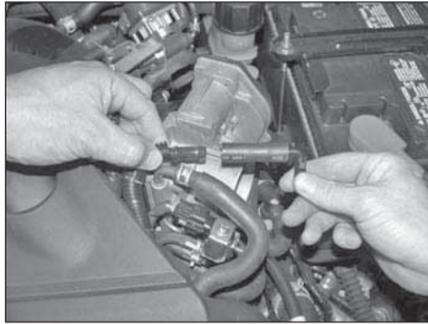
14. From underneath the vehicle loosen and remove the three nuts that secure the air intake resonator, then remove the resonator as shown.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



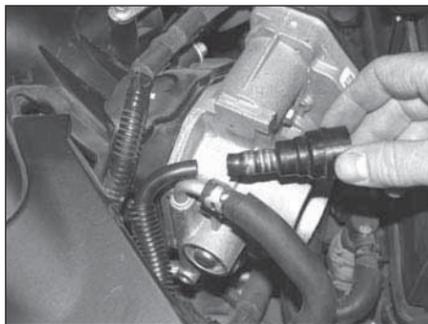
15. Disconnect the vacuum hoses from the solenoid, then remove the solenoid from the side of the air cleaner assembly as shown.



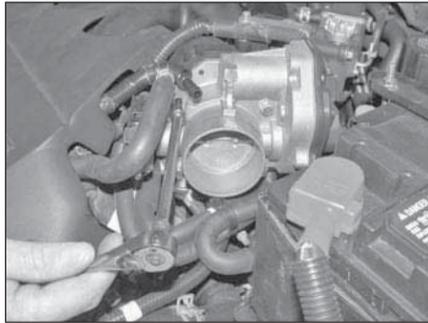
16. Remove the two screws that secure the mass air sensor, then, remove the mass air sensor from the air cleaner lid as shown.



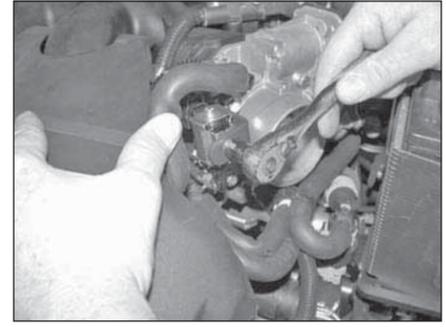
17. On 2004 and earlier models, remove the 90° vent fitting and rubber hose from the crank case vent hard line.



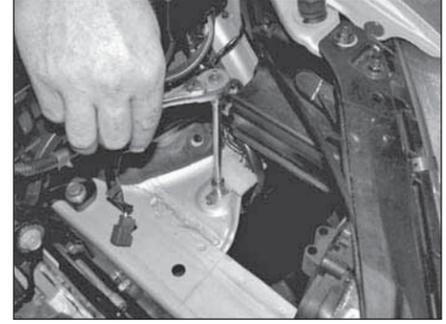
17a. On 2005 and later models, cut the crank case vent hard line just behind the "quick disconnect" fitting.



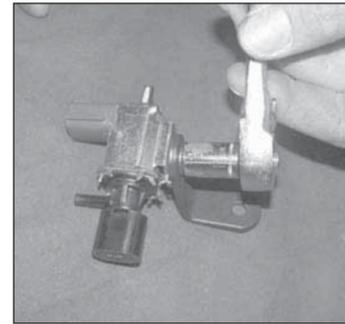
18. Install the provided "Z" bracket onto the throttle body using the stock bolt
NOTE: Torque the bolt to factory specs.



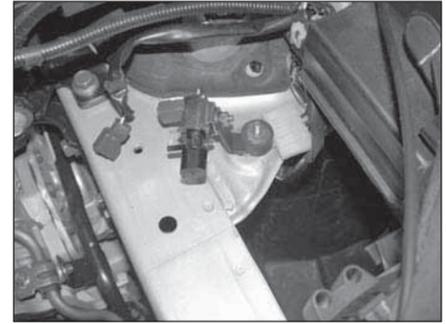
19. Secure the solenoid to the "Z" bracket using the nut removed in step 4.



20. Remove the bolt that secures the ground block to the inner fender as shown.



21. Secure the solenoid from step 15 to the provided "L" bracket using the nut removed in step 15.



22. Secure the solenoid/bracket assembly to the threaded hole from step 21 using the provided rubber mounted stud.

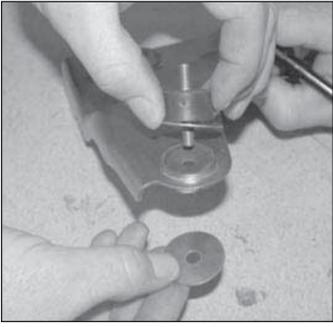
NOTE: The ground block should be mounted underneath the "L" bracket.



23. Remove the stock rubber grommet from the stock air cleaner support bracket as shown.



24. Insert the provided rubber washer into the hole on the stock support bracket as shown.



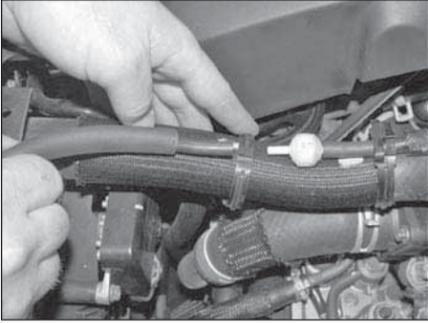
25. Secure the rubber mounted stud to the support bracket using the provided fender washers and nylock nut as shown.



26. Install the provided spacers, washers and hex bolts into the holes on the stock support bracket as shown.



27. Secure the support bracket to the original threaded holes from step 11.



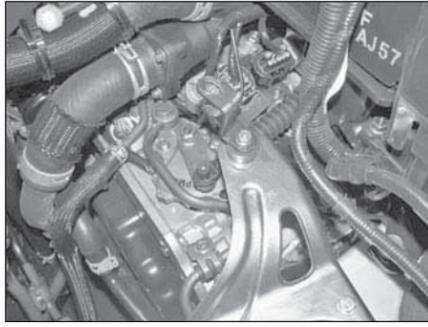
28. Remove the vacuum hose from the one way check valve as shown.



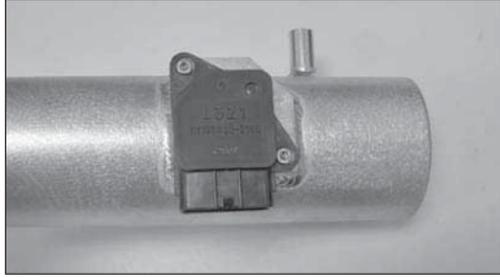
29. Install the provided rubber cap onto the check valve as shown.



30. Install the silicone hose and hose clamp onto the throttle body as shown.



31. Install the provided "Z" bracket onto the rubber mounted stud and secure with the provided hardware.

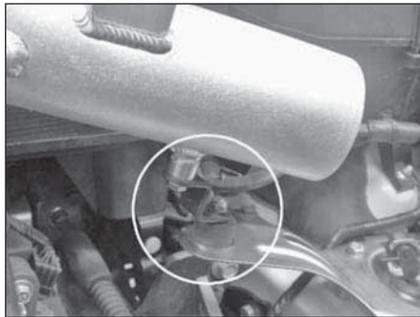


32. Install the stock mass air sensor into the adapter on the K&N® Typhoon® short ram tube and secure with the provided hardware.

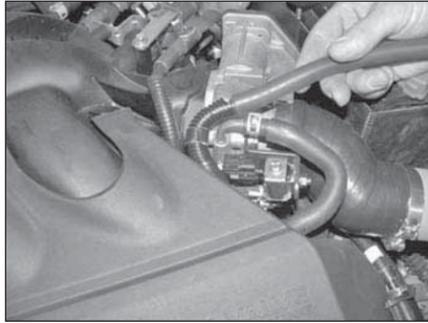
NOTE: Before installing the mass air sensor, inspect the inside of the tube for any debris, then clean the inside out with water and a towel. Inspect the tube one more time before proceeding to the next step.



33. Install the hose clamp onto the silicone hose, then slide the short ram intake tube into the silicone hose. Do not tighten at this time.



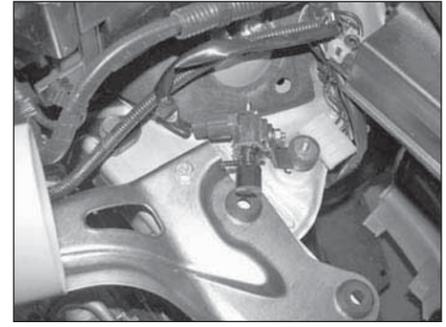
34. Secure the short ram intake tube to the "Z" bracket using the provided hardware as shown in the photograph.



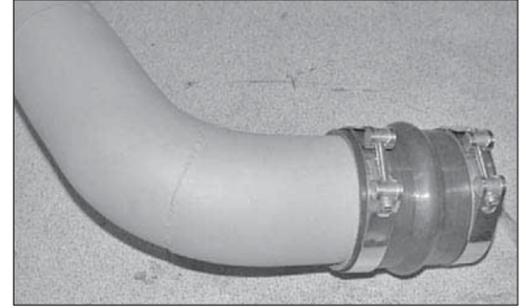
35. Slide the silicone hose onto the stock crank case vent hard line as shown.



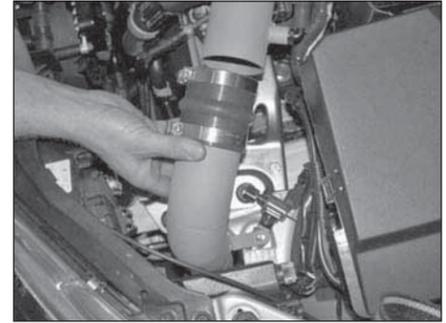
36. Connect the crank case vent hose to the vent fitting on the K&N® intake tube as shown in the photograph.



37. Reconnect the solenoid electrical connection as shown.



38. Slide the silicone hump hose and hose clamps onto the K&N® cold air tube as shown.



39. Slide the cold air tube into the hole in the inner fender. Then line up the tube bracket with the rubber mounted stud as shown.



40. Secure the bracket to the rubber mounted stud using the provided hardware as shown.



41. Slide the silicone hump hose onto the short ram tube and tighten the hose clamps.



42. Install the K&N® Drycharger® onto the K&N® air filter as shown.

NOTE: Drycharger® filter wrap; part number RX-4730DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.

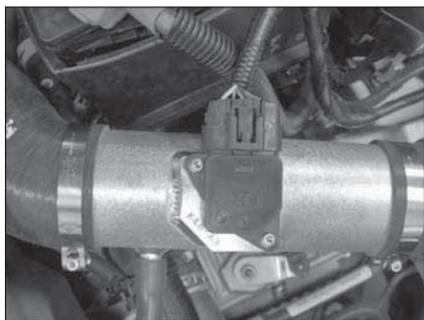


43. From underneath the vehicle install the K&N® air filter onto the cold air tube and secure with the provided hose clamp as shown.

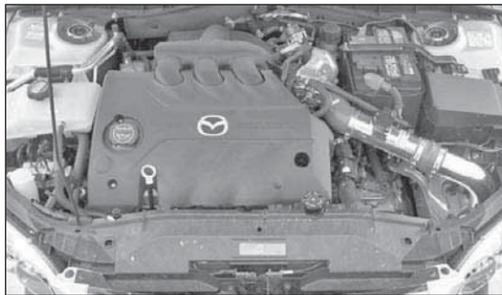
NOTE: Please be aware the Drycharger® is water repellent, not water proof. Depending on conditions and usage the water repellent treatment is good for 1 to 2 years. See the parts list to reorder a new Drycharger® if necessary.

44. Reverse the removal process from step 13 and secure the inner fender valance.

45. Remount the tire and torque to factory specs.



46. Reconnect the mass air sensor electrical connection as shown.



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



48. This K&N® Typhoon® kit has been designed to be used in two different configurations. In the case of inclement weather, the cold air tube can be removed and the air filter can be clamped onto the intake tube located in the engine compartment to avoid the possibility of ingesting water into the engine.

NOTE: If you have any concerns, return the vehicle to stock using the factory equipment.

49. 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.

50. 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., suggests checking the air filter element periodically for excessive dirt build-up. When the element becomes covered in dirt (or once a year), service it according to the instructions on the Recharger® service kit, part number 99-5050 or 99-5000