



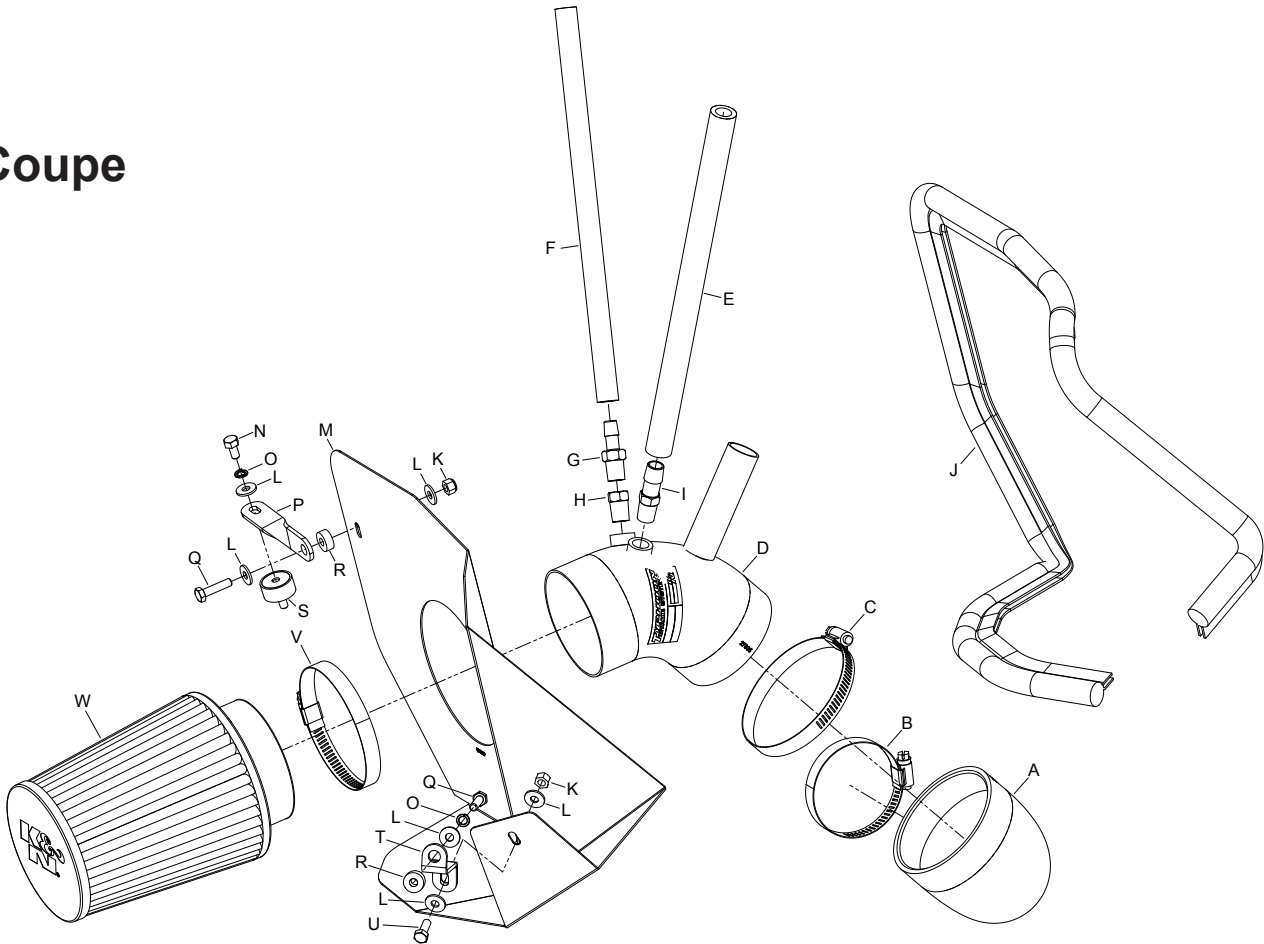
NOT LEGAL FOR SALE OR USE ON ANY POLLUTION
CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR
STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

69-5311TTK
HYUNDAI
2013-14 Genesis Coupe
L4-2.0L Turbo

TOOLS NEEDED:

- Ratchet
- Extension
- 10mm Socket
- Flat Blade Screw Driver
- Phillips Screw Driver
- 14mm Wrench
- 10mm Wrench
- Pliers



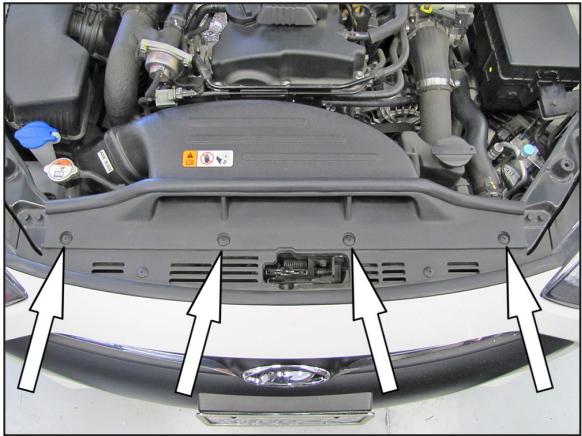
PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A Hose; 3.5"ID To 2.5ID, 90DE	1	08504	I Vent; STRT 1/2" Hose, 1/4" NPT	1	080022	Q Bolt; M6-1.00 X 25MM	2	07858
B Hose Clamp #40	1	08554	J Edge Trim (61")	1	102492	R Spacer; .625" OD X .250"ID	2	06555
C Hose Clamp #56	1	08620	K Nut; 6MM Nylock, Hexhead, SS	2	07512	S Stud; Rubber MNT, M/F, 1/2"L	1	070228
D Intake Tube	1	27335TK	L Washer; 6MM Flat, SS	6	08269	T Bracket, "Z", 69-5311, STL	1	064306
E Hose; 1/2" ID X 12"L	1	087031	M Heat Shield	1	073139	U Bolt; 6MM-1.00 X 16MM, SS	1	07812
F Hose; 3/8"ID X 12"L	1	08412	N Bolt; M6 X 1.00 X 12MM	1	07727	V Hose Clamp # 60	1	08624
G Vent; STRT, 3/8"Hose, 1/4"NPT	1	08047	O Washer; M6 Split Lock Zinc	2	1-3025	W Air Filter	1	RC-4630XD
H Plug; 1/4 NPT, Plastic, Black	1	08032	P Bracket; 57-9016, TB/PC	1	26606			

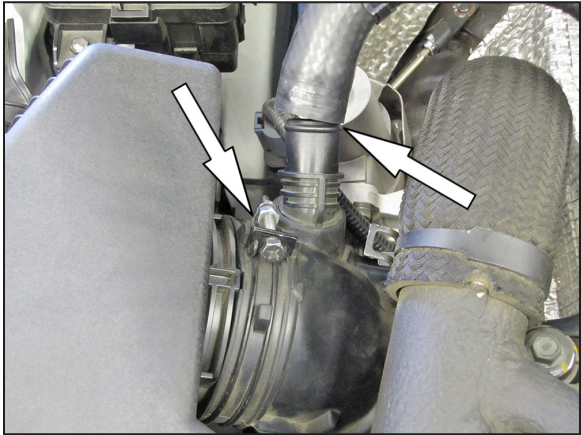
NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

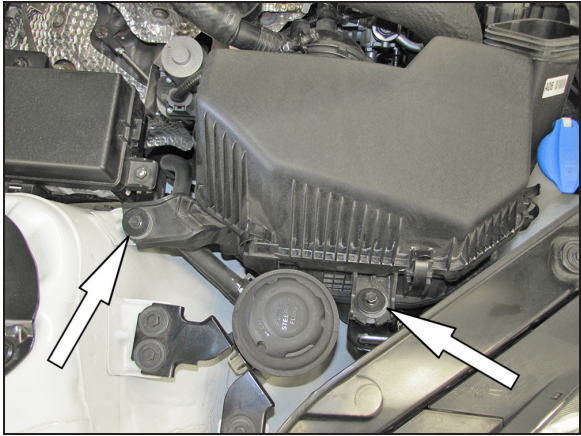
1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after 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 four plastic screws which secure the fresh air intake scoop to the core support and then remove the fresh air scoop from the vehicle.



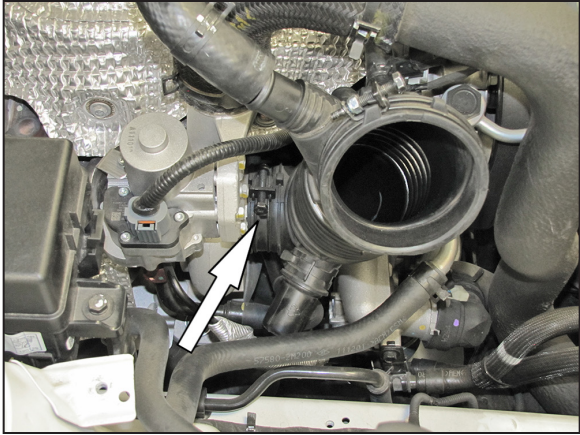
3. Release the spring clamp securing the BOV hose and then disconnect the hose from the factory intake tube. Loosen the hose clamp which secures the factory intake hose to the upper air box.



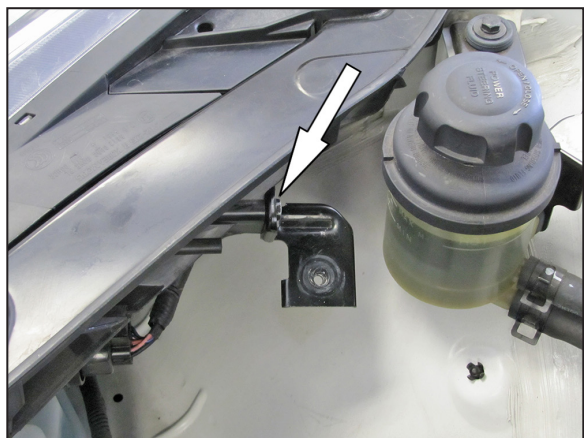
4. Remove the two bolts which secure the factory air box to the inner fender.



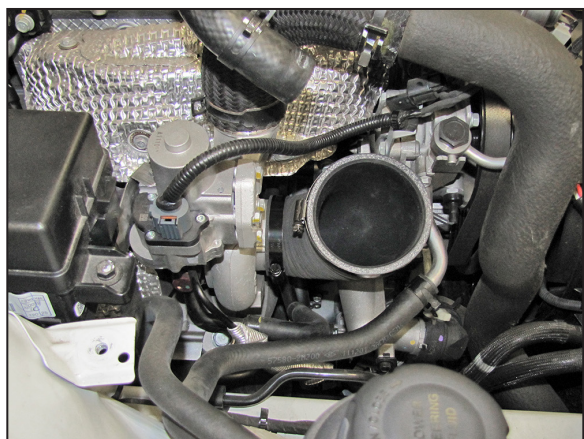
5. Disconnect the factory intake hose and then remove the complete air box assembly from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



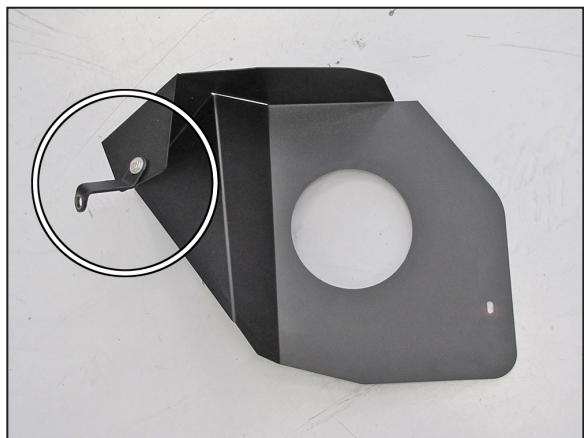
6. Loosen the hose clamp securing the factory intake hose to the turbo inlet. Remove the factory intake hose from the vehicle.
NOTE: the EVAP vent line will need to be disconnected from the intake hose, some models may be equipped with two vent lines.



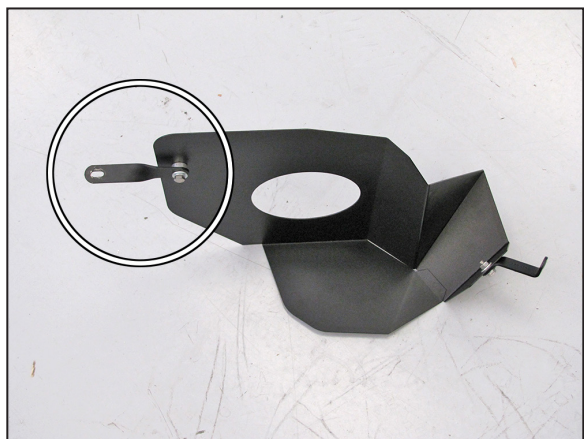
7. Remove the factory air box mounting bracket shown from the back of the headlight.



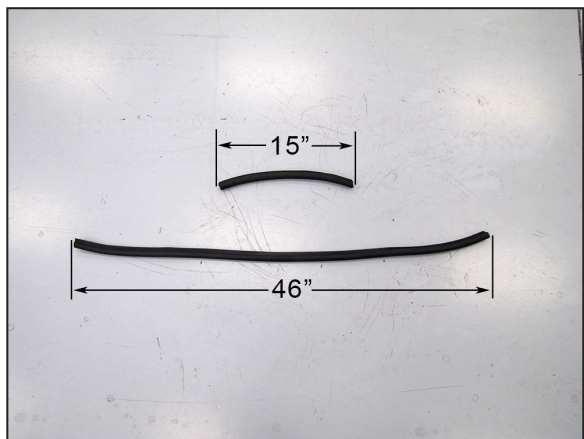
8. Install the provided elbow hose (08504) onto the turbo inlet and secure with the provided hose clamp.
NOTE: Do not completely tighten at this time.



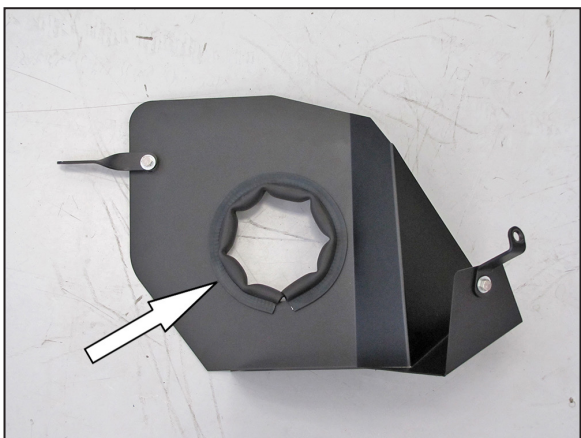
9. Install the provided heat shield mounting bracket (064306) onto the heat shield as shown using the provided hardware.



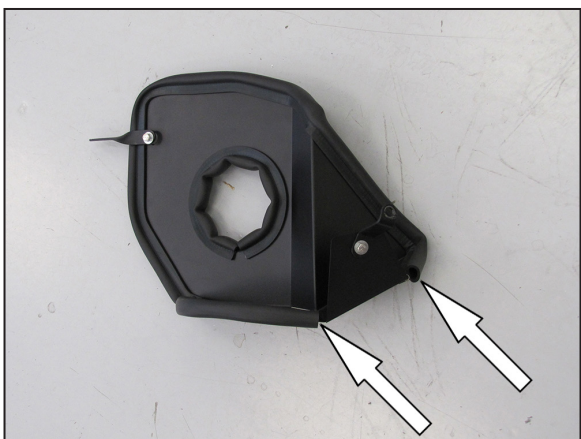
10. Install the provided heat shield mounting bracket (26606) onto the heat shield as shown using the provided hardware and spacer.



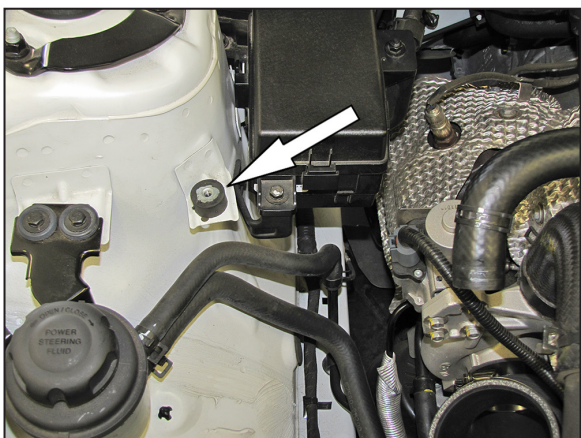
11. Cut the edge trim into two sections, one section will be 15" long and one section will be 46" long.



12. Install the 15" section of edge trim into the hole of the heat shield as shown.



13. Install the 46" section of edge trim around the outside of the heat shield as shown.



14. Install the provided rubber mounted stud onto the factory air box mounting location on the inner fender.



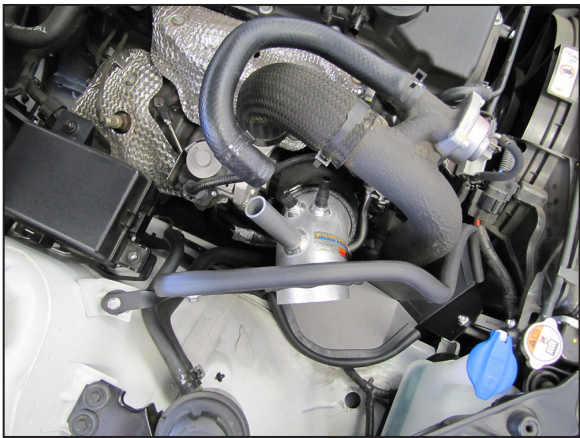
15. Remove the upper, right fan shroud mounting bolt shown.



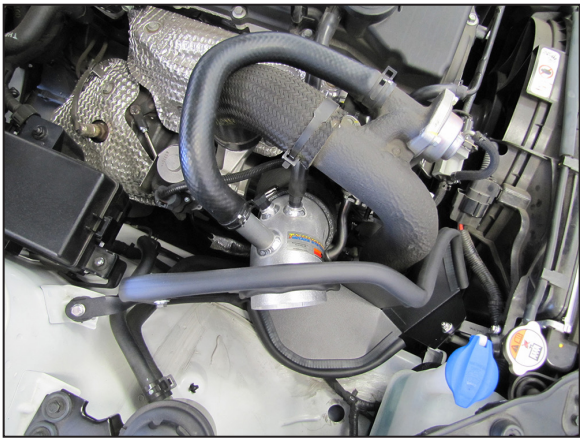
16. Install the heat shield assembly into the vehicle and secure to the rubber mounted stud and fan shroud using the provided hardware.



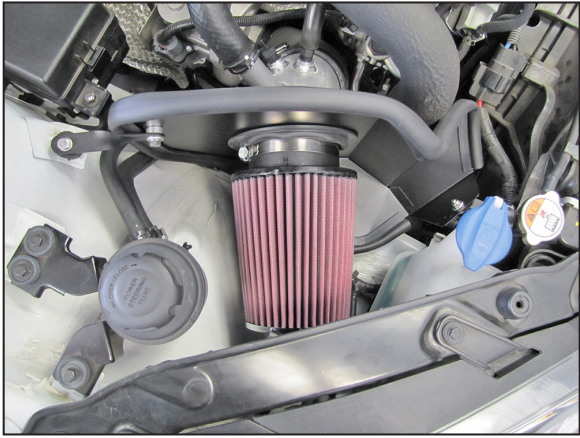
17. Install the provided fittings into the K&N® intake tube as shown.
NOTE: On models equipped with a manual transmission, it will be necessary to install two vent fittings.
NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



18. Install the K&N® intake tube into the heat shield and silicone hose then adjust the hose and tube for best fit and secure with the provided hose clamps.



19. Connect the BOV and EVAP hoses to the K&N® intake tube.
NOTE: Some models may be equipped with two EVAP vent lines, on vehicles with only one vent line the provided NPT plug is to be used in the second port.



20. Install the K&N® air filter and secure with the provided hose clamp.
NOTE: Drycharger® air filter wrap; part # RC-4630DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>®.



21. Reinstall the fresh air intake scoop and secure with the factory hardware.



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

23. 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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