



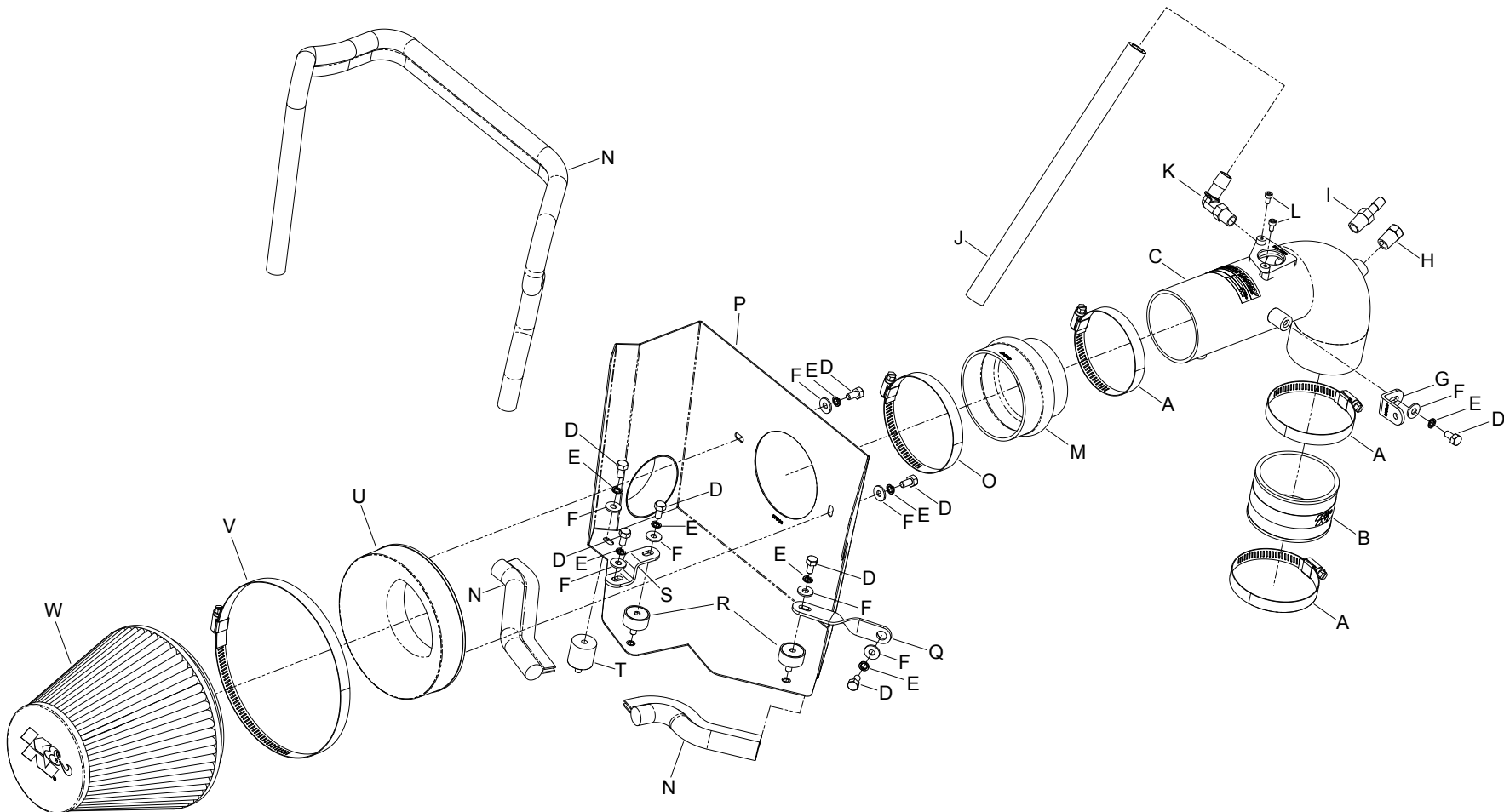
# INSTALLATION INSTRUCTIONS

Not legal for sale or use in California on any pollution controlled motor vehicle.

## 69-8620TTK TOYOTA 2012-17 Camry L4-2.5L

### TOOLS NEEDED:

- 3mm Allen Wrench
- 10mm Socket
- 16mm Socket
- 10mm Wrench
- Ratchet
- Extension
- Flat Blade Screw Driver
- Phillips Screw Driver
- Pliers



### PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A HOSE CLAMP #48	3	08601	I VENT; 5/16" BARBED, 1/4 NPT	1	08908	Q BRACKET; SHORT TWIST	1	070702
B HOSE; 3"ID X 2"L MOLDED	1	08434	J HOSE; 5/8"ID X 13"L	1	08602	R STUD; RUBBER MNT, M/F, 1/2"L	2	070228
C INTAKE TUBE; 3"OD X 14"L	1	27544TK	K VENT; 90, 5/8" HOSE, 1/4"NPT	1	08525-1	S BRACKET; "Z"	1	070061
D BOLT; M6 X 1 X 12MM, HEXHD	8	07727	L BOLT; M4-.7 X 8MM, ALNHD	2	07733	T STUD; RUBBER MOUNT, M6	1	02033
E WASHER; M6 SPLIT LOCK ZINC	8	1-3025	M HOSE; HUMP 3.5" TO 3"ID	1	084079	U ADAPTER; UNIVERSAL, 6"	1	21512-1
F WASHER; 6MM FLAT,SS	8	08269	N EDGE TRIM; (50"L)	1	102481	V HOSE CLAMP #104	1	08697
G BRACKET; "L", SML	1	070066A	O HOSE CLAMP #56	1	08620	W AIR FILTER	1	RU-1048
H PLUG; 1/4 NPT, PLASTIC	1	08032	P HEAT SHIELD	1	073125			

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. Disconnect the mass air sensor electrical connection.



3. Disconnect the EVAP solenoid electrical connection.





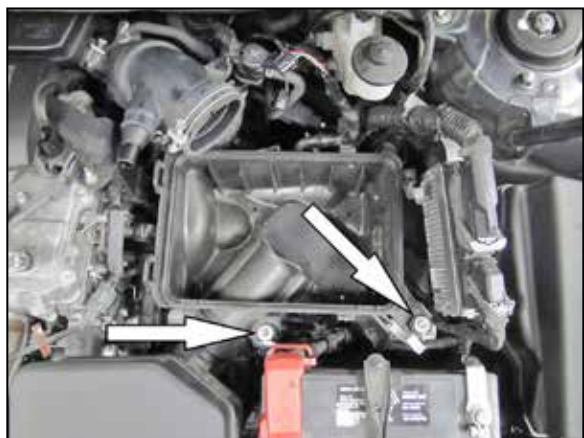
4. Release the spring clamps securing the Crank case vent hose and then remove the crank case vent hose from the vehicle.



5. Loosen the hose clamp securing the intake hose to the air box lid.



6. Release the two air box lid retaining clips and then remove the air box lid and factory air filter from the vehicle.



7. Remove the two bolts securing the lower air box to the vehicle, then pull the lower air box up to release it from the mounting grommet, disconnect it from the fresh air intake duct and remove it from the vehicle.



8. Unbolt the EVAP solenoid from the mounting bracket.

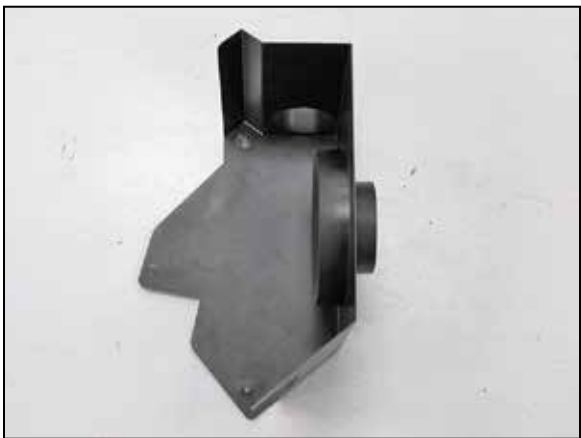


9. Loosen the hose clamp securing the intake hose to the throttle body and remove the intake hose from the vehicle.

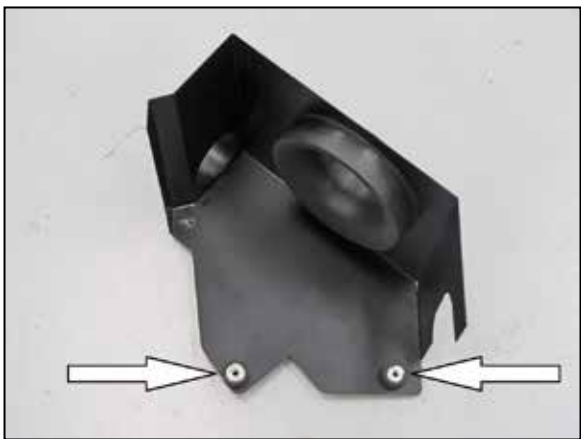
**NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.**



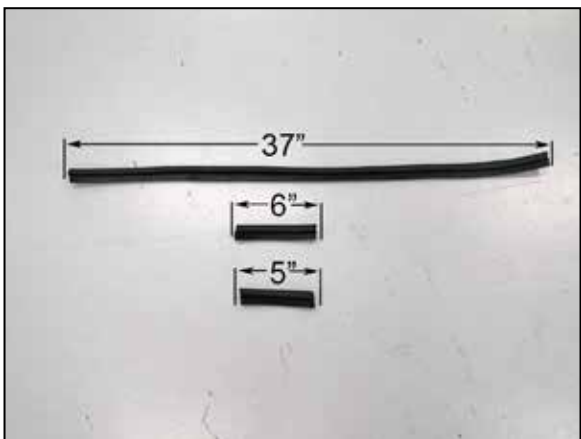
10. Remove the bolt securing the rear air box mounting bracket to the strut tower and then remove the bracket from the strut tower.



11. Install the provided filter adapter into the heat shield and secure with the provided hardware.



12. Install the two 1/2" rubber mounted studs onto the heat shield as shown.



13. Cut the provided edge trim into three sections, one section will be 5" long, one section will be 6" long and the final section will be 37" long.



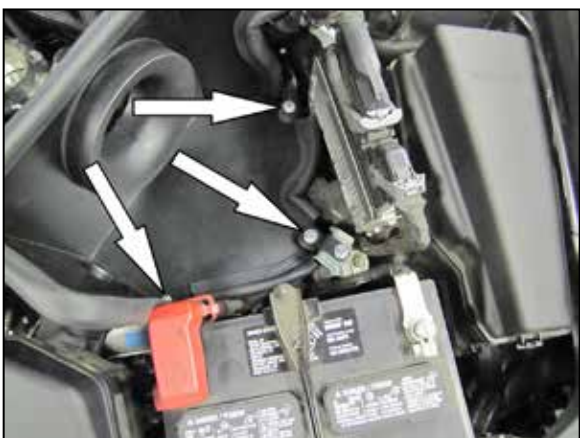
14. Install the edge trim onto the heat shield as shown.



15. Install the heat shield mounting bracket (070702) onto the inner fender air box mounting location from step #10.



16. Install the 1" rubber mounted stud onto the front air box mounting location as shown.



17. Install the heat shield into the vehicle so the fresh air duct slides over the tube on the heat shield and the heat shield sits on the mounting locations. Secure the heat shield to the rubber mounted studs and brackets with the provided hardware.

**NOTE: Use "Z" bracket (070061) at the center mounting location.**



18. Install the provided silicon hose (08434) onto the throttle body and secure with the provided hose clamp.





19. Remove the two screws securing the mass air sensor into the upper air box and then remove the mass air sensor from the upper air box.



20. Install the mass air sensor into the K&N intake tube and secure with the provided hardware.



21. Install the 90° vent fitting into the K&N intake tube as shown.  
**NOTE: NPT fittings are easy to cross thread. Install the vent fitting “hand” tight, then turn it two complete turns with a wrench.**



22. On vehicles not equipped with an EVAP hose connected to the intake tube, install the provided NPT plug onto the K&N intake tube. On vehicles Equipped with an EVAP hose to the Intake tube, install the 5/16” vent fitting into the K&N intake tube.



23. Install the EVAP bracket (070066) onto the K&N intake tube using the provided hardware.  
**NOTE: Do not completely tighten the bracket at this time.**



24. Install the provided hump hose (084079) all the way onto the K&N intake tube as shown. Do not tighten the hose clamps at this time.



25. Install the K&N intake tube assembly into the silicone hose at the throttle body, align with the filter adapter and then slide the hump hose onto the filter adapter. Secure the hose with the provided hose clamps.



26. Secure the EVAP solenoid to the bracket installed onto the K&N intake tube during step #23 using the provided hardware. Adjust the solenoid and bracket for best fit and then tighten the bolt securing the bracket.



27. Install the provided silicone hose onto the vent fitting installed into the K&N intake tube and then to the fitting on the valve cover as shown.  
**NOTE: Some trimming of the vent hose may be necessary for proper fit.**



28. Reconnect the EVAP solenoid and Mass air sensor electrical connections.



29. Install the K&N air filter onto the filter adapter and secure with the provided hose clamp.  
**NOTE: Drycharger air filter wrap; part # RF-1048DK is available to purchase separately. To learn more about Drycharger filter wraps or look up color availability please visit <http://www.knfilters.com>.**



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

31. 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.