

INSTALLATION INSTRUCTIONS

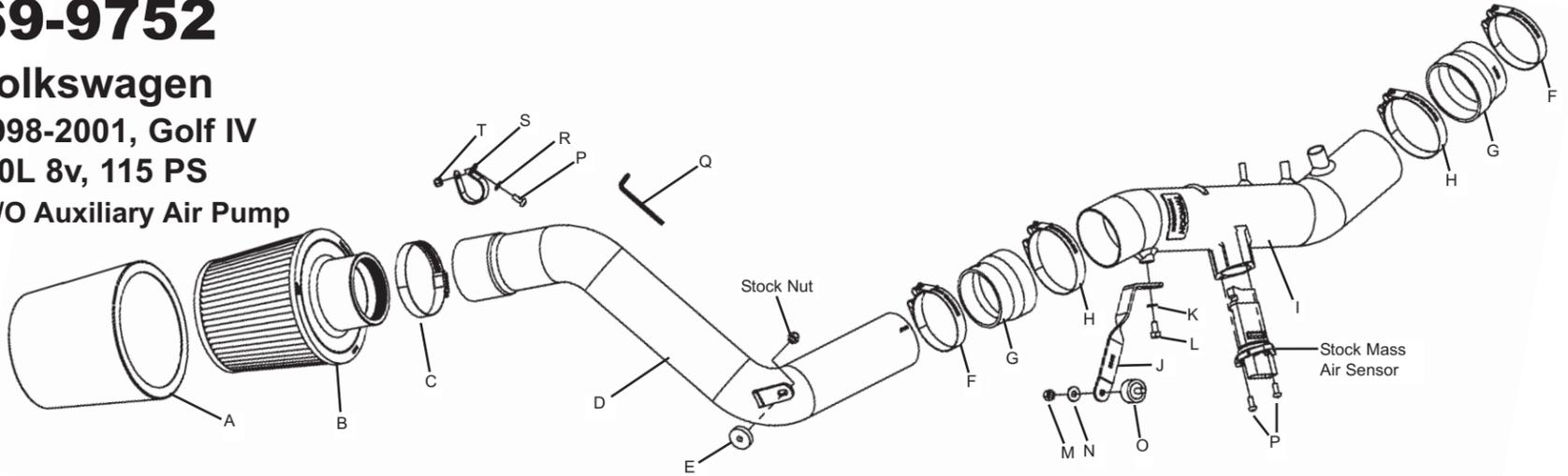
69-9752

Volkswagen

1998-2001, Golf IV

2.0L 8v, 115 PS

W/O Auxiliary Air Pump



Tools Needed:

8 mm Spanner
10 mm Spanner
Pliers
3 mm Allen Wrench
Car Jack
13 mm Socket wrench & Extension
10 mm Socket wrench
Phillips head screw driver
Pair of axle stands
Ratchet
Flat blade screwdriver
5Spline torx bit T20

PARTS LIST

Description	Qty.	p/n	Description	Qty.	p/n
A Drycharger Element	1	971001	K Wave Washer, 6mm, SS	1	08277
B Filtercharger Element	1	KRU4960	L Bolt, M6x16mm, SS	1	07703
C #44 Hose Clamp	1	08577	M Nut, M6, Nylock	1	07512
D Cold Air Extension Tube	1	27167	N Washer, 6mm, SS	1	27167
E Nylon Spacer	1	06544	O Rubber Vibration Mount	1	07027
F #275 Barrel Clamp	2	084061	P Bolt, M5x0.8x12mm, SS	3	07734
G Silicone Hose, Stepped	2	084016	Q Wrench, Allen, 9/64"	1	69802
H #300 Barrel Clamp	2	084062	R Wave Washer, M5	1	08268
I Throttle Body Tube	1	27382	S P-Clip, Nylon	1	07289
J Bracket, L-Twist	1	06436	T Nut, M5, Nylock	1	07507

TO START:

1. Turn the vehicle's ignition OFF.



2. Remove the battery cover and disconnect the negative battery terminal.



3. Disconnect the Mass Air Sensor (MAS) electrical connection as shown.



4. Carefully unclip the hose clamp from the MAS using a pair of pliers as shown.



5. Remove the 2 airbox mounting bolts as shown.



6. Remove the complete airbox from the vehicle as shown.



7. Remove the nut that secures the air inlet duct to the inner fender stud, then remove the inlet duct as shown. Attention: the nut will be re-used!



8. Unscrew and carefully remove the MAS from the airbox as shown.



9. Remove the outer core support cover, which is secured by two screws.



10. Remove the inner core support cover, which is secured by two screws.



11. Remove the battery hold down block as shown.



12. Disconnect the fuse/harness assembly from the positive battery terminal as shown.



13. Disconnect the positive battery terminal as shown.



14. Remove the complete battery with the battery cover as shown.

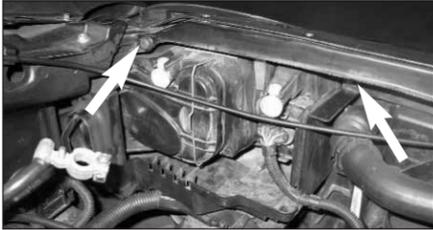


15. Remove the battery tray which is secured by four bolts.

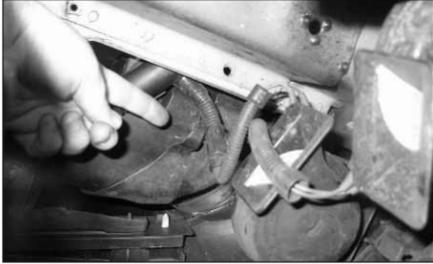


16. Taking all the necessary safety precautions lift the front of the vehicle upwards and support it with jack stands as shown.

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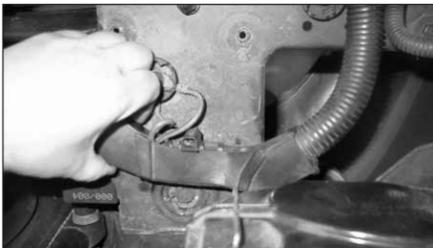
17. Remove the two indicated upper plastic rivets from the inner plastic headlight cover.



18. From underneath the vehicle, remove indicated the lower plastic rivet from the inner plastic headlight cover .



19. Remove the complete inner plastic headlight cover from the vehicle as shown.



20. Remove the wire harness from the stud on the inner fender as shown.



21. Using the provided plastic clamp secure the harness to the inner fender using the M5 hardware supplied.



22. Reinstall the battery tray using the original four bolts.



23. Remove the small vacuum hose from the intake hose as shown.



24. Remove the crank case vent hose from the intake hose as shown.



25. Remove the small vacuum hose underneath the crank case vent as shown.



26. Undo the clamp and remove the complete intake hose from the vehicle as shown.



27. Mount the MAS onto the new intake tube using the two M5 bolts supplied.

NOTE: Before installing , inspect the inside of the tube for any debris, then clean the inside out with water and a towel.



28. Fit a silicone stepped hose supplied onto the throttle body using the #275 barrel clamp supplied. To tighten, use the 9/64" Allen wrench supplied.



29. Screw the rubber vibration stud supplied into the original air box mounting point as shown, and mount the "L" bracket onto the stud using the M6 nut and waved washer supplied. Do not fully tighten yet!



30. Slide the new intake tube into the silicone hose using the #300 barrel clamp supplied as shown. Don't fully tighten yet!



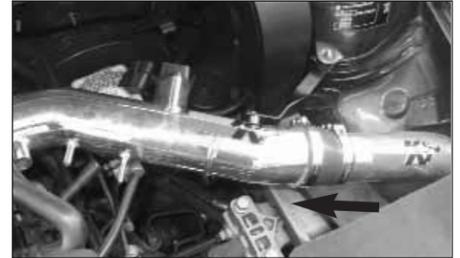
31. Mount the bracket to the stud on the intake tube using the wave washer and M6 bolt supplied as shown. Don't fully tighten yet!



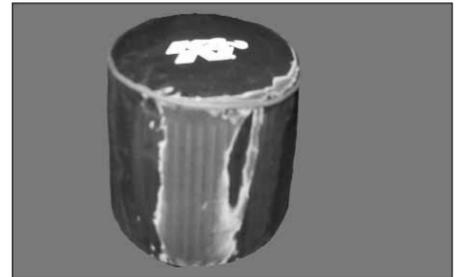
32. Install a silicone hose and the two barrel clamps onto the cold air extension tube as shown. Make sure to fit the hose over the non-swaged end of the tube & don't fully tighten yet!



33. Fit the nylon spacer supplied over the stud on the inner fender. Now feed the swaged end of the cold air extension tube into the hole in the inner fender, then line up the bracket with the stud as shown and secure with the nut removed in step 7. Don't fully tighten yet!



34. Slide the hose installed in step 32 over the intake tube as shown (direction indicated by the arrow) and secure both barrel clamps. Now adjust the tubes for best fit and clearance and tighten all securing hardware and hose clamps.



35. Fit the Drycharger around the filter.
NOTE: The Drycharger's water repellent properties will last up to two years. See the parts list to re-order Drycharger if necessary.



36. From underneath the vehicle install the filter onto the cold air tube using the hose clamp supplied.



37. Reinstall the battery and the battery hold down block.



38. Reconnect the positive battery terminal and the fuse/harness assembly as shown.



39. Reconnect the negative battery terminal, the battery cover and the two core support covers as shown.



40. Reconnect the MAS electrical connection as shown.

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41. Fit the crank case vent hose onto the intake tube as shown.



42. Refit the two vacuum hoses onto the intake tube as shown.



43. Double check to make sure everything is tight and properly positioned before starting the vehicle.

44. It will be necessary for all Typhoons to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.



45. To finish the kit off, it is possible to cut a small section out of the grill insert and place it back as shown on.



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



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 suggests checking the Filtercharger 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 available from your K&N dealer. 99-5000 or 99-5050