



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

69-9507TTK VOLKSWAGEN

2014-16 Jetta GLI

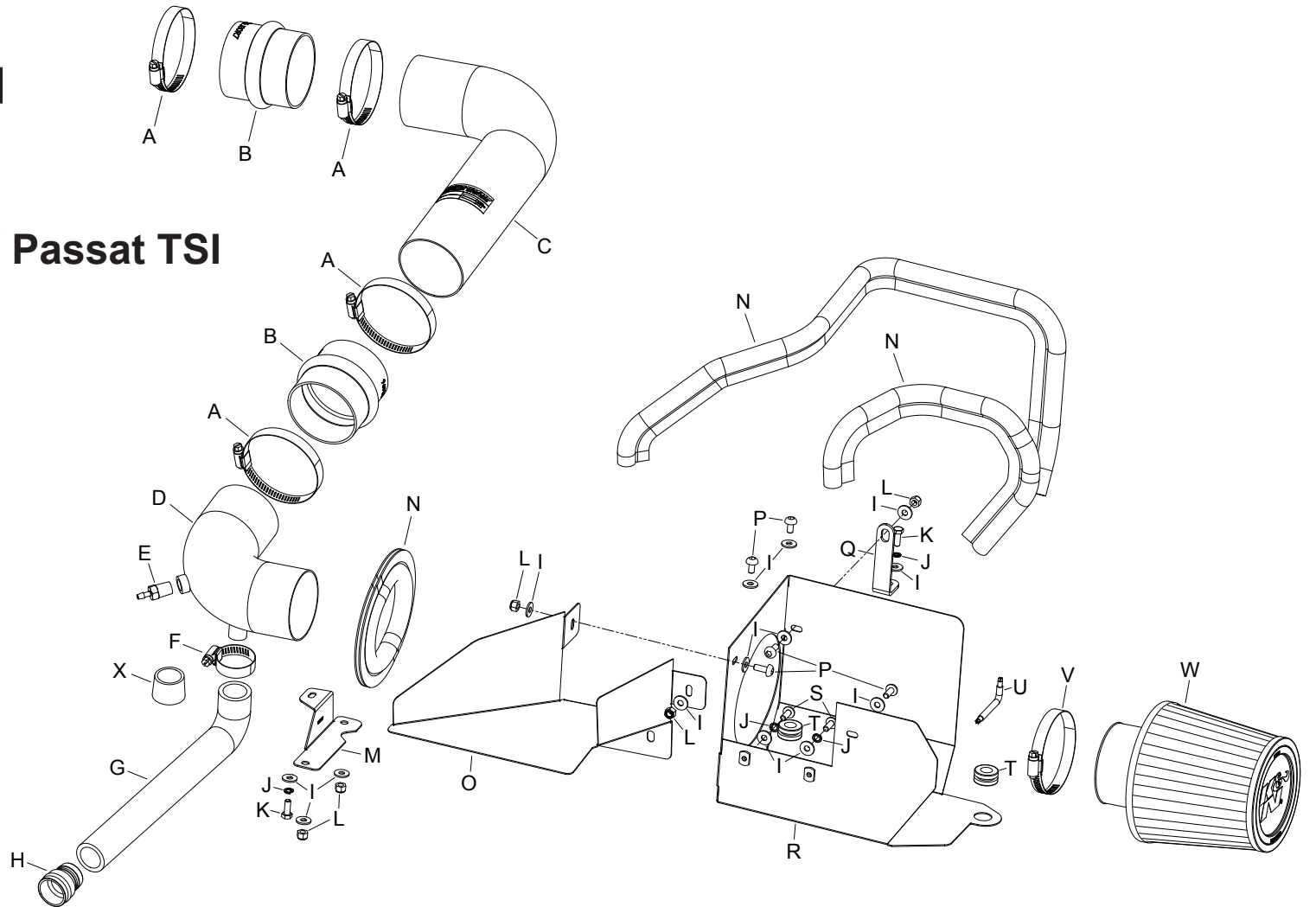
L4-2.0L Turbo

2014-16 Jetta TSI / Passat TSI

L4-1.8L Turbo

TOOLS NEEDED:

ratchet
extension
10mm socket
t30 torx
4mm allen
channel lock pliers
flat blade screw driver
10mm wrench



PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A hose clamp #48	4	08601	I washer; 6mm flat, ss	14	08269	Q bracket; "I" 69-3510, stl, tb/pc	1	010051
B hose; 3" id x 3" l hump reinforced	2	08696	J washer, m6 split lock zinc	4	1-3025	R heat shield	1	074060
C intake tube	1	27626TK	K bolt; 6mm-1.00 x 16mm, ss	2	07812	S bolt; m6 x 1.00" 12mm, ss	2	07794
D intake tube	1	27614TK	L nut; 6mm nylock, hexhead, ss	5	07512	T grommet; 1"od, 1/2" id, 1/2" thk	2	08064
E vent; strt, 3/16 barbed 1/4" npt	1	080021	M bracket; "z", 69-9504, mild stl	1	083132	U wrench; torx t20 t/r, l-key	1	69801
F hose clamp #20	1	08436	N edge trim (61")	1	102492	V hose clamp #52	1	08610
G hose; 1" id x 11" l w/ 1" l 90deg	1	08479	O heat shield scoop	1	074062	W air filter	1	RU-4990
H adaptor; 1-1/8" od quick-connect	1	088012	P bolt; m6 x 1.00 x 16mm, ss	5	07730	X caplug; 15/16" id, 3/4" l	1	08246

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.

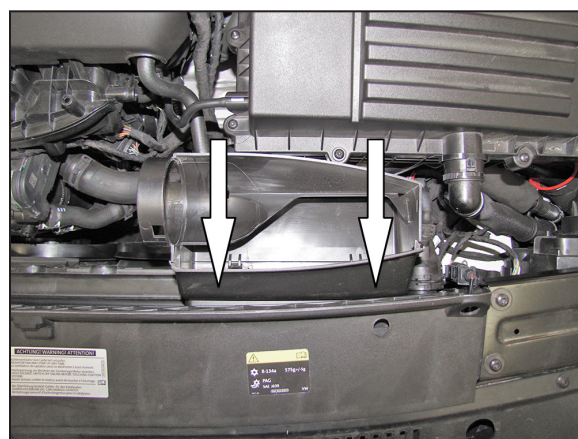
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied 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.



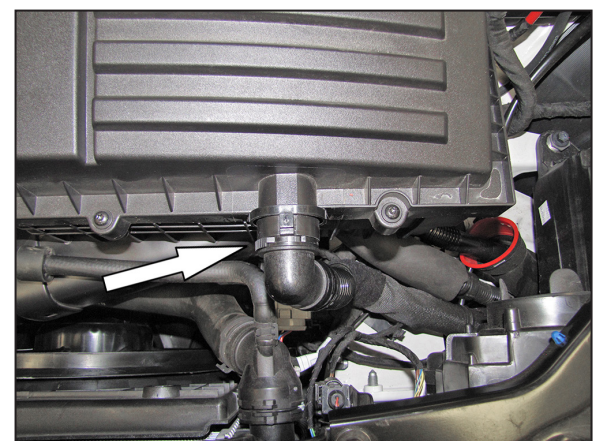
2. Release the fresh air intake scoop lid from the retaining tabs and then remove the lid from the fresh air intake scoop.



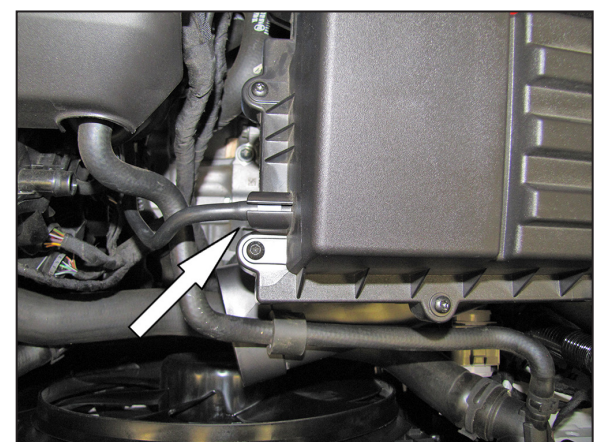
3. Release the fresh air intake tube from the tabs in the lower air filter housing and fresh air intake scoop and then remove the tube from the vehicle.



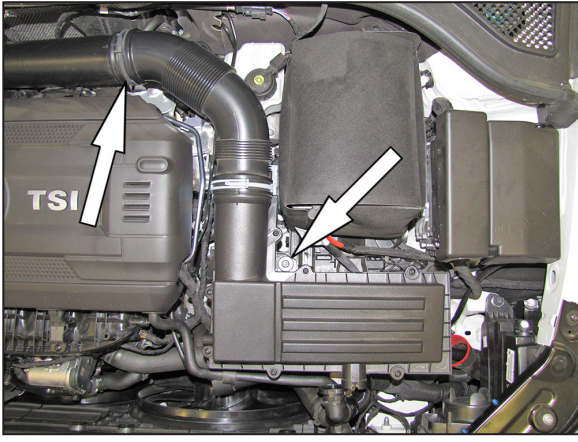
4. Remove the two screws securing the fresh air intake scoop to the core support and then remove the scoop from the vehicle.



5. Disconnect the air injection hose from the upper air filter housing.
NOTE: Some model vehicles may not be equipped air injection.

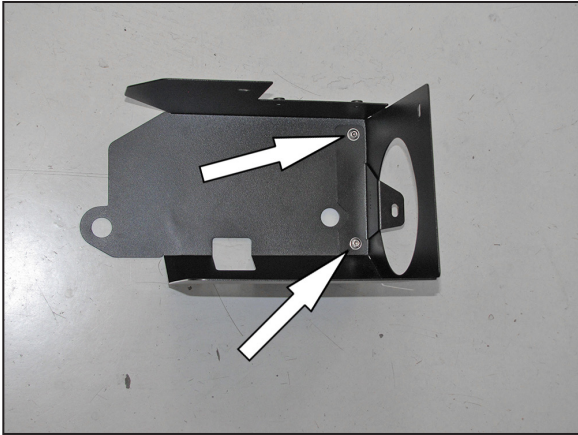


6. Disconnect the vacuum line from the air filter housing.

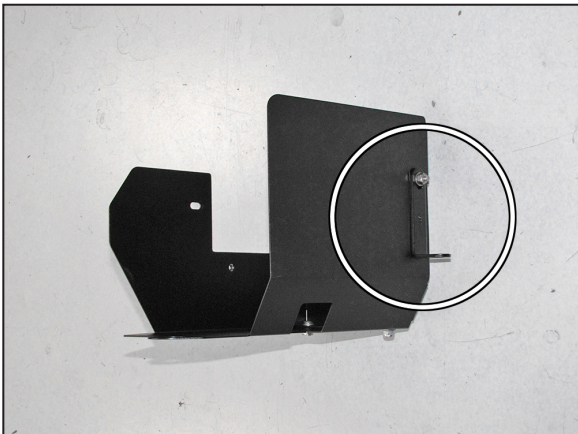


7. Release the spring clamp securing the intake tube to the turbo inlet then loosen the screw securing the air filter housing to the mount. Lift up the air filter housing to dislodge it from the mounting grommets and then remove the air filter/hose assembly from the vehicle.

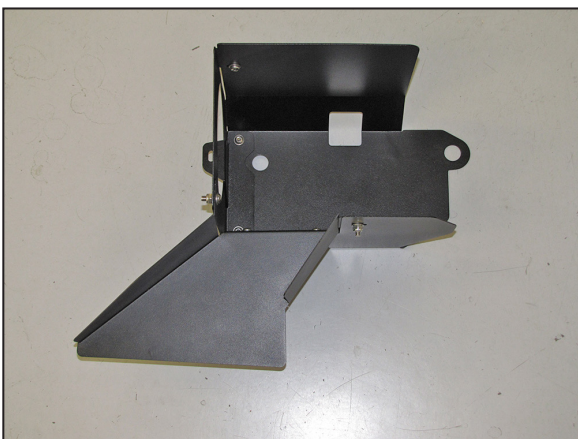
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



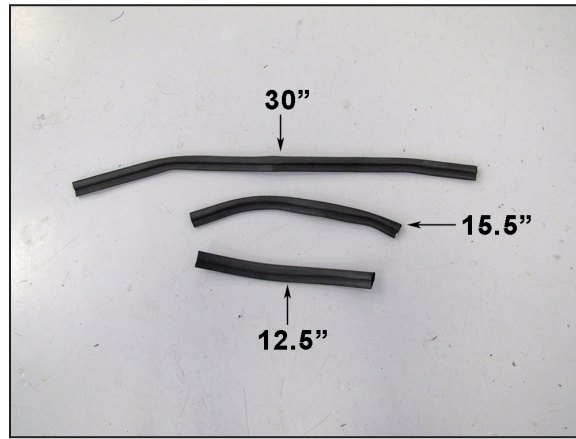
8. Install the tube mounting bracket (083132) onto the heat shield as shown and secure with the provided hardware.



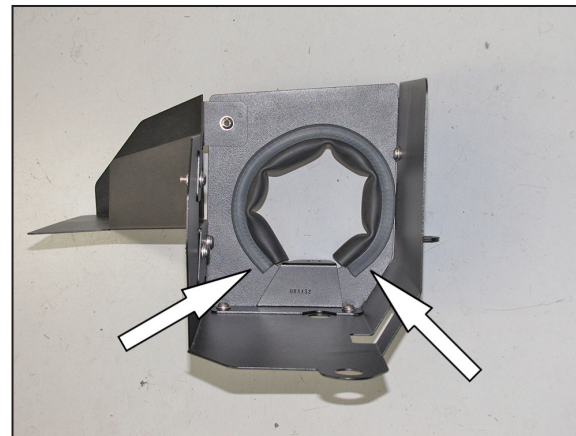
9. Install the provided heat shield mounting bracket (010051) onto the heat shield using the provided hardware.



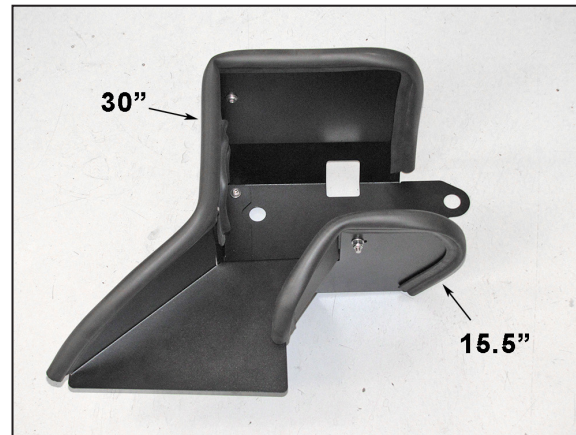
10. Install the provided fresh air intake scoop onto the heat shield and secure with the provided hardware.



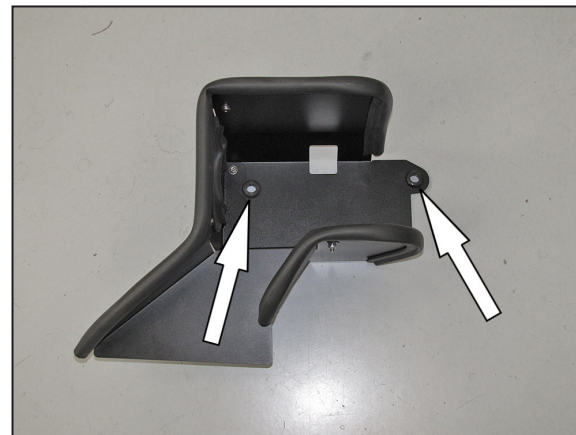
11. Cut the provided edge trim into three sections. One section will be 30" long, one section will be 15.5" long and the last section will be 12.5" long.



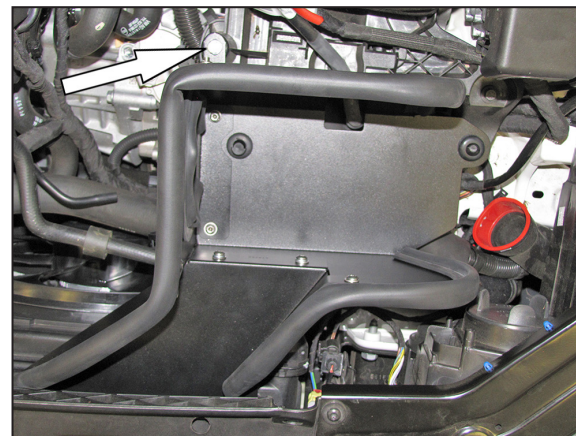
12. Install the 12.5" section into the heat shield as shown.



13. Install the 30" and 15.5" sections onto the heat shield as shown.



14. Install the two provided grommets into the heat shield as shown.



15. Install the heat shield assembly onto the mounting studs and secure the mounting bracket to the air filter housing with the provided hardware.



16. Install the provided coupling hump hose (08696) onto the turbo inlet and secure with the provided hose clamp.



17. Install the secondary K&N® intake tube (27626) into the coupling hose at the turbo inlet and secure with the provided hose clamp.

NOTE: Do not completely tighten the hose clamp at this time.



18. Install the provided vent fitting into the K&N® intake tube as shown.

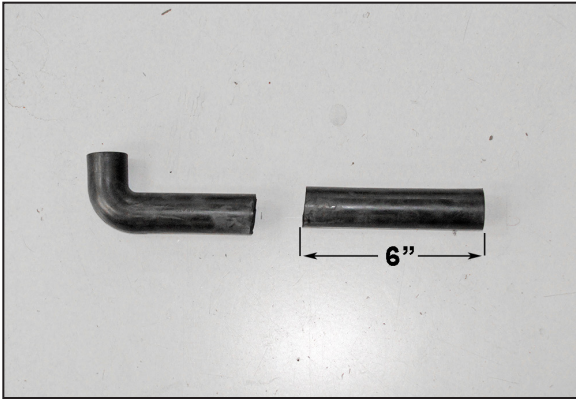
NOTE: Plastic NPT fittings are easy to cross thread. Install the vent fitting "hand" tight, then turn it two complete turns with a wrench.



19. Install the remaining coupling hump hose (08696) onto primary K&N® intake tube and secure with the provided hose clamp.



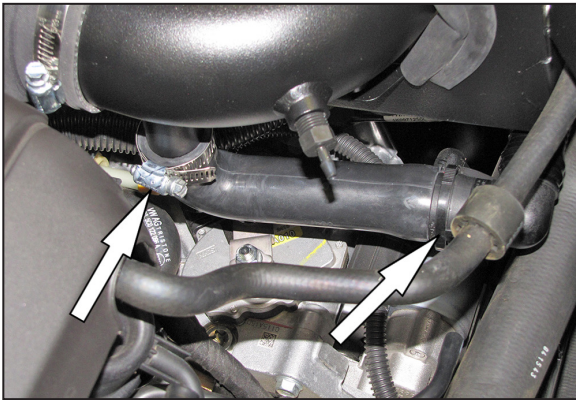
20. Install the primary intake tube onto the secondary tube and align with the mounting bracket installed onto the heat shield. Adjust the tubes for best fit and then secure with the provided hose clamps and hardware.



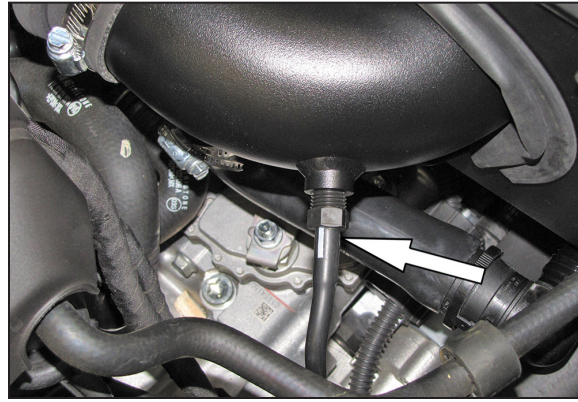
21. On vehicles that are equipped with air injection, Cut 6" off of the provided air injection hose as shown.



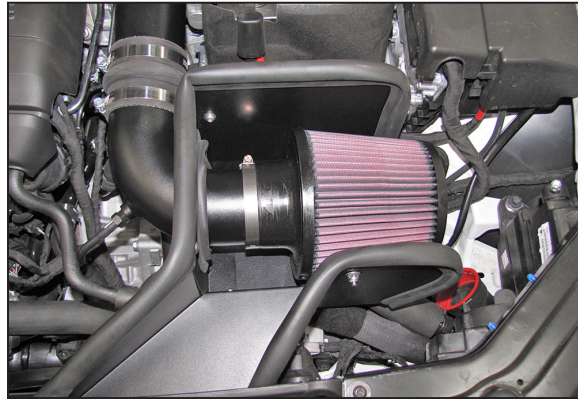
22. On vehicles that are equipped with air injection, Install the provided quick disconnect fitting into the remaining air injection hose as shown.



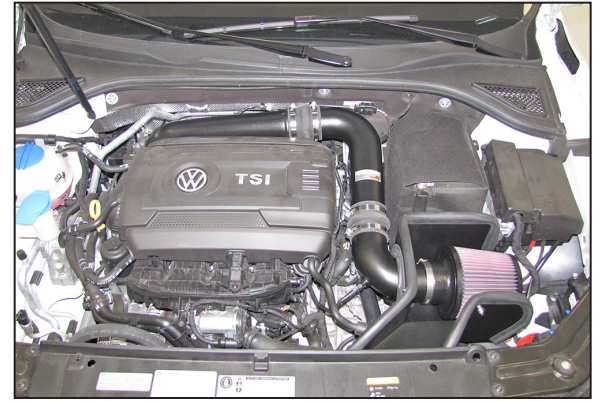
23. On vehicles that are equipped with air injection, Install the air injection hose assembly into the factory quick disconnect fitting and then install the open end onto the fitting installed on the intake tube. Secure the hose to the intake tube with the provided hose clamp. On vehicles that are not equipped with air injection, install the provided capplug onto the air injection port of the K&N® intake tube and secure with the provided hose clamp.



24. Connect the vacuum line to the fitting installed into the K&N® intake tube.



25. Install the K&N® air filter and secure with the provided hose clamp.



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

27. 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.

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