

Every 40 000 miles (60 000 km)

25 Air filter element renewal



- 1 Remove the air cleaner cover and air duct, then prise open the retaining clips and lift the upper cover from the air cleaner body. If necessary, temporarily remove the carbon canister solenoid valve from the cover (see illustrations). Note that the airflow meter is attached to the upper cover.
- 2 Remove the air cleaner filter element, noting which way round it is fitted (see illustration).
- 3 Wipe clean the main body, then fit the new air filter, making sure it is the correct way round.
- 4 Refit the upper cover and secure with the retaining clips.

26 Spark plug renewal



- 1 The correct functioning of the spark plugs is vital for the correct running and efficiency of the engine. It is essential that the plugs fitted are appropriate for the engine and if the

engine is in good condition, the spark plugs should not need attention between scheduled replacement intervals. Spark plug cleaning is rarely necessary, and should not be attempted unless specialised equipment is available, as damage can easily be caused to the firing ends.

- 2 First remove the engine top cover, and on engine codes ADR, AEB, APT, ANB, APU and ARG remove the ignition coil(s) as described in Chapter 5B. If the marks on the original-equipment spark plug (HT) leads cannot be seen, mark the leads 1 to 4, to correspond to the cylinder the lead serves (No 1 cylinder is at the timing belt end of the engine). Pull the leads from the plugs by gripping the end fitting, not the lead, otherwise the lead connection may be fractured.
- 3 It is advisable to remove the dirt from the spark plug recesses using a clean brush, vacuum cleaner or compressed air before removing the plugs, to prevent dirt dropping into the cylinders.

- 4 Unscrew the plugs using a spark plug spanner, suitable box spanner or a deep socket and extension bar (see illustration). Keep the socket aligned with the spark plug – if it is forcibly moved to one side, the ceramic insulator may be broken off. As each plug is removed, examine it as follows.

- 5 If the insulator nose of the spark plug is clean and white, with no deposits, this is indicative of a weak mixture or too hot a plug (a hot plug transfers heat away from the electrode slowly, a cold plug transfers heat away quickly).

- 6 If the tip and insulator nose are covered with hard black-looking deposits, then this is indicative that the mixture is too rich. Should the plug be black and oily, then it is likely that the engine is fairly worn, as well as the mixture being too rich.

- 7 If the insulator nose is covered with light tan to greyish-brown deposits, then the mixture is correct and it is likely that the engine is in good condition.

- 8 The spark plug electrode gap is of considerable importance as, if it is too large or too small, the size of the spark and its efficiency will be seriously impaired. On engines fitted with multi-electrode spark plugs, it is recommended that the plugs are renewed rather attempting to adjust the gaps. With other spark plugs, the gap should be set to the value given by the manufacturer.

- 9 To set the gap, measure it with a feeler blade and then bend open, or closed, the outer plug electrode until the correct gap is achieved. The centre electrode should never be bent, as this may crack the insulator and



25.1a Prise up the air cleaner cover ...



25.1b ... and remove the air duct ...



25.1c ... then prise open the cover clips



25.1d If necessary, remove the carbon canister solenoid valve from the cover



25.2 Remove the air cleaner element



26.4 Carefully unscrew the spark plugs

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Table of Contents Haynes Manual Passat 1999

1. Understanding the eBook Haynes Manual Passat 1999
 - The Rise of Digital Reading Haynes Manual Passat 1999
 - Advantages of eBooks Over Traditional Books
2. Identifying Haynes Manual Passat 1999
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Haynes Manual Passat 1999
 - User-Friendly Interface
4. Exploring eBook Recommendations from Haynes Manual Passat 1999
 - Personalized Recommendations
 - Haynes Manual Passat 1999 User Reviews and Ratings
 - Haynes Manual Passat 1999 and Bestseller Lists

5. Accessing Haynes Manual Passat 1999 Free and Paid eBooks
 - Haynes Manual Passat 1999 Public Domain eBooks
 - Haynes Manual Passat 1999 eBook Subscription Services
 - Haynes Manual Passat 1999 Budget-Friendly Options
6. Navigating Haynes Manual Passat 1999 eBook Formats
 - ePub, PDF, MOBI, and More
 - Haynes Manual Passat 1999 Compatibility with Devices
 - Haynes Manual Passat 1999 Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Haynes Manual Passat 1999
 - Highlighting and Note-Taking Haynes Manual Passat 1999
 - Interactive Elements Haynes Manual Passat 1999
8. Staying Engaged with Haynes Manual Passat 1999
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Haynes Manual Passat 1999
9. Balancing eBooks and Physical Books Haynes Manual Passat 1999
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Haynes Manual Passat 1999
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Haynes Manual Passat 1999
 - Setting Reading Goals Haynes Manual Passat 1999
 - Carving Out Dedicated Reading Time
12. Sourcing Reliable Information of Haynes Manual Passat 1999
 - Fact-Checking eBook Content of Haynes Manual Passat 1999
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning

- Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
14. Embracing eBook Trends
- Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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