



Engineered For Performance

2.0T FSI Cold Air Induction Kit

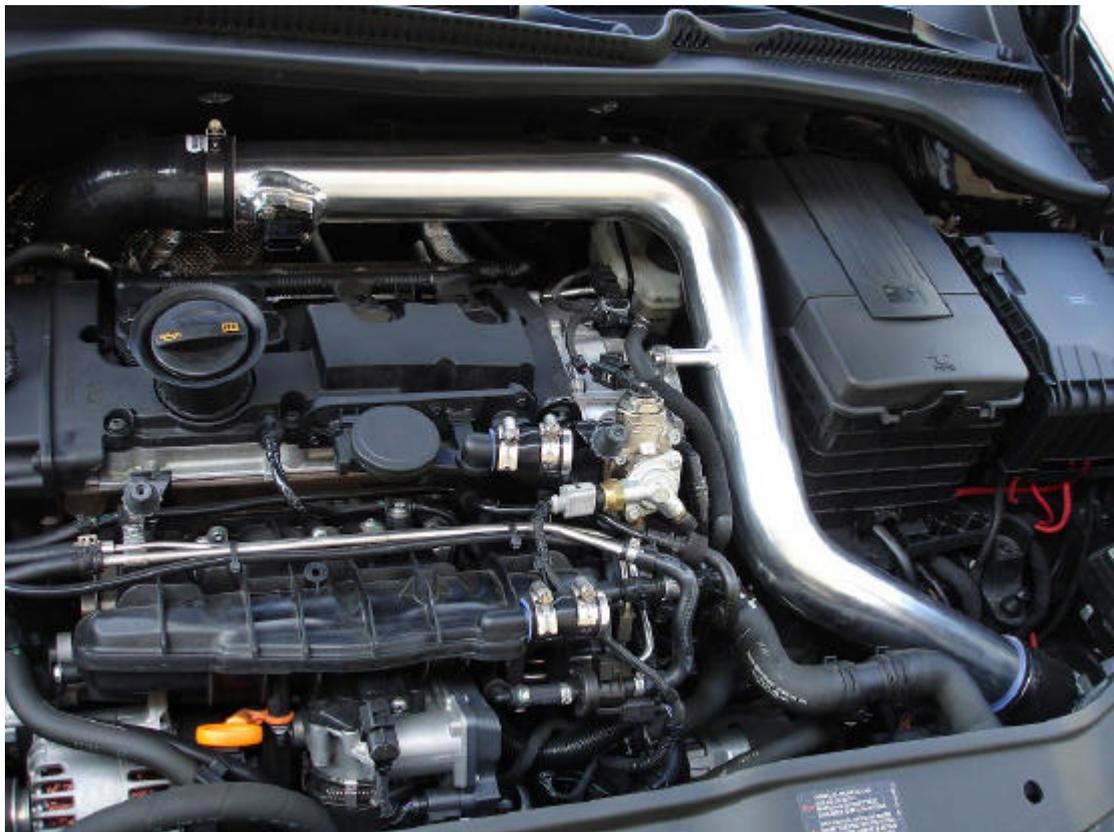
Applications:

MK5 VW Golf GTI and Jetta GLI

VW Eos

8P Audi A3

B6 Passat (manual transmission only)



Tools Required:

- Vehicle jack and jack stands or access to a vehicle lift
- T20, T25 and T30 Torx drive bits
- 24mm 12-point ("triple square") socket
- 7mm socket or Flat-head Screwdriver
- Large pliers
- 3mm and 5mm Allen Wrenches
- Phillips-head / Pozi-drive Screwdriver
- Protective eyewear and gloves are also recommended

Please thoroughly read through and familiarize yourself with these instructions in their entirety prior to beginning the installation process of any component. Please also ensure that the vehicle and engine have cooled down sufficiently to avoid risking skin burns or other injury.

- Front Bumper Removal (optional)
- Firstly raise the vehicle on a ramp or with a floor jack and jack stands or a vehicle lift.

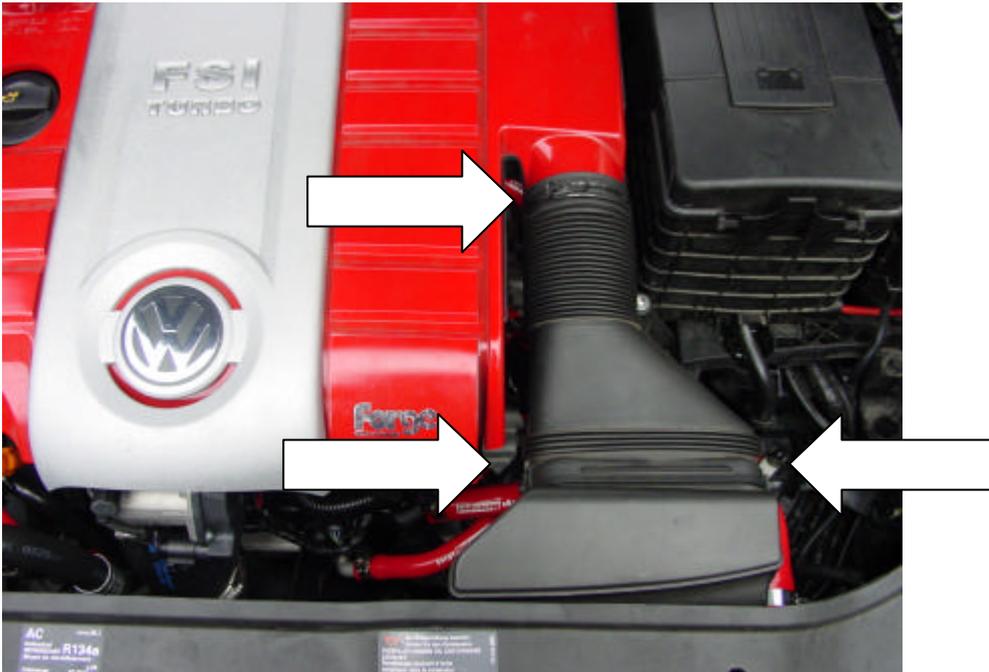
- Open the hood/bonnet. Then, remove the 2 x T25 Torx screws from the upper edge of the top grille as per the upper arrow below, and then remove the 2 hidden Phillips/pozidrive screws from below the number plate surround as indicated by the lower arrow below.
- The top front grille can now be lifted upwards and away from the front of the car.



- Now remove the 2 x T30 Torx screws that have been uncovered behind the upper bumper grill.
- Remove the 5 x T25 Torx screws down each front wheelarch/fender liner leading edge.
- Remove the 8 x T25 Torx screws from the lower edge of the front bumper.
- Disconnect both front fog light connections. The complete bumper cover is now ready to be removed by sliding the upper side fixings forward, remove the full bumper cover from the vehicle.
- **IF YOU CHOOSE NOT TO REMOVE THE ENTIRE FRONT BUMPER**, the installation can be accomplished by removing the driver's side front wheel and the lower half of the fender liner only. There will be a total of 11 x T25 Torx screws to be removed. 5 from within the fender linder and 6 from underneath. This will allow access to the location behind the bumper in which the air filter for the intake will be installed.



- Engine Cover Removal (photo on the next page)
- You will need to remove the hose clamp that secures the intake hose to the engine cover/air cleaner housing and also the two clips that secure the hose going from the cover to the turbo at the top left just after the MAF connection.
- You can remove the intake hose as pictured below by removing the 2x securing screws on its front edge.
- Disconnect the wiring connector to the MAF sensor at the top left corner of the cover. The engine cover can then be pulled upwards at each corner to break loose its 4 x rubber mounting points.



- Now remove the plastic hose and large rubber o-ring components that are left on the inlet of the turbo; this is retained by a spring type hose clamp the same as the two already removed from the corrugated hose leading into the engine cover.



- Now fit the new 90 degree reducing elbow hose to the turbo connection and secure it loosely with one of the included 70mm hose clamps. It will be tightened later.



- Using your 24mm 12-point socket, remove the two plastic engine cover mounting posts at the rear of the engine and use them to secure the supplied heat shield retightening the posts no more than about 5 lb-ft as they may crack if tightened too much.



- Using a T20 Torx bit, remove the MAF sensor from the OEM engine cover and fit this into the aluminium boss on the Forge intake using the two supplied 3mm Allen screws.



- Fit the end of the pipe nearest to the MAF into the 90 degree hose already fitted to the inlet of the turbo and loosely fit a supplied 80mm hose clamp. You may now reconnect the MAF sensor wiring connection.



- With the supplied 5mm Allen bolt and washers, secure the pipe to the side of the motor utilizing threaded boss on the left side of the pipe as shown below.



- You may now tightly secure the 80mm hose clamp on the pipe near the MAF sensor.
- At the end of the pipe, near the driver's side headlight, you will need to connect the 45 degree hose and loosely secure it with a supplied 80mm hose clamp with the far end of the hose extending down into the fender well beneath the headlight itself.



- This will need to be done from both underneath the car and from within the engine bay. You may need to disconnect the wiring connection for the headlight if you require more free room to work with. Be sure to reconnect it when finished.
- Insert one end of the supplied metal coupler into the end of the air filter and secure it with the supplied hose clamp.



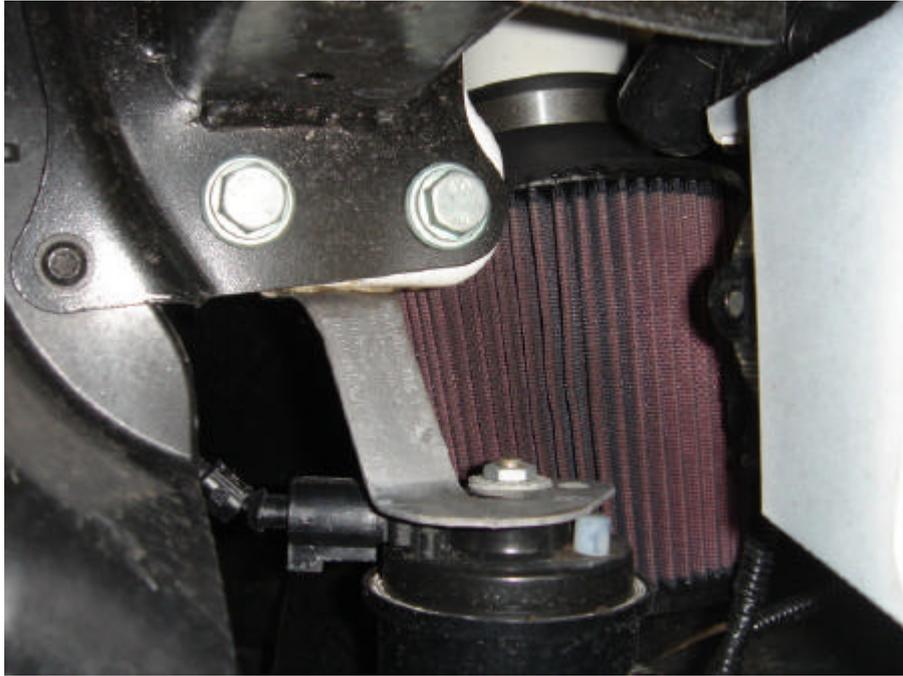
- The other end of the metal coupler will need to be inserted into the open end of the 45 degree elbow hose that you just installed. Secure it with the last remaining hose clamp.



- With the filter installed and positioned, go back to the engine bay to adjust any pipe/hose connections as necessary so that the piping of the intake clears all other parts within the engine bay.
- Now refit the previously removed complete front bumper assembly or the fender liner in the reverse order of the removal process outlined at the beginning of these instructions.

On the MK5 Golf GTI and Jetta GLI applications, once the front bumper has been reinstalled, you may want to either replace or modify the driver's side front fog light grill panel.

In order to facilitate optimal airflow to the air filter now located behind the front bumper, this grill can be replaced with the European spec. grill panels (sold as a pair) which have an open mesh style allowing airflow to any component behind. These European spec. grills can be purchased from a number of aftermarket retailers found online.



Otherwise, the OEM grill can be modified at your discretion in a similar manner to the already open mesh style of the European spec grills. This modification is done at your own risk, however. There are a number of "DIY" guides for this procedure also found online.



Your installation is now complete. ;-)