



mk3 SEAT Ibiza Cupra Front Mount Intercooler.



Warning...be sure not to let any foreign body enter the inlet track of the vehicle whilst the following work is being carried out. Serious engine damage may occur if this is not adhered to.

Tools Required:-

Sharp trimming knife, Hacksaw, 8mm spanner, 10mm spanner, 13mm spanner, 7mm hose clip driver/socket, T30 driver, T25 driver, Flat blade screwdriver, Phillips or pozidrive screwdriver, 3mm and 4mm hex type key, vehicle ramp or Jack and axle stands, 16mm socket and ratchet (1/2 inch drive).

1/ Raise the car on a suitable vehicle lift or use a jack and place on axle stands. Open and prop the bonnet. Remove the front number plate. Remove the upper grille by lifting it upwards from its mountings. Remove the 8x T25 screws inside each front wheelarch. Remove the rubbing strip from the front bumper. Start this at one edge and prize it out with a small flat blade screwdriver. Be sure to protect the paint as shown in the picture. Remove the round covers from the lower bumper bolts as shown in picture 4 below. Then remove the T30 screw from these 2 apertures. Remove the 4x T30 screws from the upper edge of the bumper as shown in picture 6 below. Remove the remaining 2x T30 screws from the front edge of the bumper cover. Disconnect the fog light electrical connections and now fully remove the bumper from the vehicle.



2/ Remove the 4x 8mm headed bolts and the 4x 13mm headed bolts from the steel crash bar and remove the complete unit. Fit the new supplied bumper bar in to the same place using the existing bolts and washers.



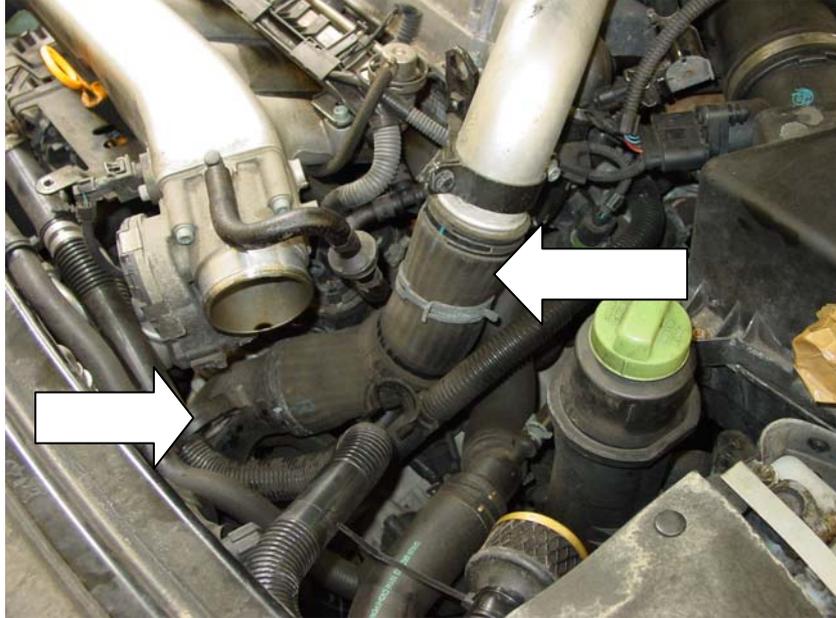
3/ Remove the 3x 10mm nuts/bolts that retain the radiator undertray and remove the undertray completely.



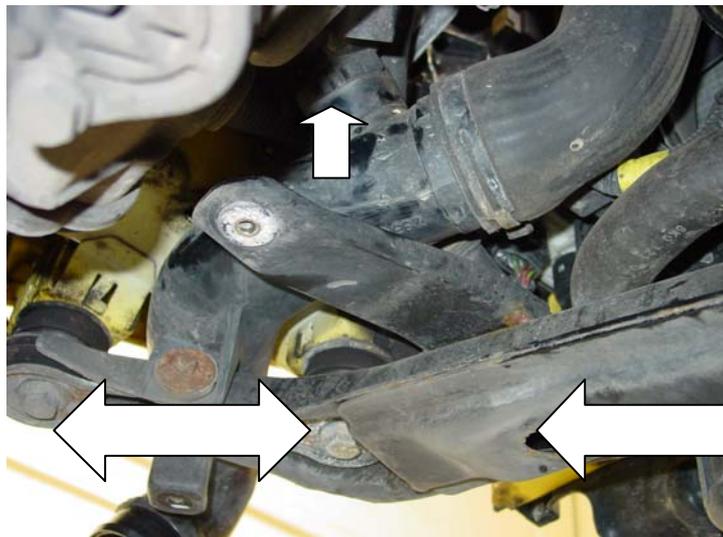
4/ Remove the plastic intake ducting from the stock Intercooler. Remove the outer hose completely by removing the 2 hose clips as pictured. Remove the 3x 10mm headed bolts that retain the stock intercooler. Lower the intercooler down and remove the hose clip on the upper pipe connector, then remove intercooler completely from the vehicle.



5/ With the intercooler now out of its location it is possible to remove the remaining plastic and rubber pipe that joins the intercooler to the upper aluminium boost pipe as pictured below. It may be necessary to remove the engine cover to gain access to these hose clips. Remove all parts indicated by the arrows but leave the aluminium pipe in place.



6/ Remove the MAP sensor connector from the plastic pipe that is still fitted to the car. Small arrow on below picture. Remove the single 10mm headed nut from the plastic pipe support. Remove the hose clip and remove rubber hose from the plastic pipe. Place a trolley jack under the subframe as indicated by the larger arrow and support the weight of the engine. Remove the 2x 16mm headed bolts as indicated by the double arrow. Lower the subframe on the jack until the plastic pipe can be removed. Remove the pipe and then raise the jack and refit the bolts. Remove the jack once the bolts are correctly tightened.



7/ Now remove the throttle body hose clip and remove the remaining rubber hose from the car.



8/ Remove the MAP sensor from the original plastic pipe and fit to the new aluminium pipe as pictured. Use the 2x "m5x16" new cap head screws to secure the MAP sensor to the new pipe.



9/ Secure the new Front mount Intercooler using the bolts and washers supplied as per the picture below. Do not fully tighten the bolts until the whole assembly is fitted in to place.



10/ Cut then original intercooler bracket as per the picture below using a hacksaw or small grinding tool. Only remove completely if you are 100% sure that the stock intercooler will never require refitting.



11/ Fit the 60mm 45 degree silicon hose to the Throttle body, the shorter straight length of this hose is connected to the throttle body end. Use the hose clips supplied but do not tighten until full run of pipe work is fitted. Now fit the aluminium pipe with the MAP sensor fitted to this silicon hose, connect this to the intercooler with the 60mm silicone straight coupling. Now tighten the hose clips to all of these hoses. Connect the MAP sensor electrical connection.



12/ Fit the silicon reducer to the pipe as per the first picture below. Feed this from the underside up towards the upper engine bay boost pipe. Use the hose clips provided but do not tighten. Fit the 2 remaining silicon 50mm 90 degree bends and the remaining aluminium pipe as per the pictures below, use the hose clips provided and secure all hose clips along this pipe run. Raise the intercooler until the lower pipe work is pushed up as far as possible towards the coolant radiator and tighten the intercooler bolts as fitted in stage 9. At this stage check that the intercooler and air con radiator are not contacting at any point. If they are it will be necessary to isolate the contacting areas with a suitable tape or insulation (not supplied).



13/ Remove both honeycomb grilles from the lower inside section of the front bumper. Then trim all the plastic fixing lugs so they are flush with the edges of the intake air ducts as shown below. It may also be necessary to trim the inner lower edge of the front bumper to sit around the new intercooler without distorting the plastic intake slats. You will only know how much (if any) trimming is required once the refit of the front bumper takes place.



14/ Refit the front bumper with all its original fixings and reconnect the fog lights. Check that the original secondary air pipes are routed safely in the engine bay and secure using the zip ties supplied so they will not come in to contact with the cooling fans.



Remove all tools and lower the vehicle to the ground.
You are now ready to enjoy the increased performance of your Ibiza Cupra.

Engineered for performance

