Integrated Engineering VW GTI, Jetta, & GLI FSI (MK5 2.0T) Cold Air Intake Install

Thank you for purchasing another high quality Integrated Engineering product! This instruction guide is used for installation of Integrated Engineering's Cold Air Intake Kit for VW MK5 2.0T FSI EA113 applications. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Carbon Cold Air Intake Contents:

- (1) Powdercoated heatshield & velocity stack assembly
- (1) Powdercoated aluminum Intake pipe
- (1) 5" air filter & air filter clamp
- (1) Turbo inlet silicone coupler
- (1) Velocity stack inlet silicone coupler
- (4) Hose clamps
- (2) Rubber heatshield grommets
- (1) Black anodized turbo inlet silicone plug
- (1) Turbo inlet silicone plug one-time-use clamp
- (1) Rubber isolator stud
- (2) Rubber isolator stud washers
- (2) 10mm rubber isolator stud nuts
- (2) M4 MAF sensor button head bolts

Required Tools:

- Pliers or hose clamp tool
- Phillips screwdriver
- Flathead screwdriver
- 4mm allen wrench
- 10mm crescent wrench
- T20 screwdriver
- T25 screwdriver
- Wire cutters or pinch clamp tool

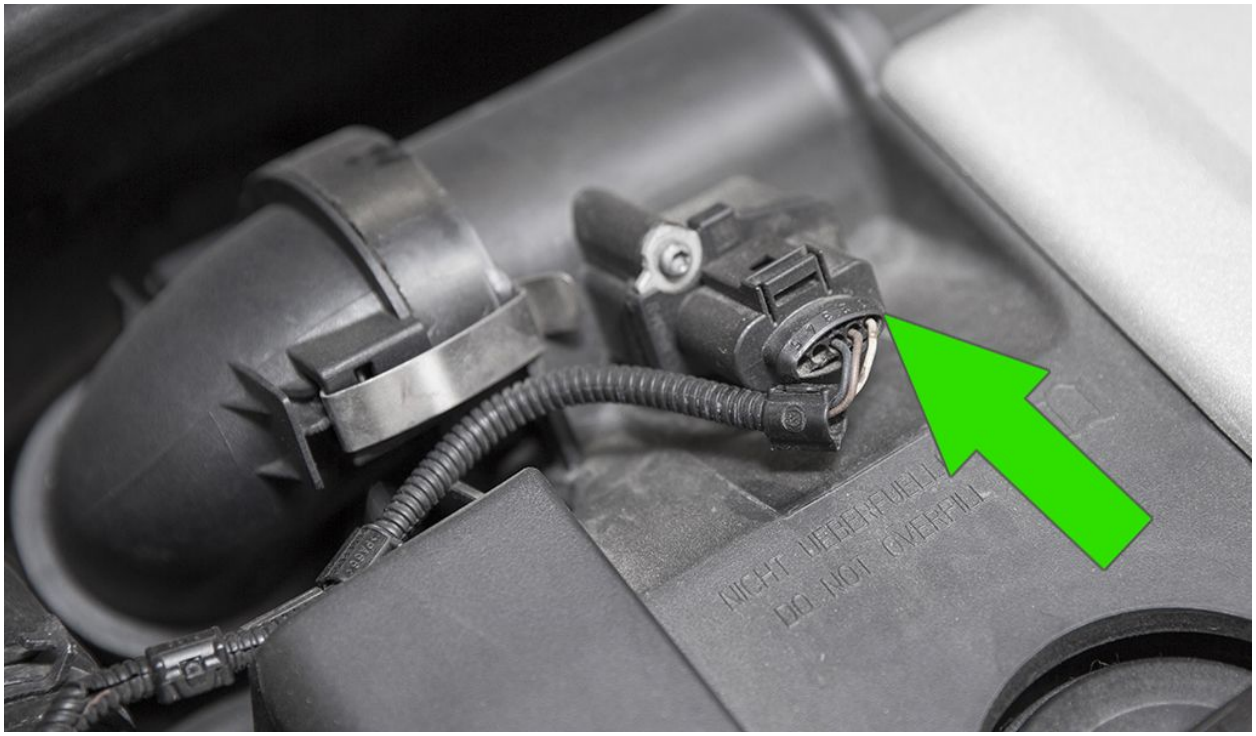
Before you begin, open your IE Cold Air Intake Kit, inspect all components, and verify their quantities.

1. Park your car on level surface and apply the parking brake. It is also recommended to allow the car to cool before beginning this install procedure.

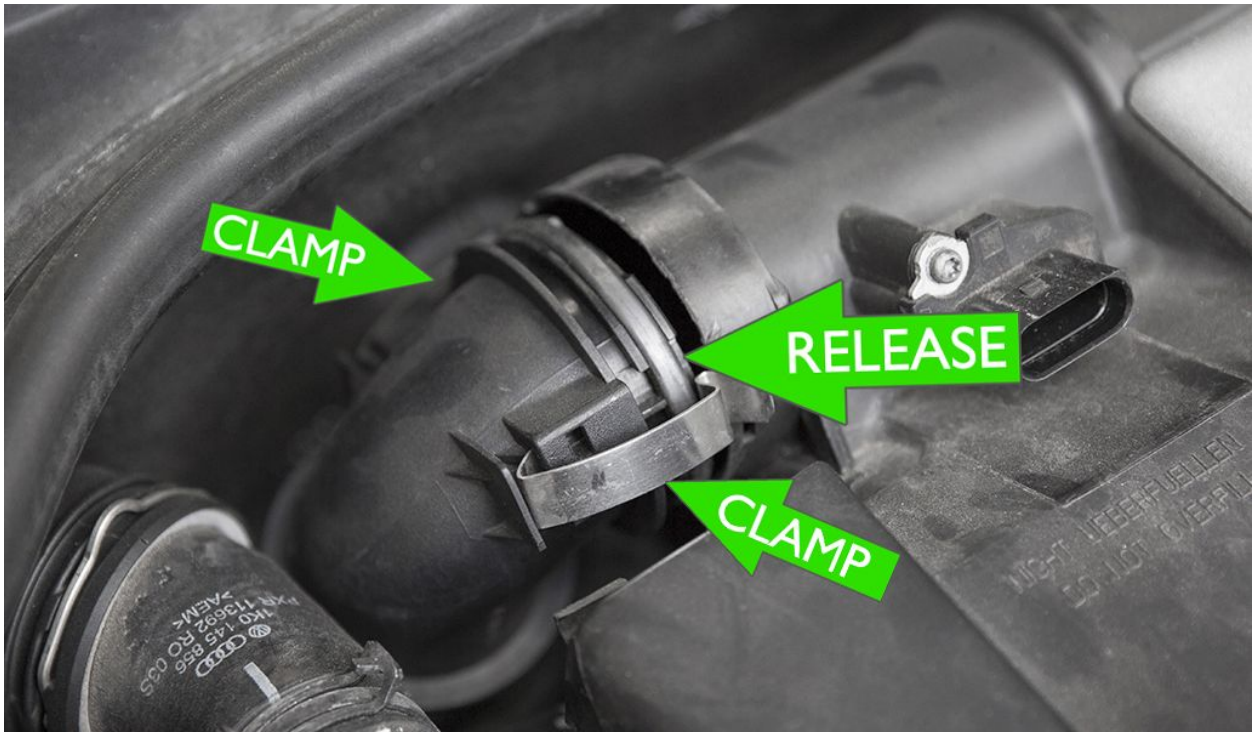
2. Start the installation procedure by removing the air inlet cover. Simply pull back on the locking tabs and lift to remove the cover. There is one tab on both sides of the cover plate.

3. The air inlet is comprised of two parts, one section on the radiator support and another section of the air inlet on the engine cover. Separate these two halves by depressing the plastic tabs on both sides while lifting up on the engine cover side inlet section.

4. Unplug the mass air flow (MAF) sensor and place safely out of the way..

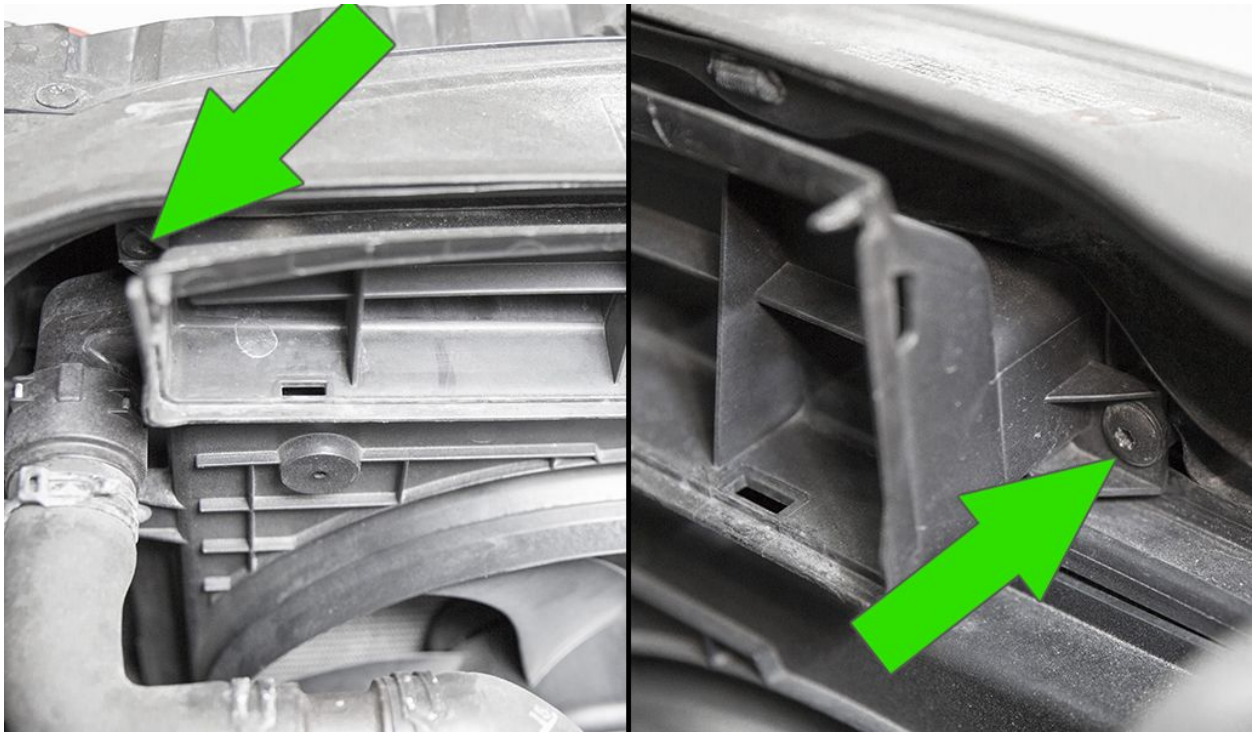


5. Using a flat head screwdriver, release both clamps on the turbo inlet pipe and pull back to release the o ring sealed inlet from the engine cover..

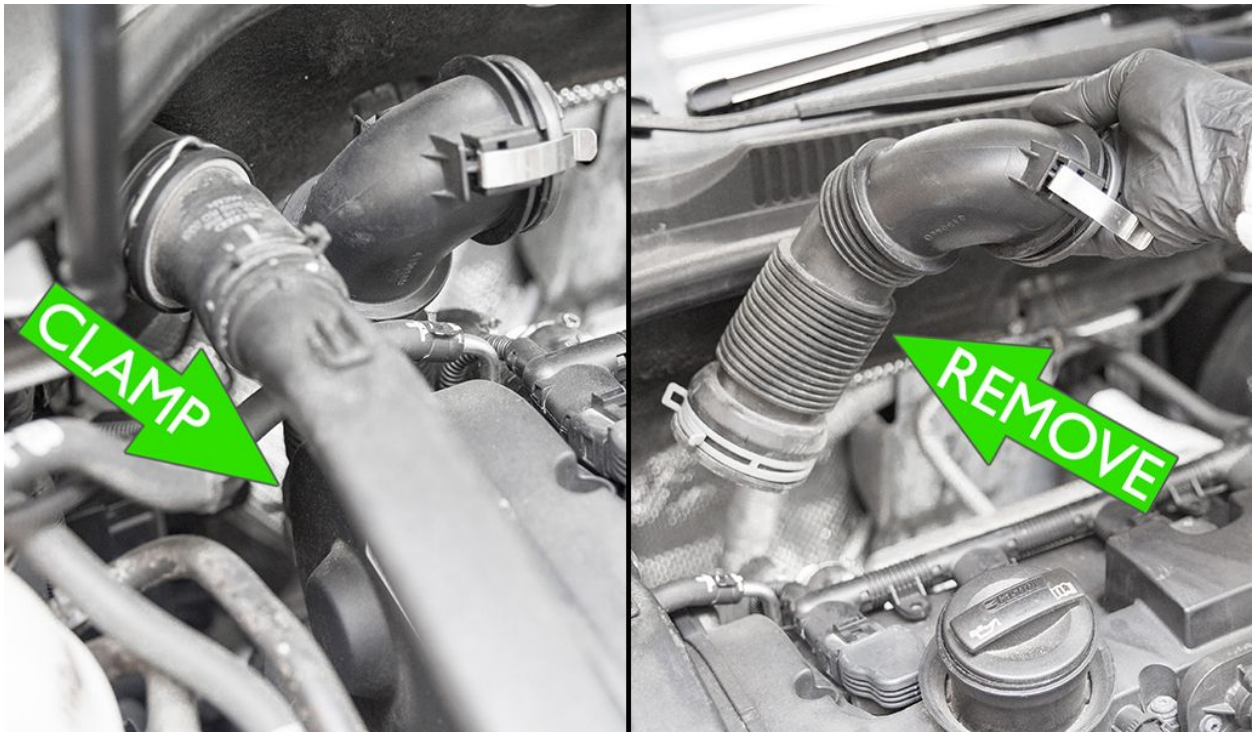


6. Now you can remove the engine cover assembly. The engine cover is mounted using grommets, pull up on the edges to release the grommets. This may take some leverage to fully release on some vehicles.

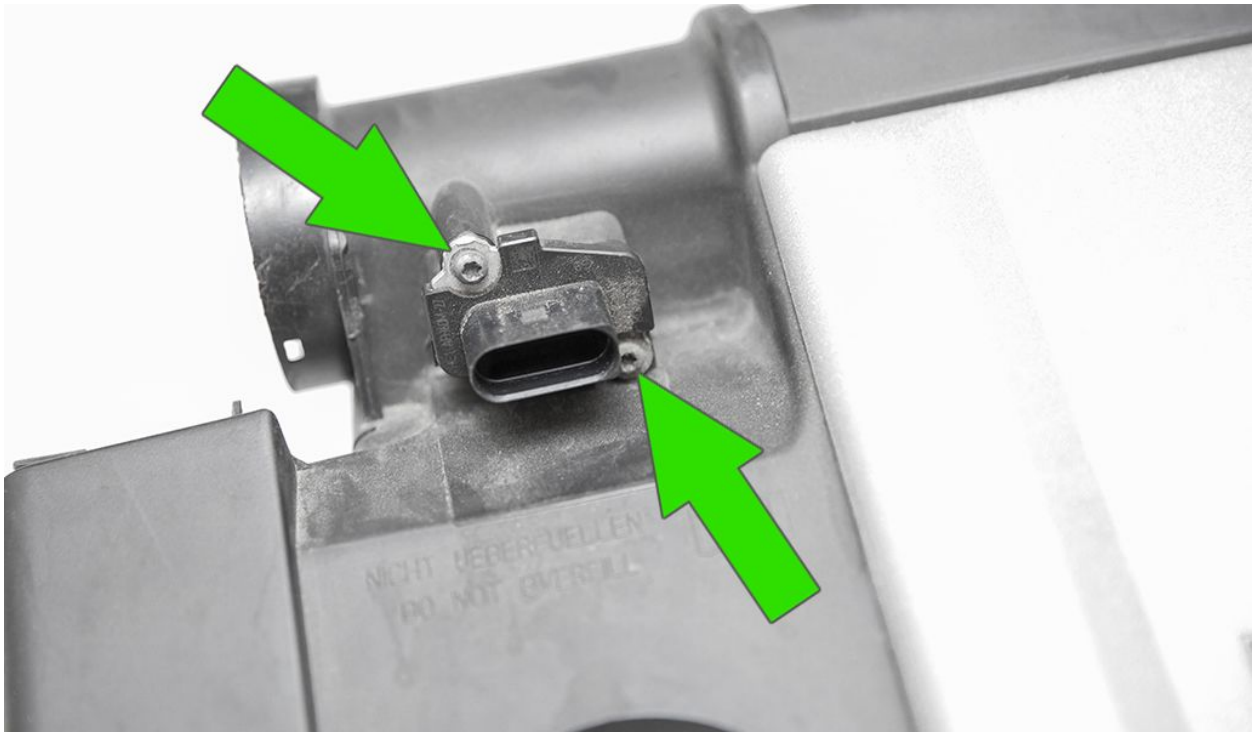
7. With the engine cover out of the way, you will now remove the final section of the air inlet mounted to the radiator support. Remove the two mounting screws with a T25 torx driver.



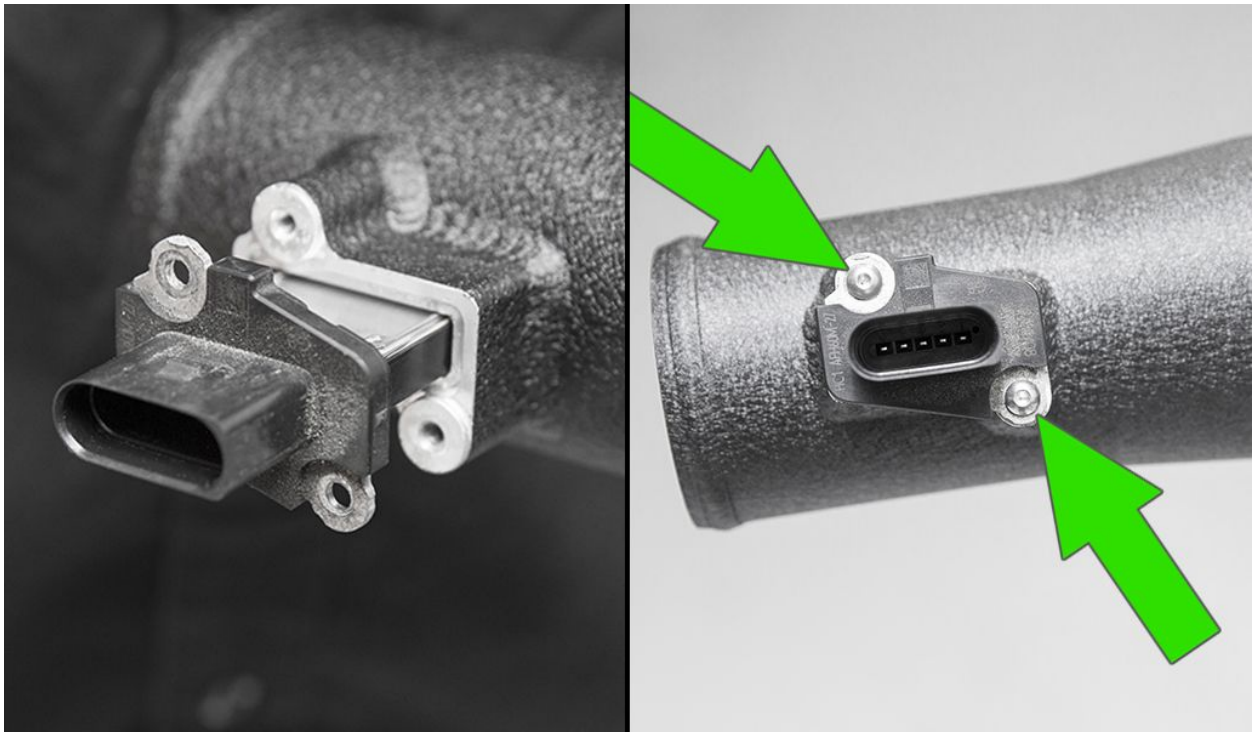
8. Using pliers or the factory hose clamp tool, release tension from the turbo inlet hose clamp and remove the turbo inlet pipe..



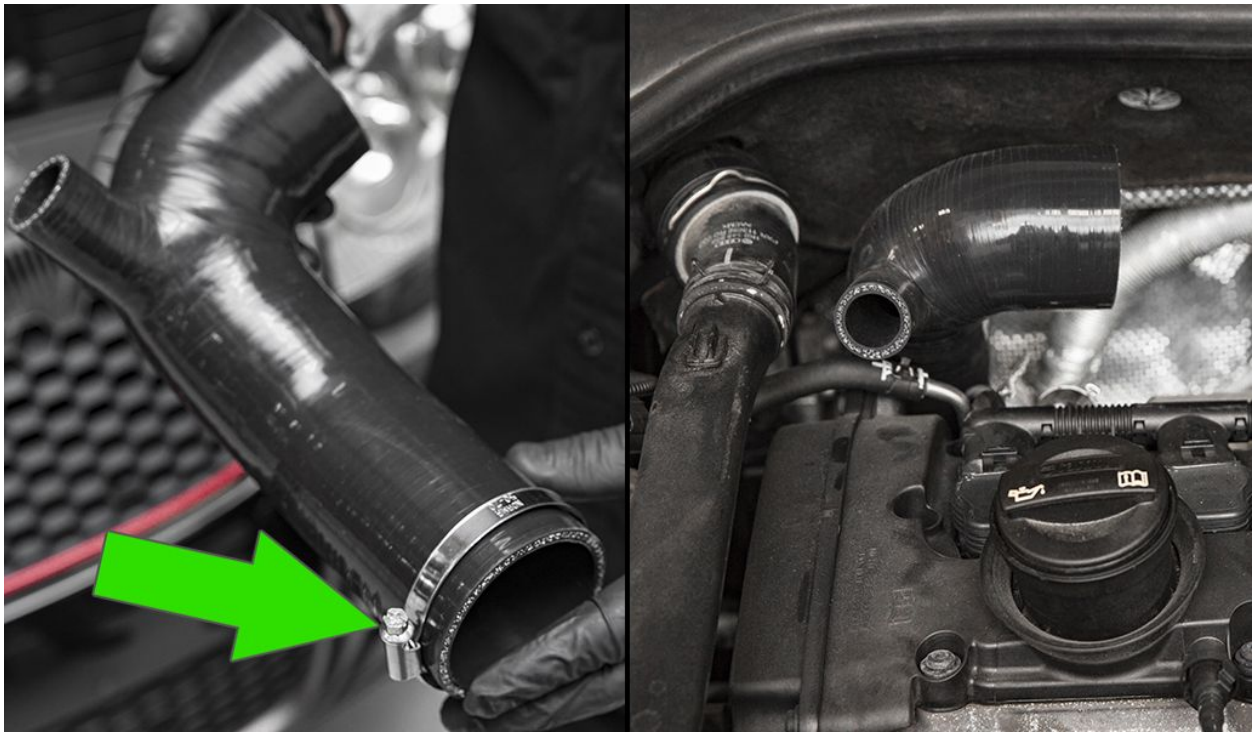
9. Located on the factory engine cover, remove the two T20 bolts securing the MAF Sensor. Carefully remove the sensor, take special care not to damage this component.



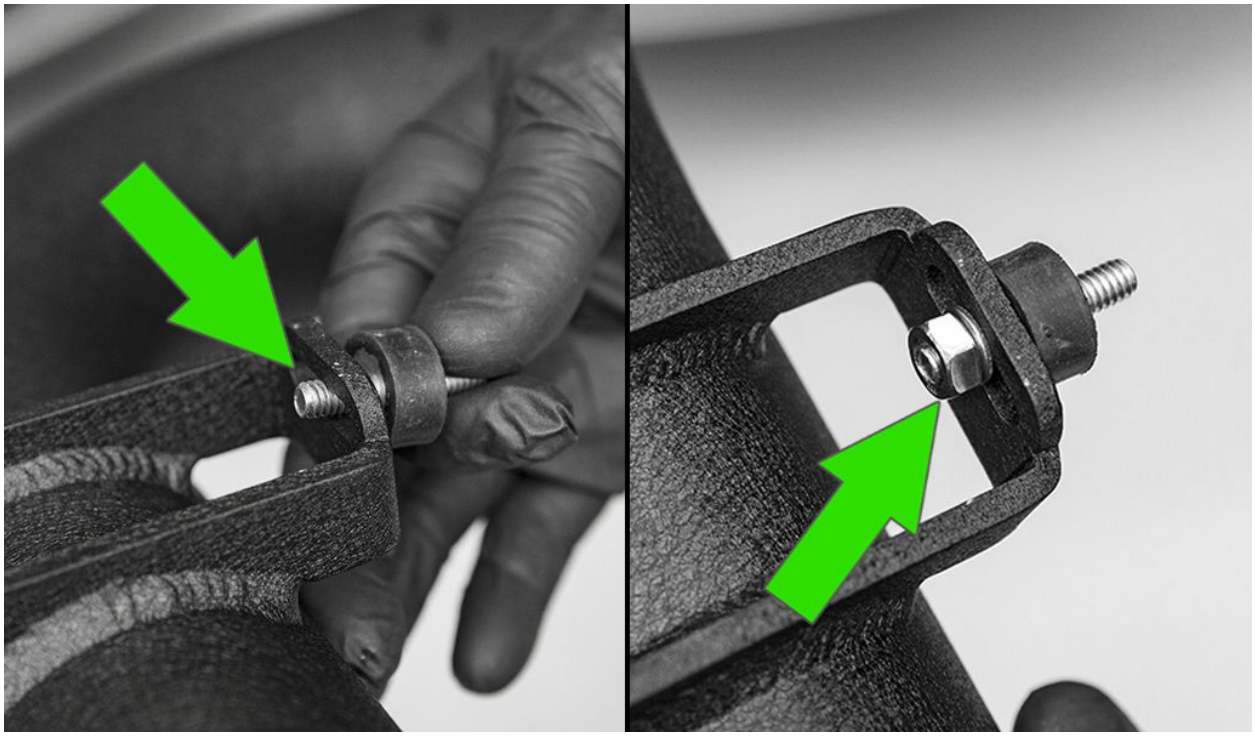
10. Install the factory MAF sensor into your new IE intake pipe using the two supplied button head bolts using a 4mm allen wrench.



11. Loosely install a 50mm-70mm hose clamp to your new turbo inlet silicone and install onto the turbo. Do not tighten the hose clamp in this step.

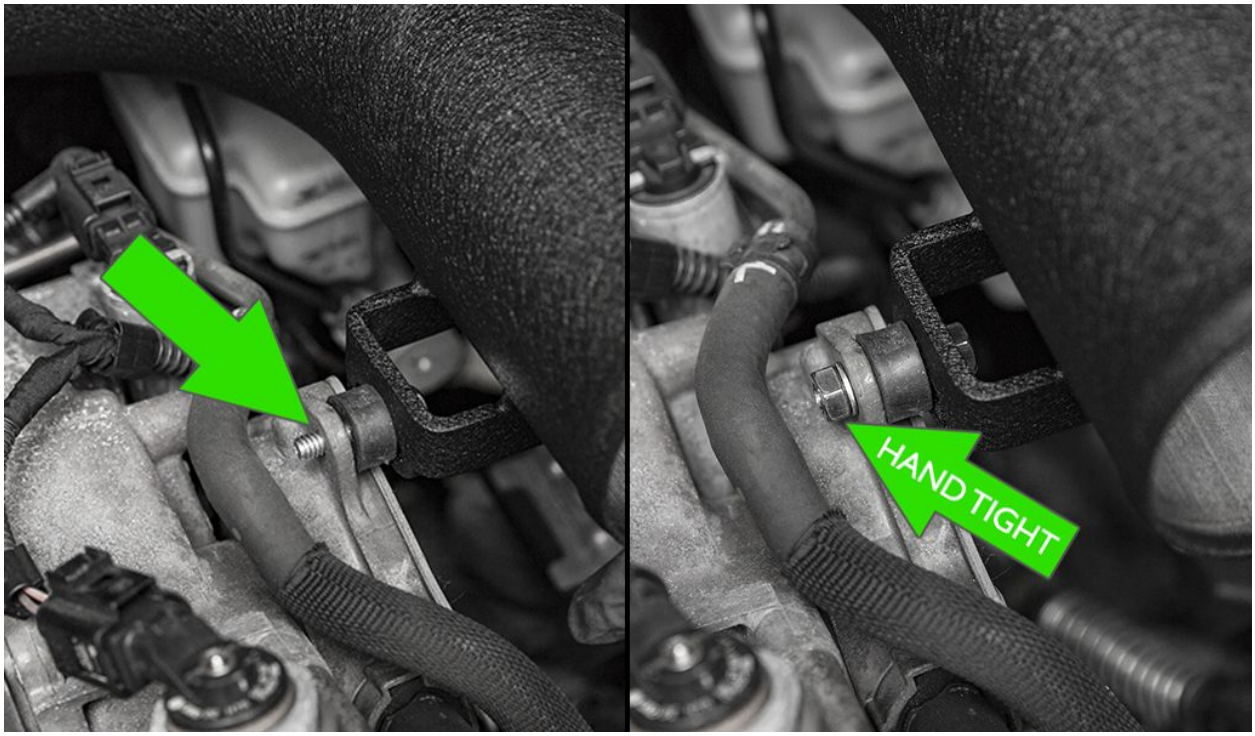


12. Install the supplied rubber isolator stud to your new intake pipe as shown below with the included washer and 10mm nut. Tighten by hand only.



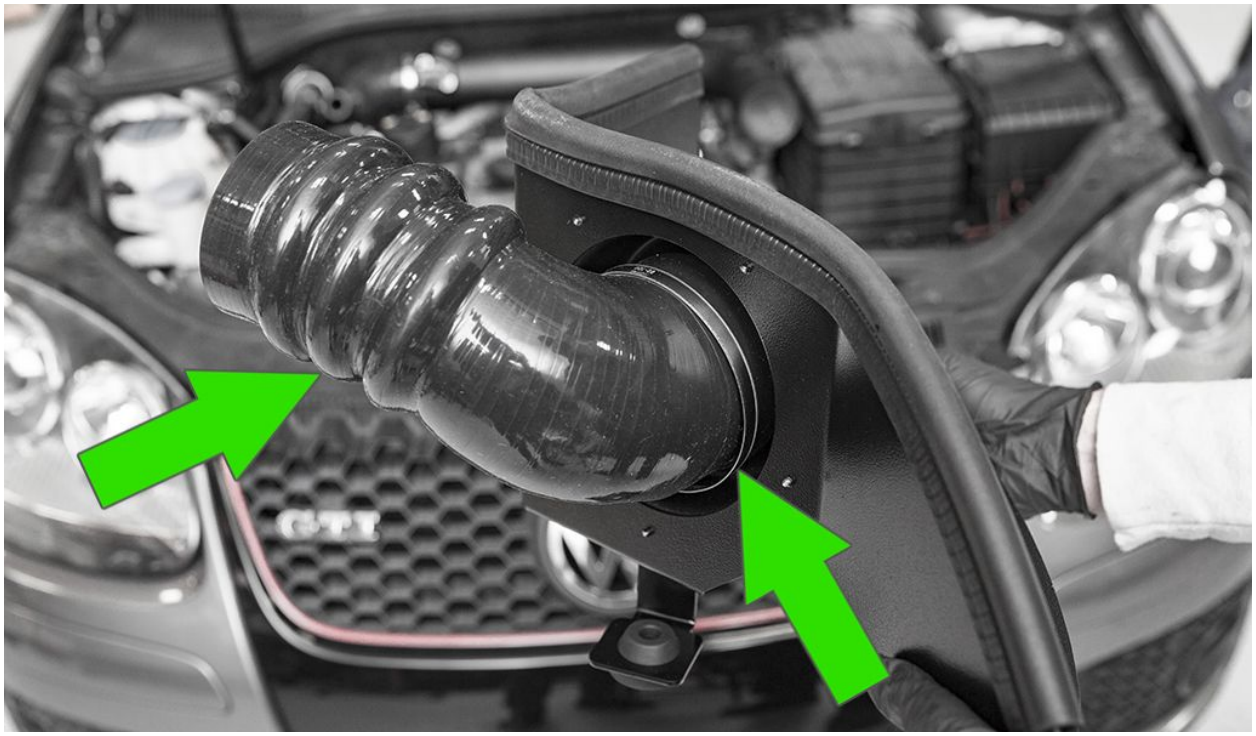
13. Install the intake pipe to the turbo inlet pipe with a 60mm-80mm hose clamp. Do not tighten the clamp in this step.

14. With the intake pipe in place, install the rubber isolator stud through the vacuum pump on the side of the cylinder head. Install with the supplied washer and 10mm nut and tighten by hand.

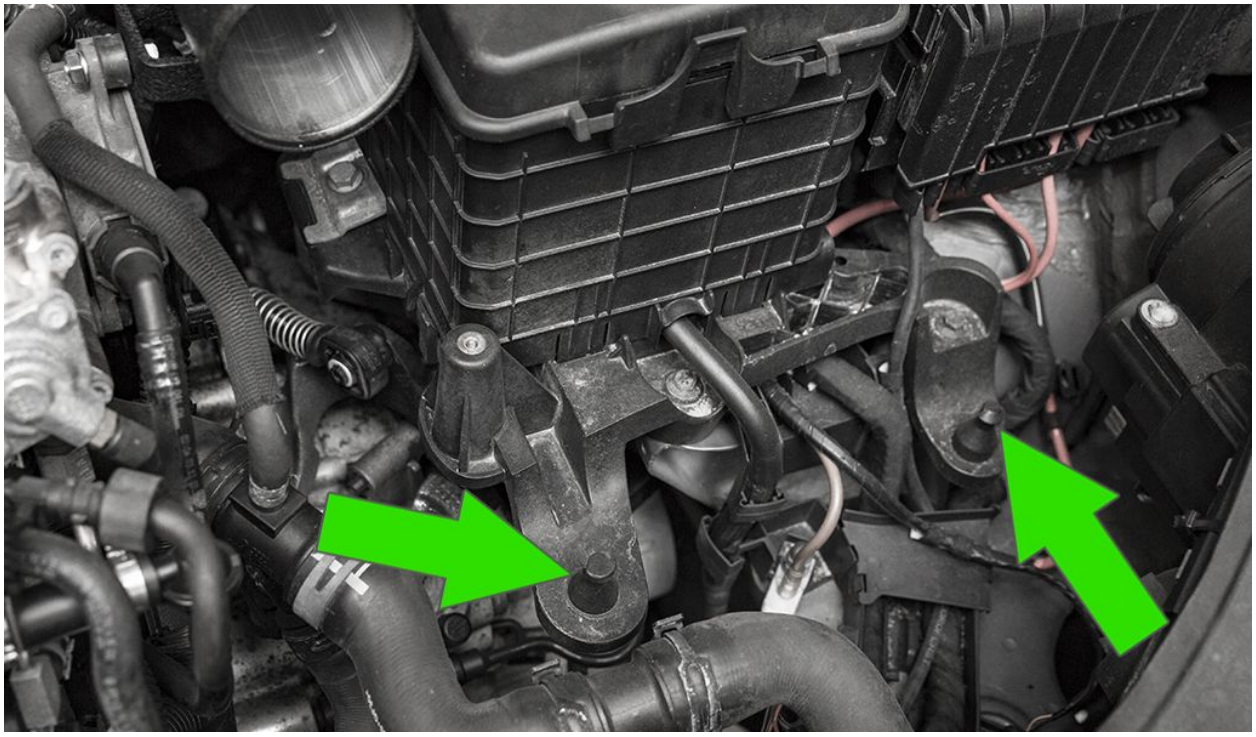


15. Press firmly to seat the included rubber grommets into the heatshield mount bracket. The flat side of the grommet with the IE part number will face down once installed.

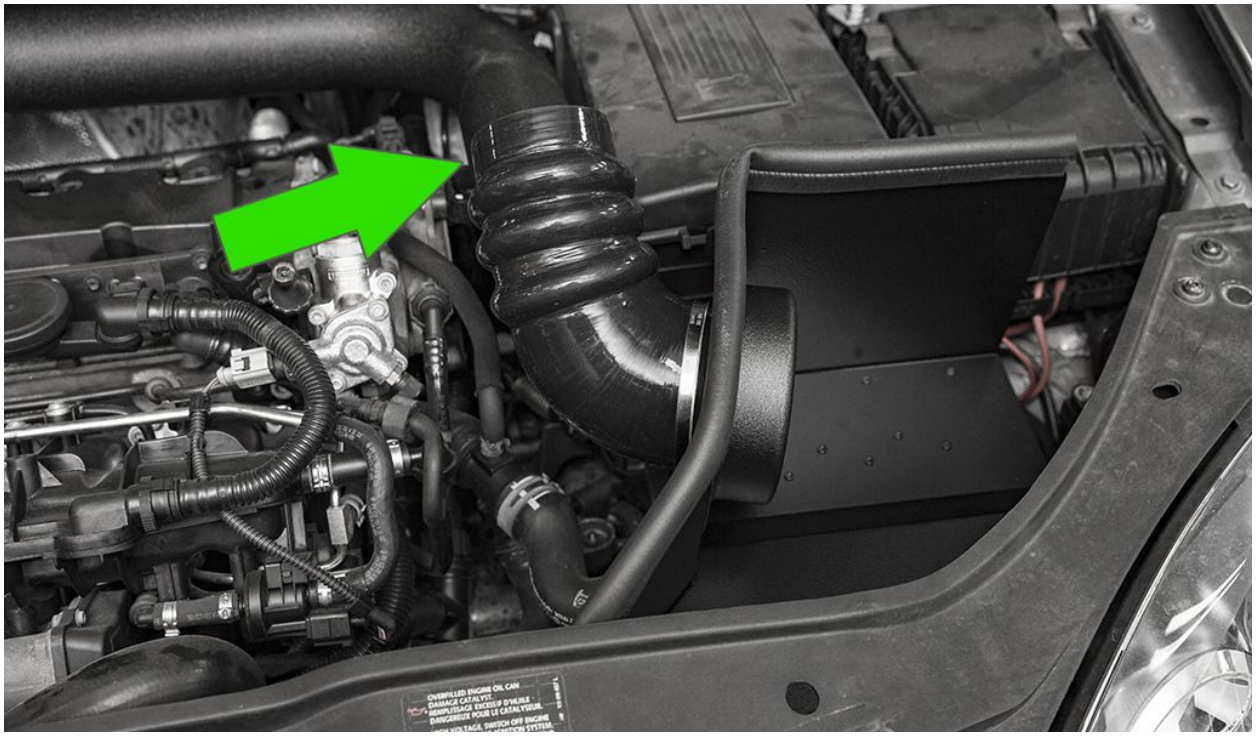
16. Install the velocity stack silicone coupler to the heat shield using 60mm-80mm hose clamp. Leave hose clamp loose in this step.



17. The heatshield mounts using two supplied rubber grommets to the factory mounting posts located on the battery tray. Locate these two posts as shown below.



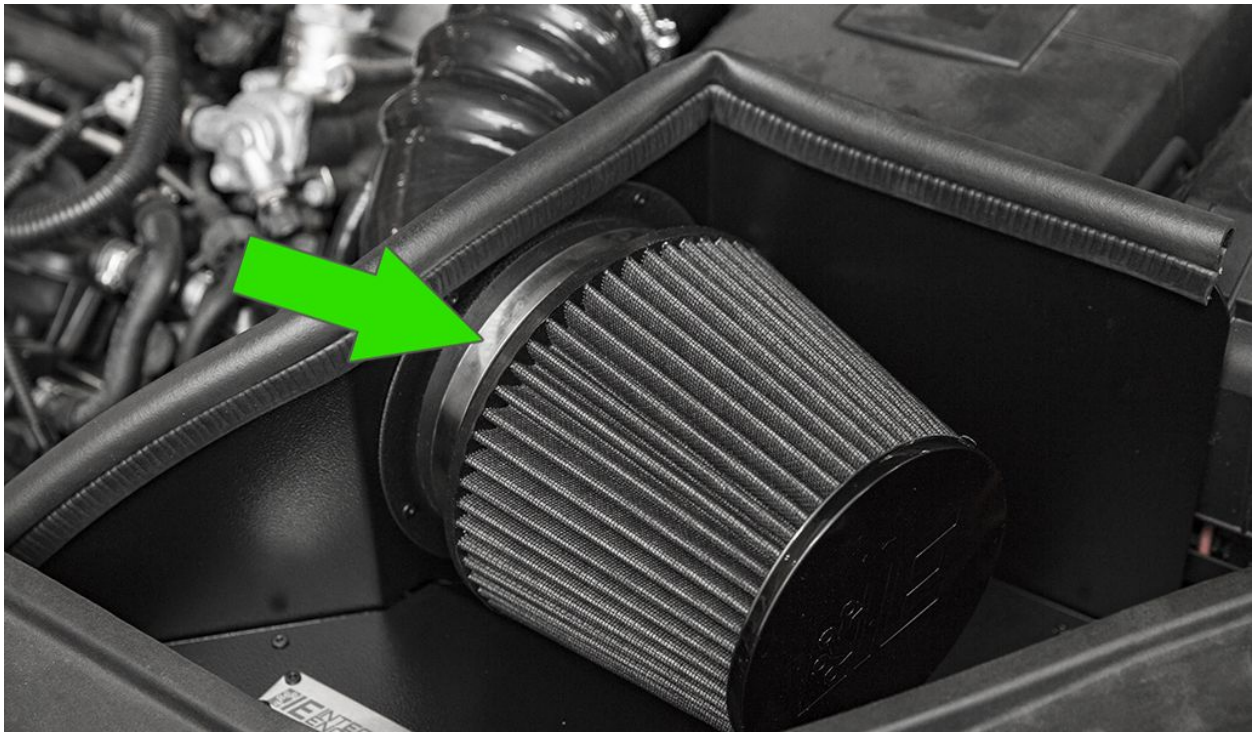
18. Align the heatshield in place in the engine bay. Install the silicone coupler to the intake pipe using the 70mm-90mm hose clamp. Do not tighten the hose clamp in this step.



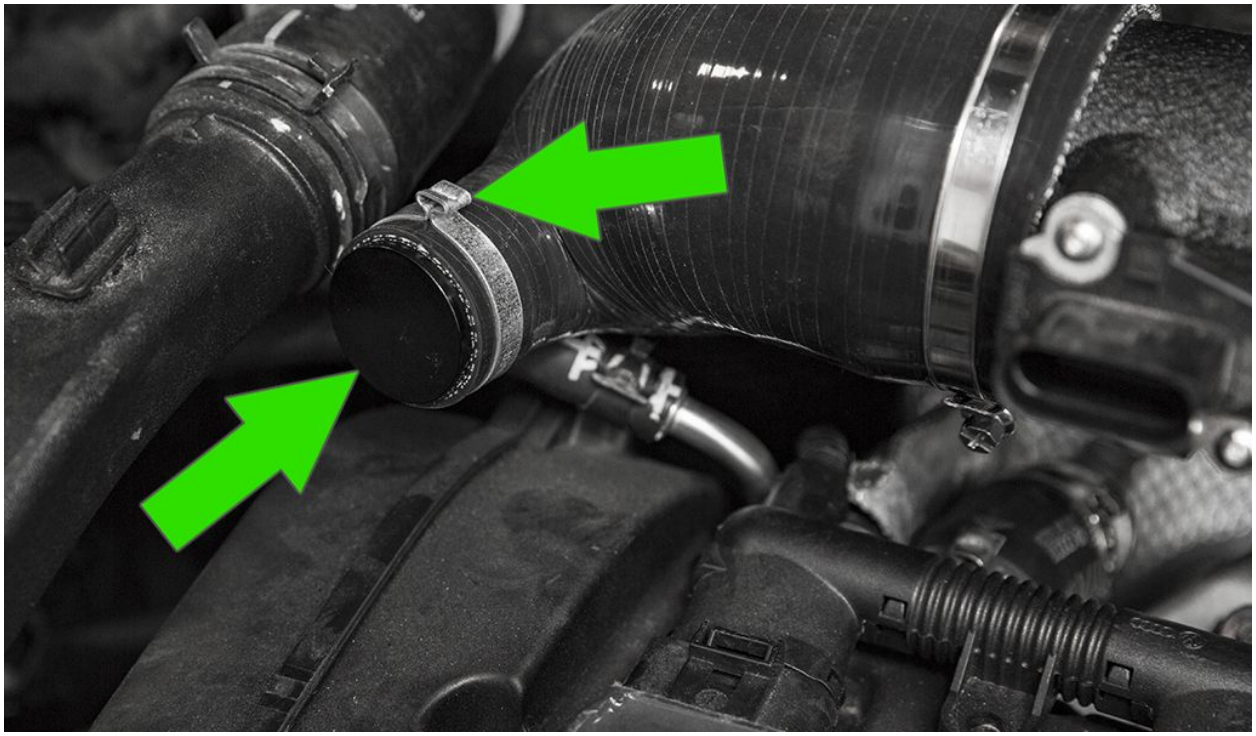
19. Fully seat the heatshield grommets by carefully pushing down in the center until you feel the grommets slide over the factory posts.

20. Remove the IE air filter from the box, using glass cleaner or carb cleaner, wipe the inside lip of the air filter with a clean rag. This removes any mold release residue and ensures a firm grip onto the carbon fiber velocity stack.

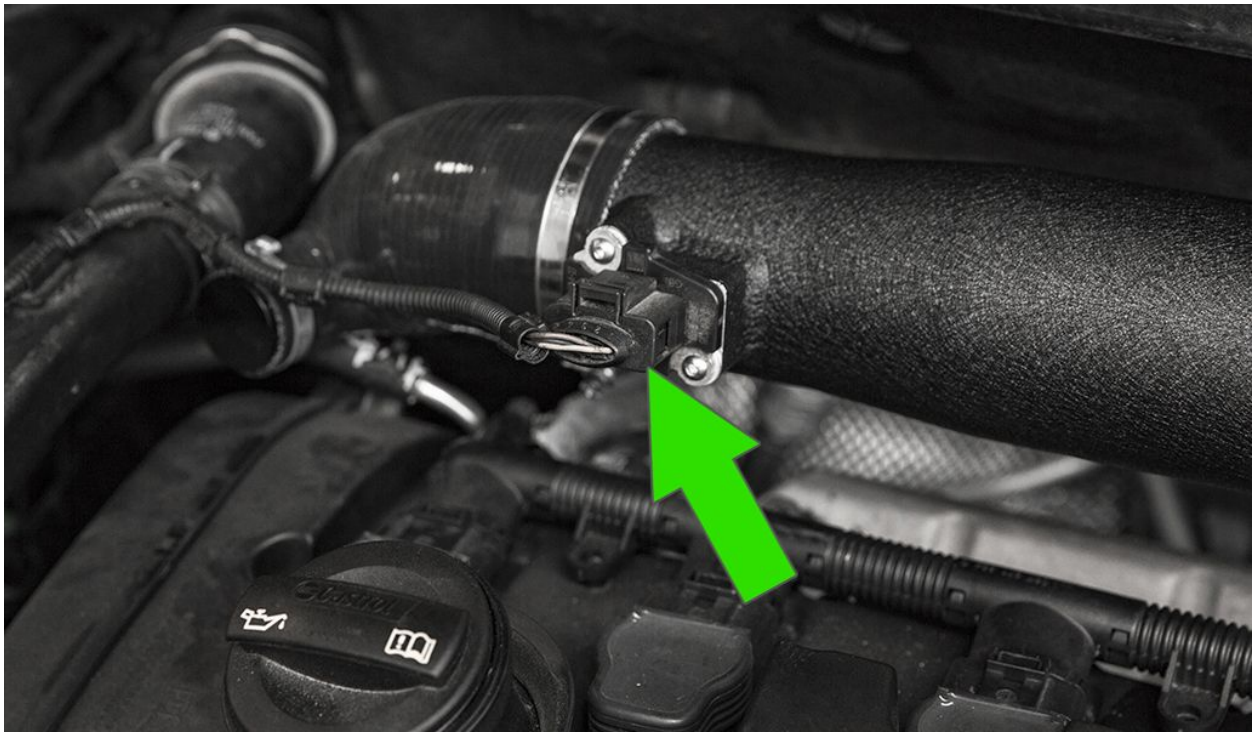
21. Install the air filter and air filter clamp to the velocity stack. Tighten clamp.



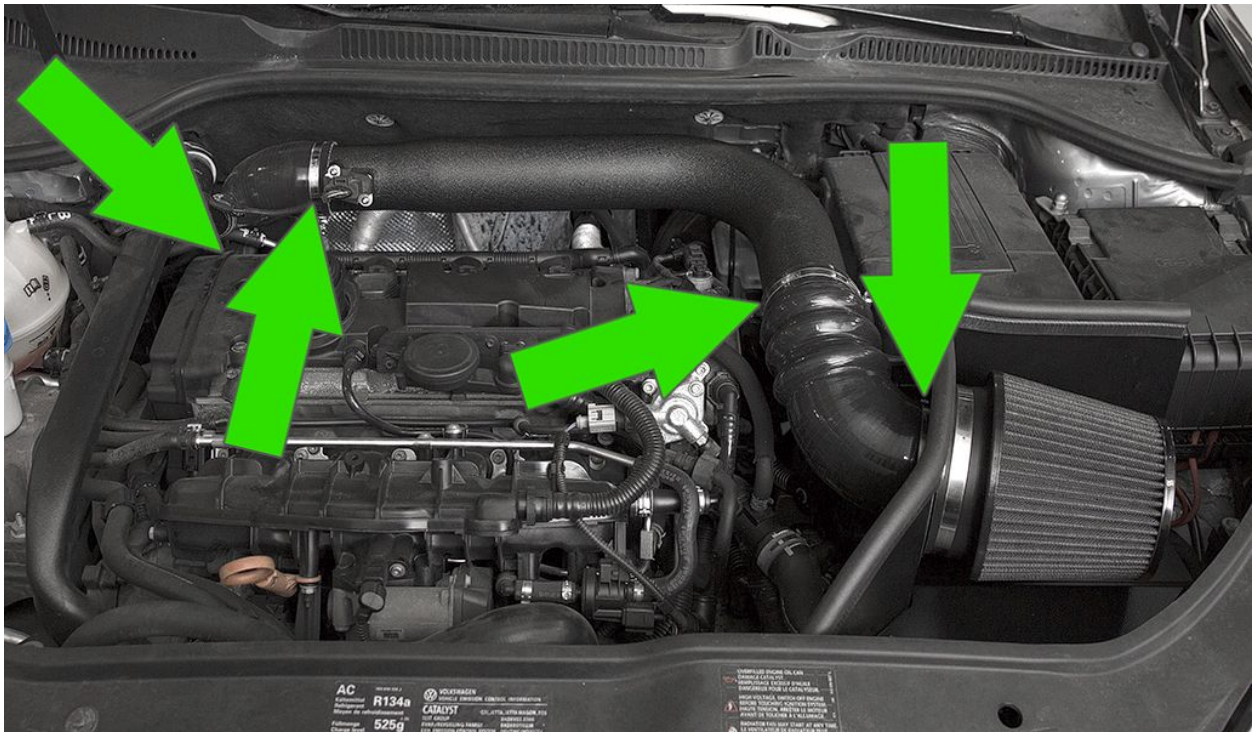
22. Install the included aluminum black anodized plug and one-time use clamp into the turbo inlet silicone coupler. Tighten the hose clamp firmly using the OE tool or wire cutters.



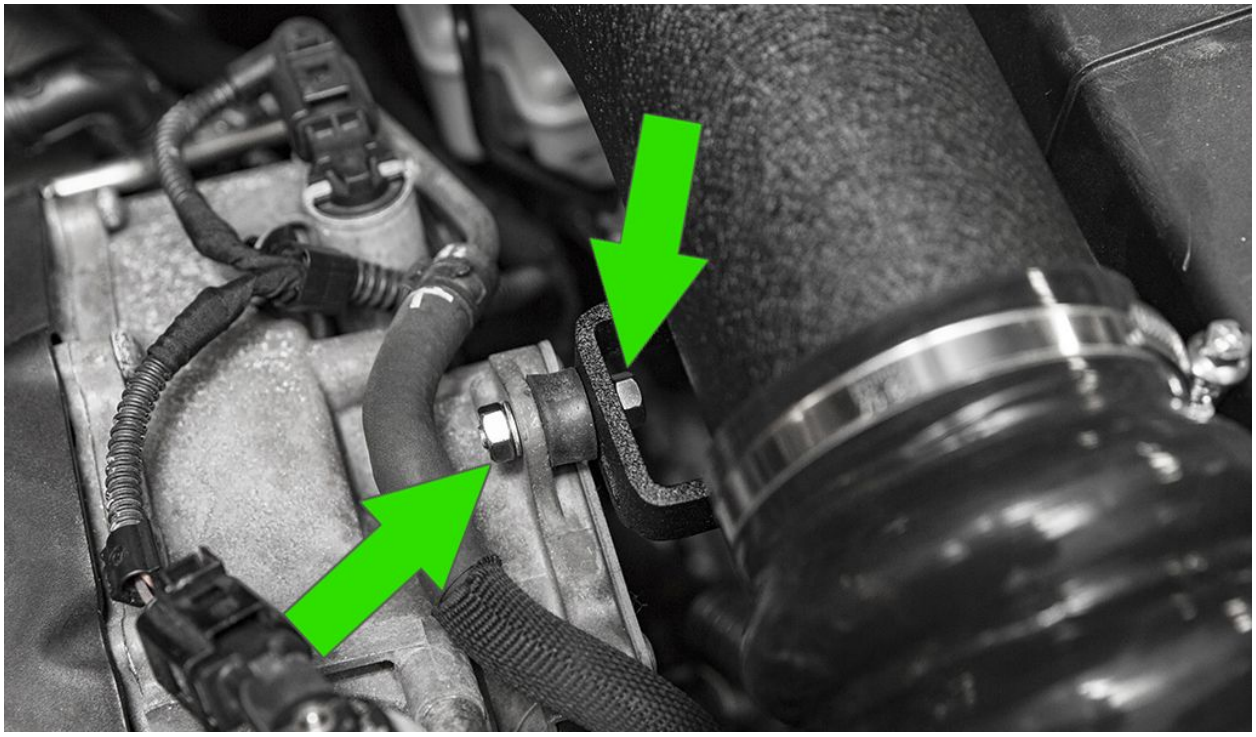
23. Plug in the MAF sensor harness.



24. Align silicone turbo inlet, silicone hump coupler, and intake pipe positions so everything sits in place straight, relaxed, and without tension. With the complete intake assembly properly positioned, tighten all four hose clamps firmly.



25. Using a 10mm crescent wrench, tighten both nuts on the rubber isolator stud firmly.



26. Verify all hose clamp connections are tight, isolator stud is properly installed, and that the grommets are fully seated. Start the car and inspect for any air leaks or rubbing components. Enjoy the performance, looks, and sound of your new IE MK5 FSI Cold Air Intake!.

Thank you for purchasing another Integrated Engineering product. We are dedicated to serving your VW/Audi engine and performance needs. Please check our website frequently for new product releases. If you have any questions or concerns about this product please do not hesitate to contact us.

Integrated Engineering
801.484.2021
sales@performancebyie.com
www.performancebyie.com