

## Integrated Engineering VW GTI & Golf R (MK7 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 Carbon Fiber Cold Air Intake Kit for VW MK7 2.0T TSI applications. This kit needs to be installed by a professional or an experienced technician. Integrated Engineering is not responsible for any damage caused by incorrect installation.

### Carbon Cold Air Intake Contents:

- (1) IE Carbon airbox
- (1) IE Carbon velocity stack
- (4) 3mm button head cap screws
- (4) 10mm nylon lock nuts
- (1) 5" cone air filter
- (1) Air filter clamp
- (1) Sound door insert
- (4) 4mm button head cap screws
- (4) 10mm nylon lock nuts
- (1) Silicone coolant hose
- (2) Coolant hose pinch clamps
- (2) Coolant barb caps
- (1) Rubber mounting grommet
- (1) Stud with rubber isolator
- (1) 10mm stud cap
- (1) 10mm nut
- (2) Nylon washers

### Optional Carbon turbo inlet pipe contents:

- (1) IE Carbon fiber turbo inlet pipe
- (1) Turbo inlet silicone coupler
- (1) Hump silicone coupler
- (3) 70-90mm hose clamps

### Required Tools:

- Pliers or hose clamp tool
- Phillips screwdriver
- Flathead screwdriver
- 4mm allen wrench
- 3mm allen wrench
- Ratchet socket wrench
- 10mm socket
- 7mm socket

- T25 screwdriver
- Wire cutters or pinch clamp tool

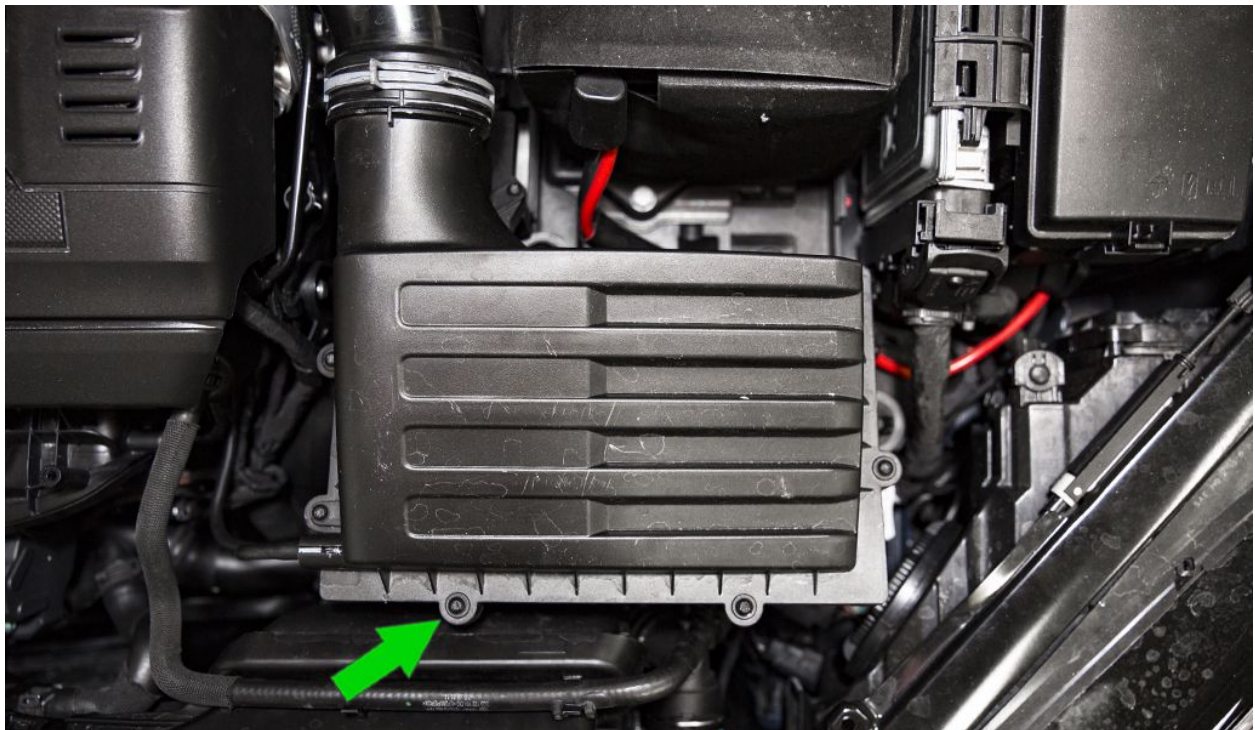
Open your IE Cold Air Intake Kit, inspect all components, and verify their quantities.



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



2. Start the installation procedure by loosening the eight T25 bolts from factory airbox lid. These do not fully remove, just loosen them until they are spinning freely.





**3.** Remove vacuum hose from the air box lid, pull back on the vacuum line and push the edge carefully off with a flat head screwdriver.



**4.** Use a pair of pliers or hose clamp pliers to remove the hose clamp from the airbox side of the turbo inlet hose and completely remove the airbox lid.





5. Remove the air filter by simply pulling it out.

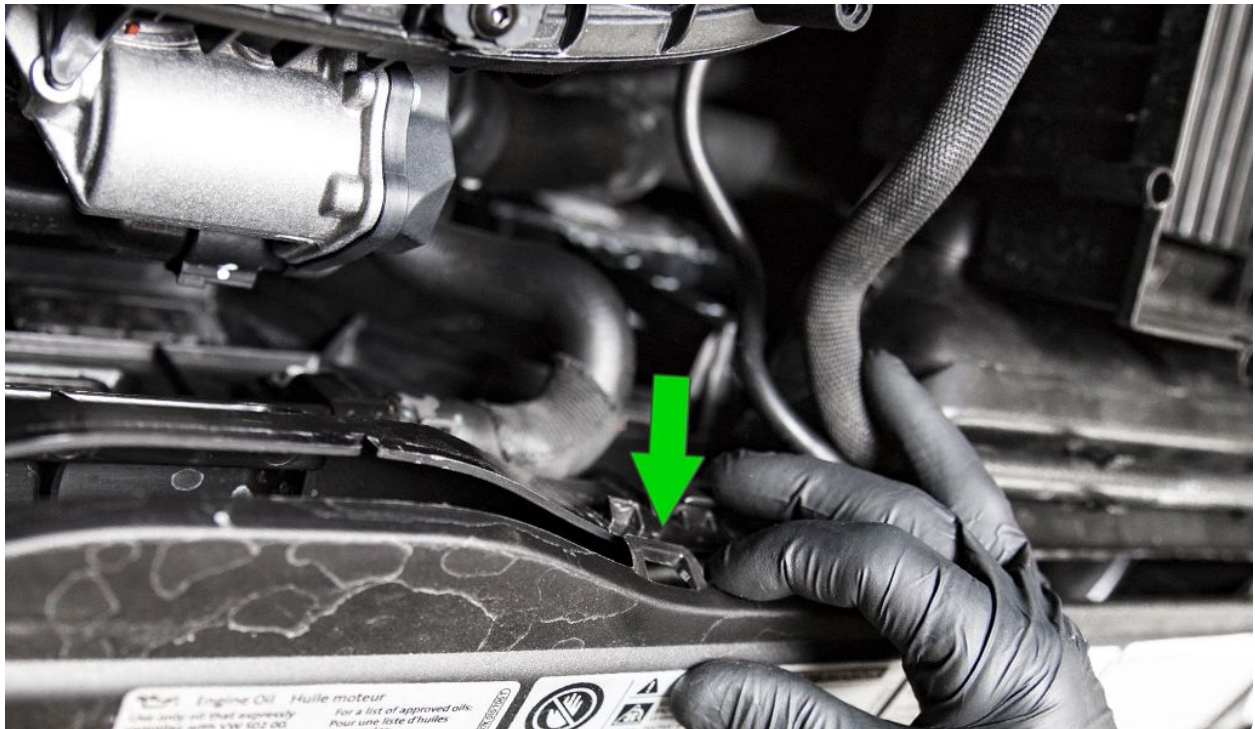




6. Remove the two T25 bolts from the sides of the upper air box inlet cover.



7. Pull to release the tab on the back side of the upper airbox inlet cover, then fully remove it.



8. Carefully release the coolant line from the retaining clips by carefully pulling up on the hose.

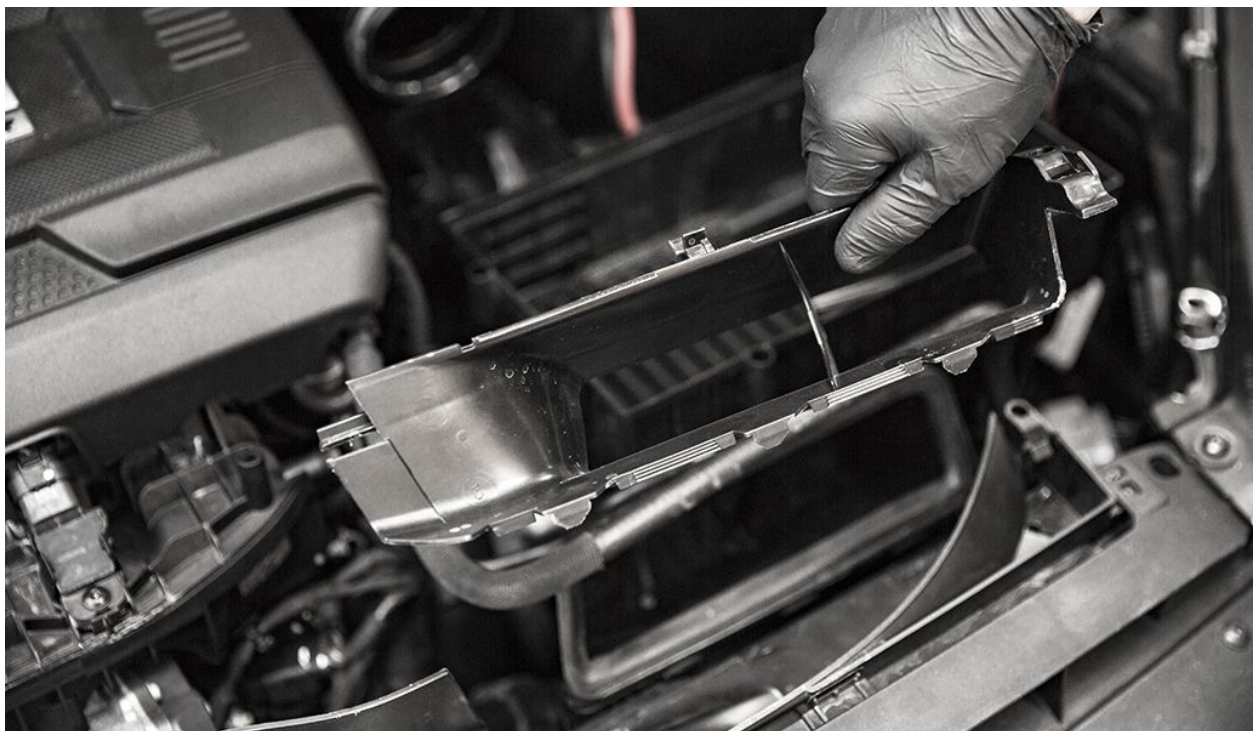
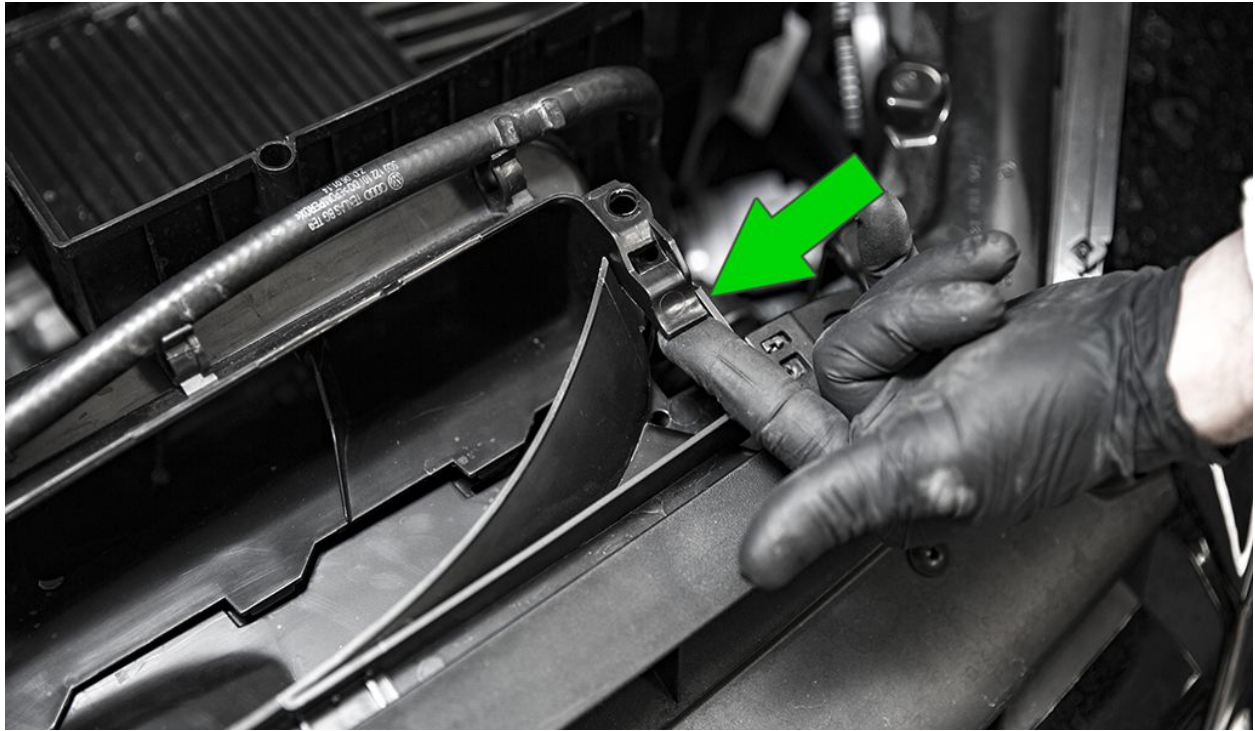


9. Remove the two T25 bolts securing the lower portion of the intake inlet to the car.



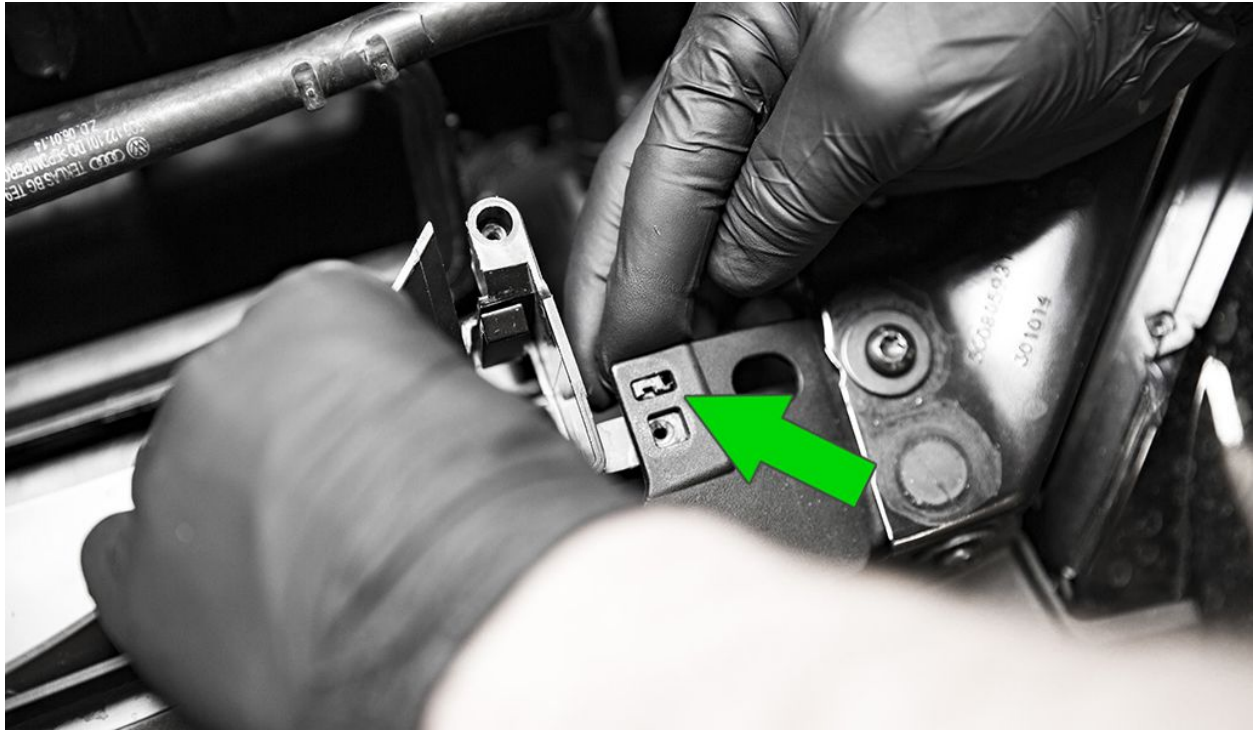


**10.** Remove the end section of the intake inlet box (shown below) located in front of the airbox by pulling up on the lock tab.

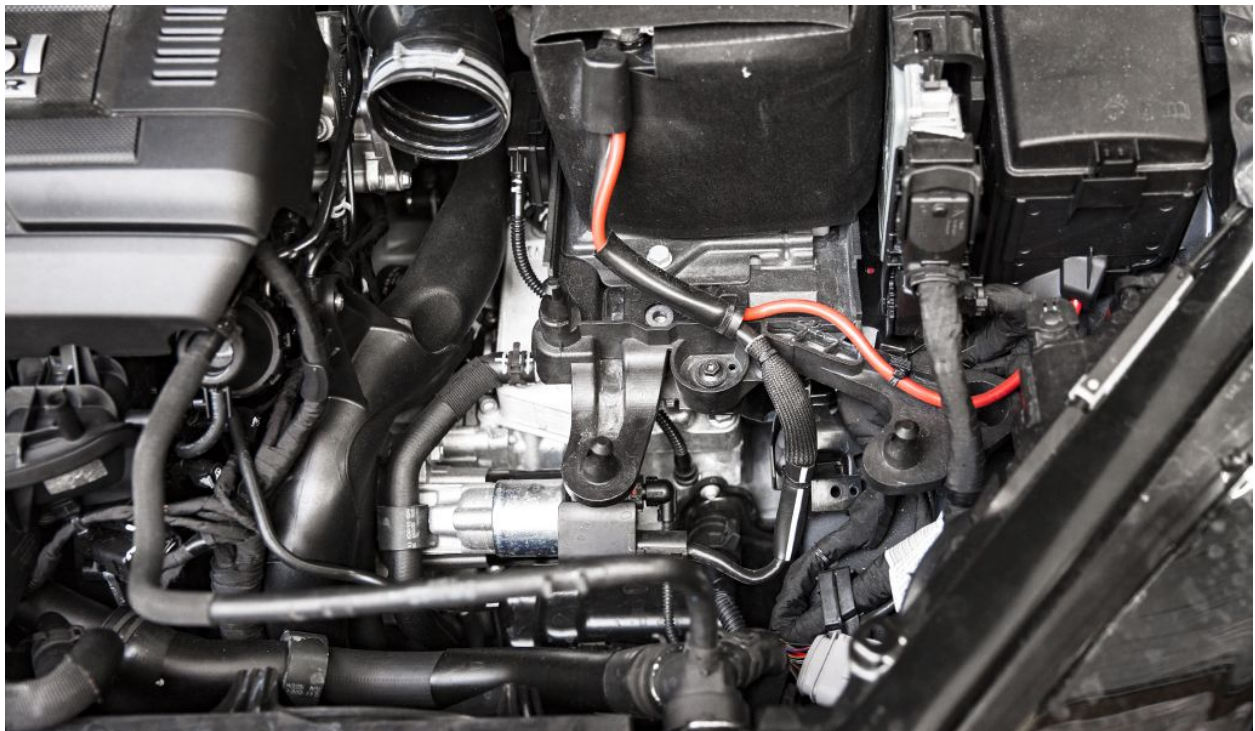




11. You can now remove the entire intake inlet box that spans the front of the car by pulling up on the lock tabs located on both corners.



12. Carefully pull up on the factory lower airbox to release it from the battery tray and remove it. The airbox is held in place on the underside by 3 rubber grommets securing it to plastic posts.

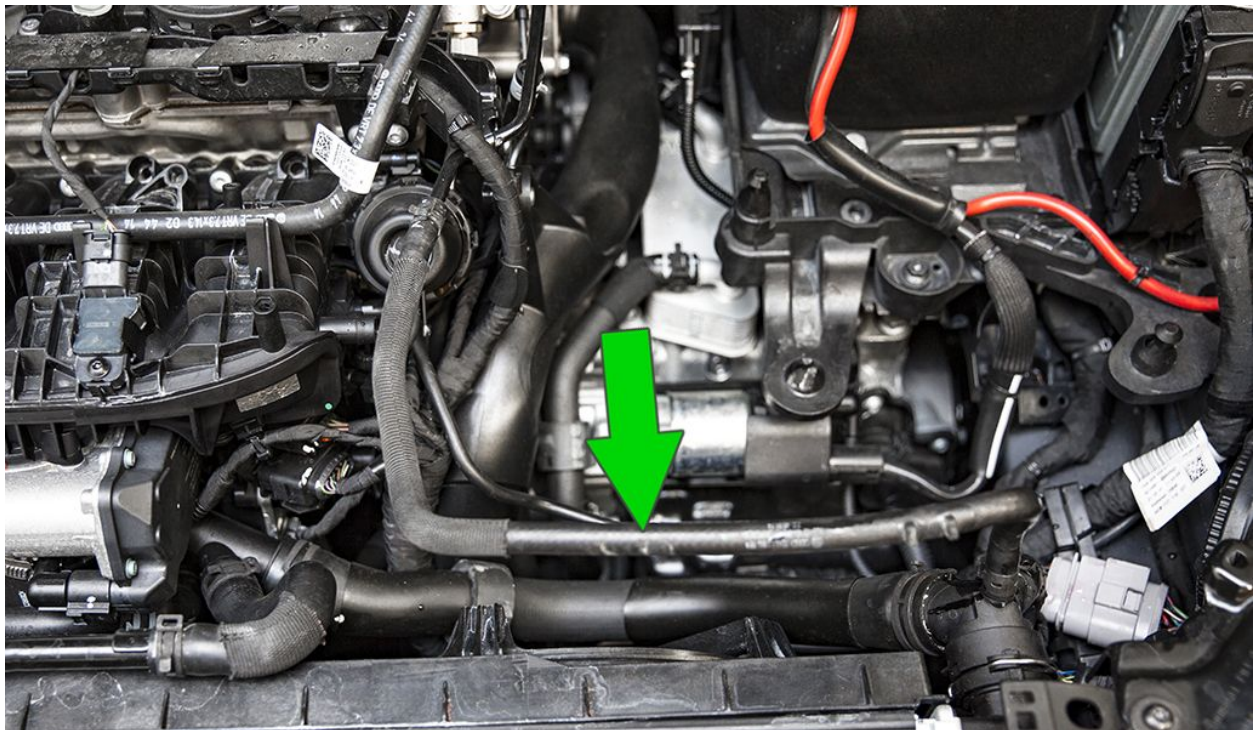




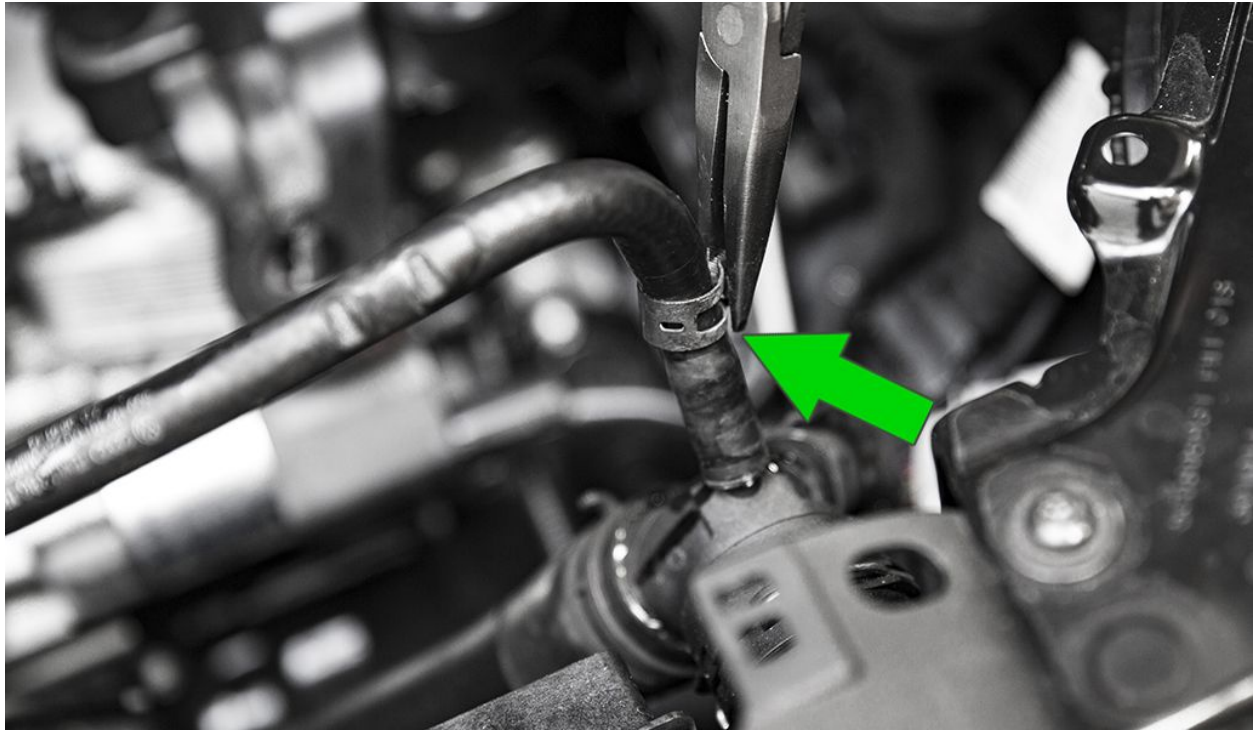
13. Remove the engine factory cover by pulling up on the two sides firmly.



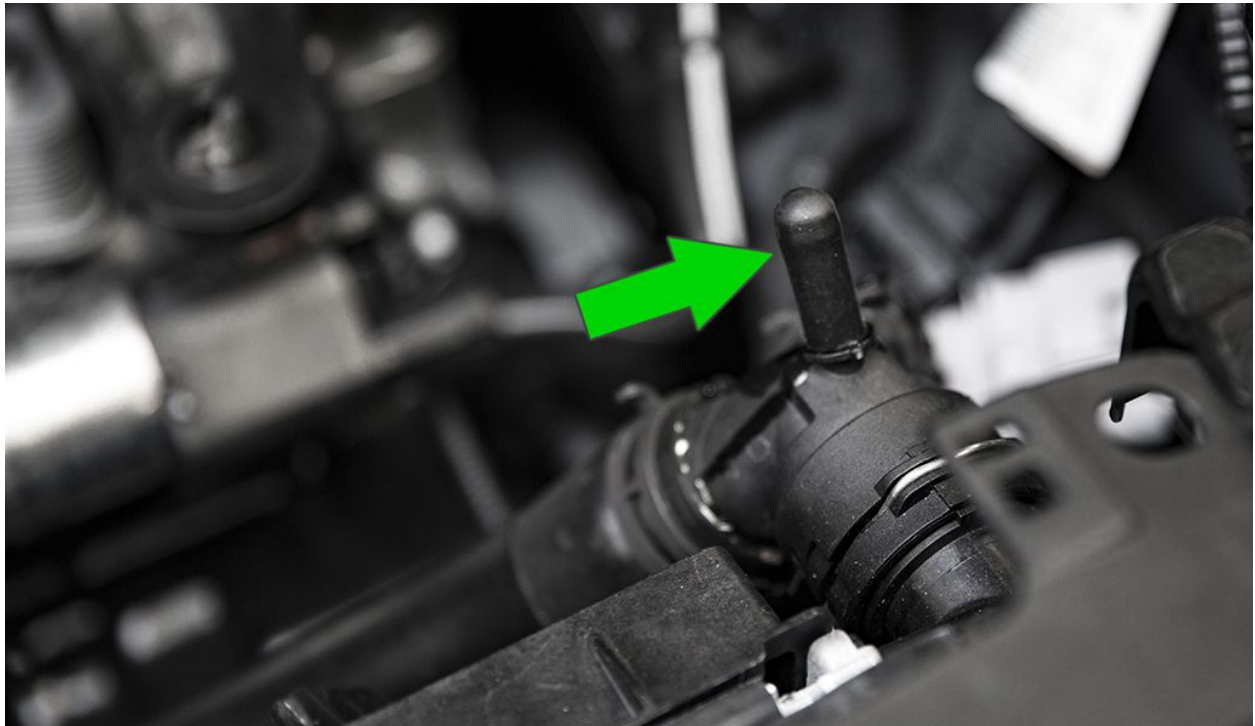
14. In the following steps you will be removing a factory coolant line. This line is located just in front of the removed intake box attached to the upper radiator hose.



**15.** Using pliers, slide the coolant line hose clamps above the the coolant barbs on both ends, do not remove the coolant hose in this step.

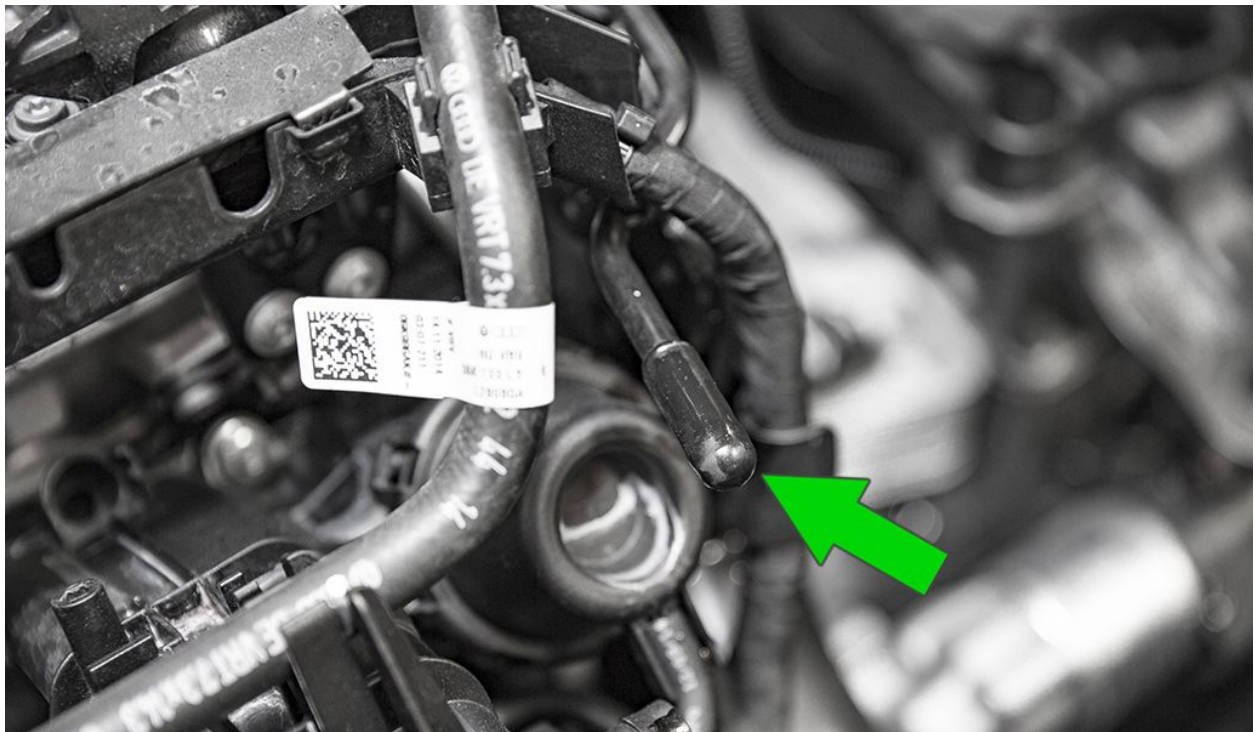


**16.** We have included two silicone vacuum camps to help reduce the amount of coolant loss during the removal. With one of the supplied vacuum caps in hand, quickly remove the hose connected to the upper radiator hose barb and replace with vacuum cap.





**17.** Now remove the opposite end of the coolant line connected to the metal hard line, and replace with second vacuum cap.

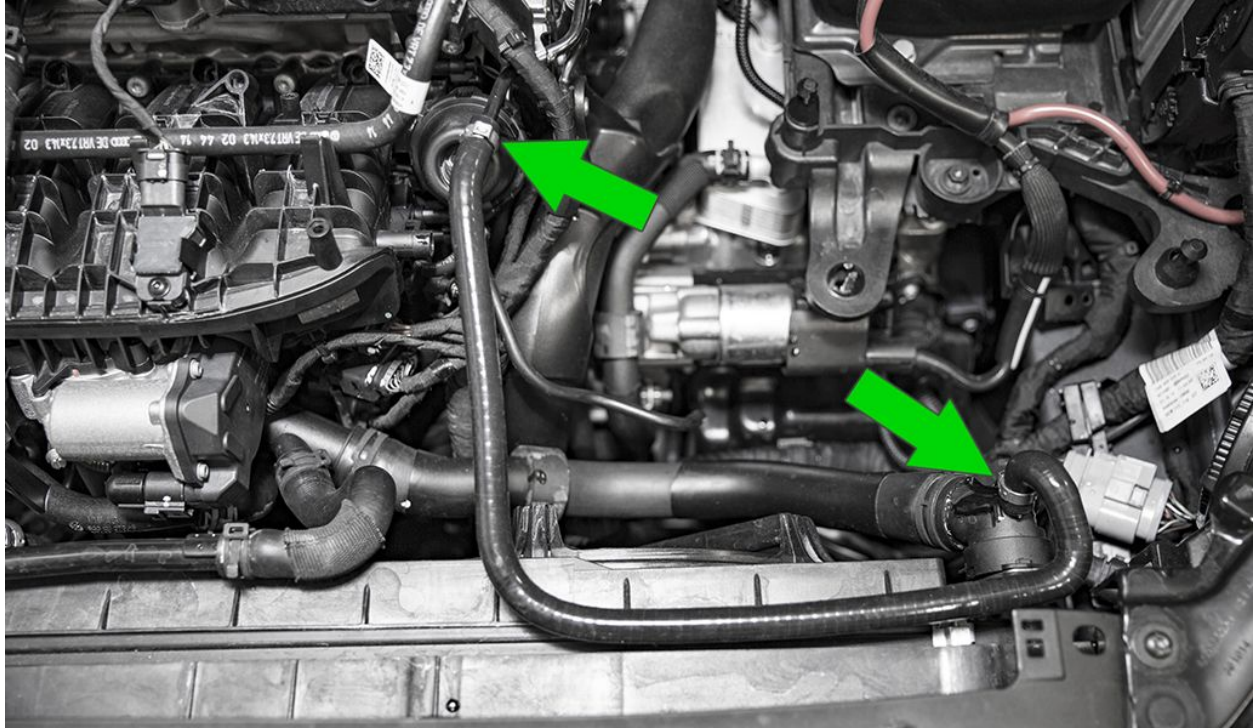


**18.** Install the new IE coolant hose to the hardline line and then to the radiator hose barb. Install one side at a time as quickly as possible to limit the amount of coolant loss.



**19.** With the coolant line installed, tighten the pinch clamps using either the VW/Audi factory tool (if available) or wire cutters.

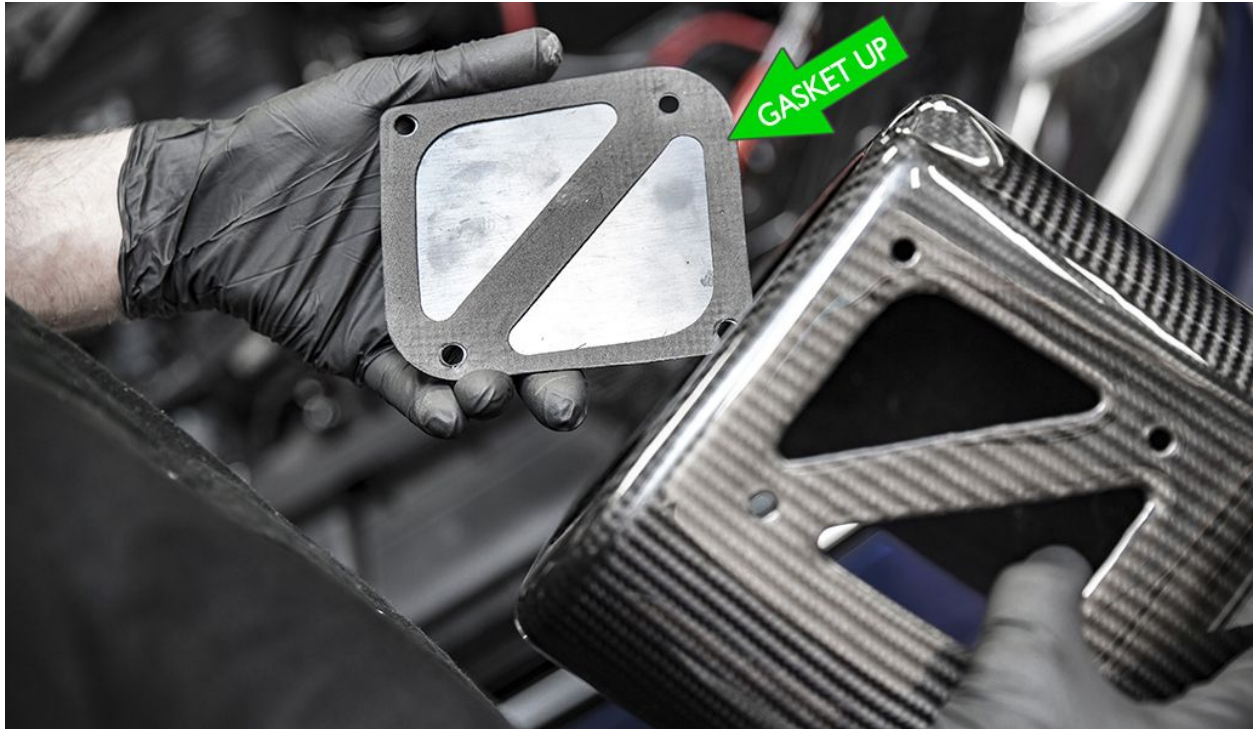
\*Note: the coolant hose may feel loose in this step, give it time. The coolant will dry up under the silicone hose and it will become very tight in a short amount of time.



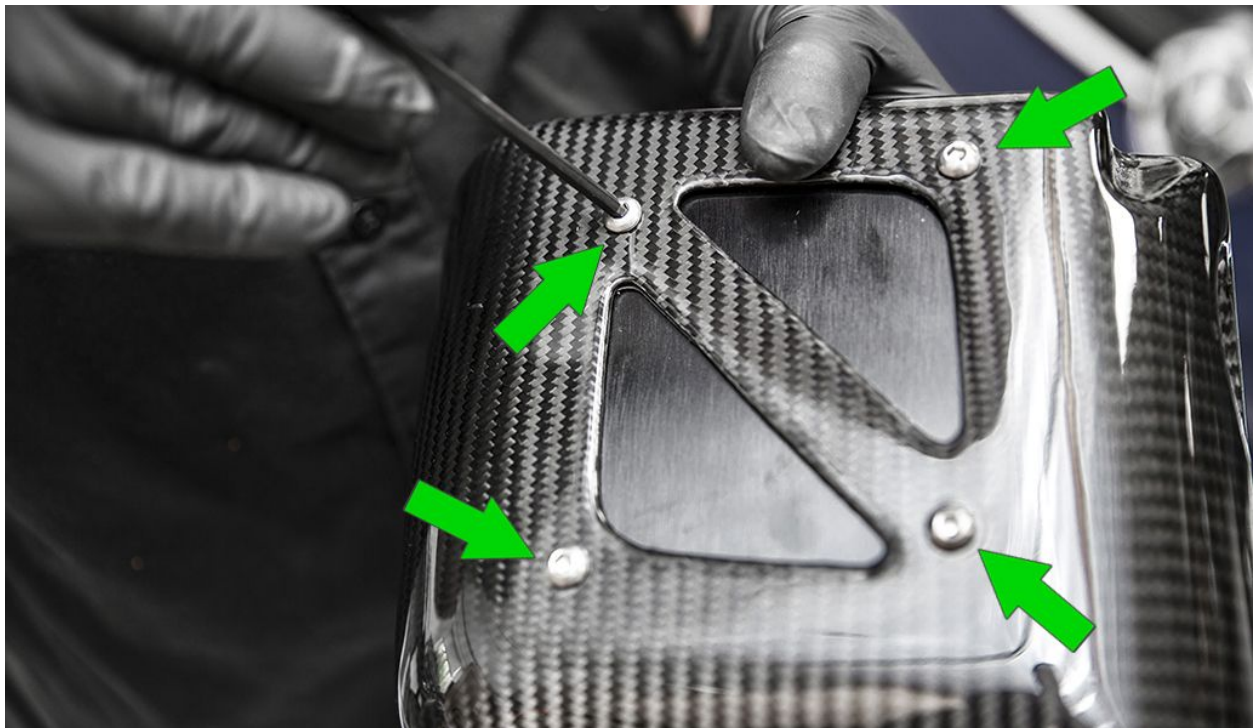
**20.** Optional sound door install - With the sound door installed, the intake sound will be reduced. If you wish to increase the sound of the engine and turbocharger, skip to step 23. There are no performance benefits or loss with the door either installed or not.



**21.** To install the sound door, place the door inside the carbon airbox with the sound door gasket facing up. Make sure you align the four bolt holes correctly.



**22.** Using a 4mm allen and a 10mm crescent or socket wrench, tighten the four included 4mm button heads and 10mm nylon lock bolts. Take care to not over-tighten the bolts and nuts as this may crack or warp the carbon fiber.



**23.** 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.





**24.** Install the air filter and clamp onto the velocity stack. Firmly tighten hose clamp with a screwdriver.



**25.** Install the carbon fiber velocity stack and air filter onto the carbon airbox. The pre-installed 90 degree vacuum barb on the velocity stack should be aligned with the bottom side of the air box.



**26.** Using a 3mm allen wrench, tighten the four included 3mm socket head bolts to secure the velocity stack to the airbox. Do not over-tighten as it can crack or warp the carbon fiber.

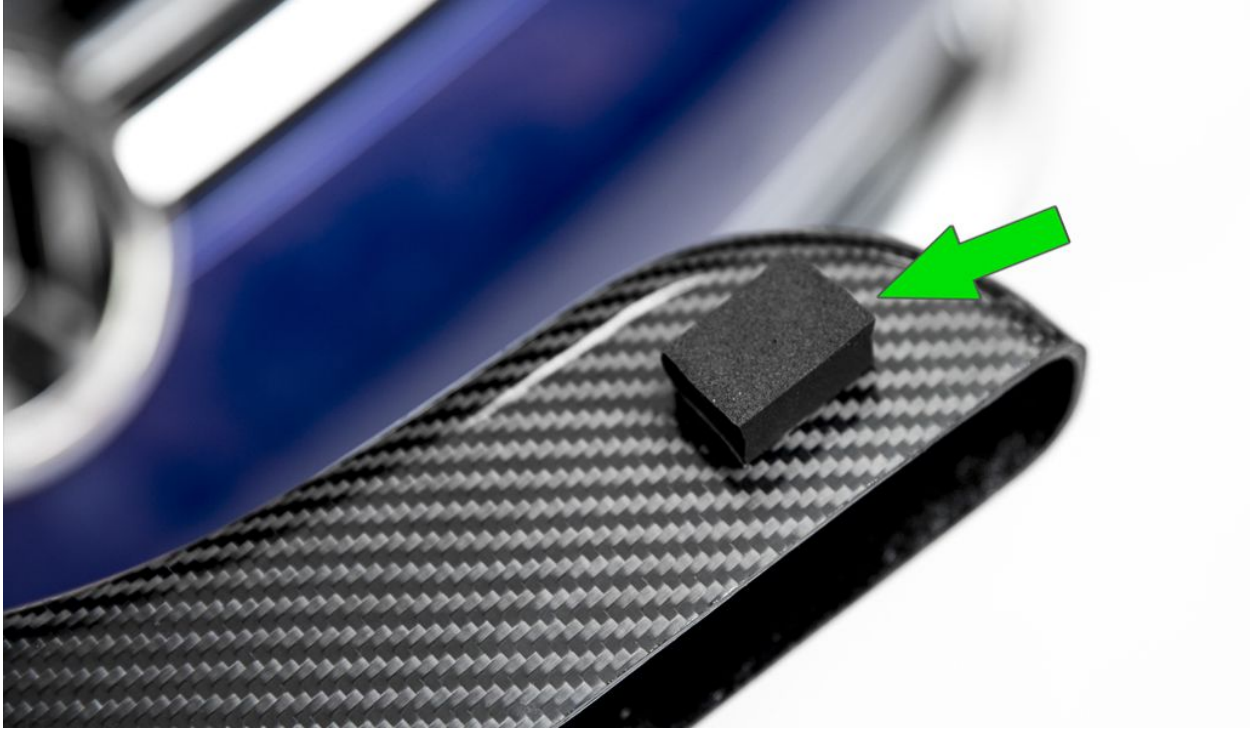


**27.** Install the supplied IE rubber mounting grommet into the bottom of the airbox.





**28.** Carefully wipe down the underside of the intake inlet with a non-oily cleaner and allow it to dry. Remove the adhesive backing from the included foam square, and install it on the underside of the intake opposite of the IE logo plate as shown in the photo below. Make sure the foam is placed correctly, once installed it is permanent.



**29.** Optional turbo inlet pipe install - The following steps outline the install of the optional carbon turbo inlet pipe (sold separately). If you do not have the turbo inlet pipe, skip to step 34.

**30.** Loosen the hose clamp on inlet pipe turbo side using a screwdriver or 7mm socket. Fully remove the turbo inlet pipe and set the factory hose clamp off to the side, you will re-use it.



**31.** Reusing the factory hose clamp, install your new IE turbo inlet silicone piece onto the turbo inlet. Tighten the lower clamp firmly, install the supplied upper clamp and leave it loose.





**32.** Install the silicone hose and hose clamps onto the carbon turbo inlet pipe. Do not tighten the hose clamps in this step. You may find it helpful to use a non oily lubricant, such as glass cleaner to install the silicone. The silicone coupler should be positioned so it points towards the turbo.



**33.** Now install the silicone coupler and carbon turbo inlet pipe onto the assembled carbon airbox, leaving the clamps loose.



**34.** Install the shortest end of the supplied stud into the radiator support, tighten by hand until the rubber isolator bottoms out.

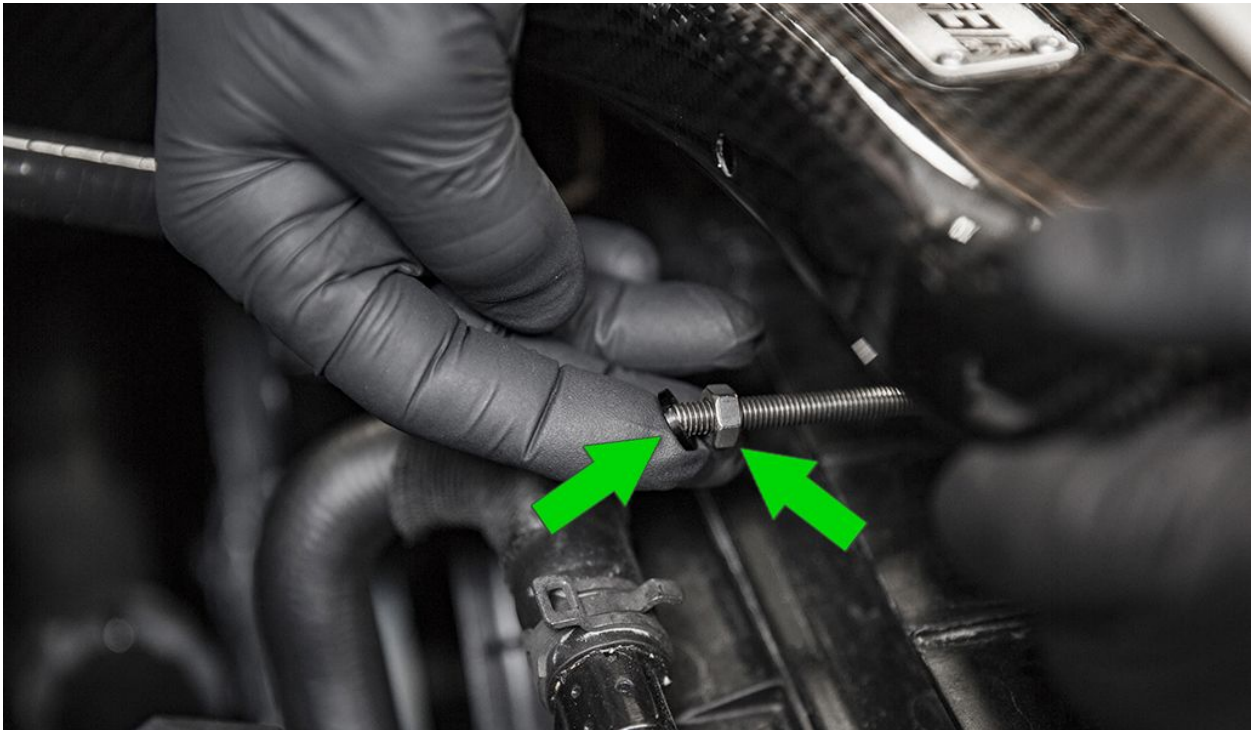


**35.** Place the complete intake assembly loosely into the car, carefully push down on the airbox to seat the grommet onto the factory plastic stud on the battery tray.





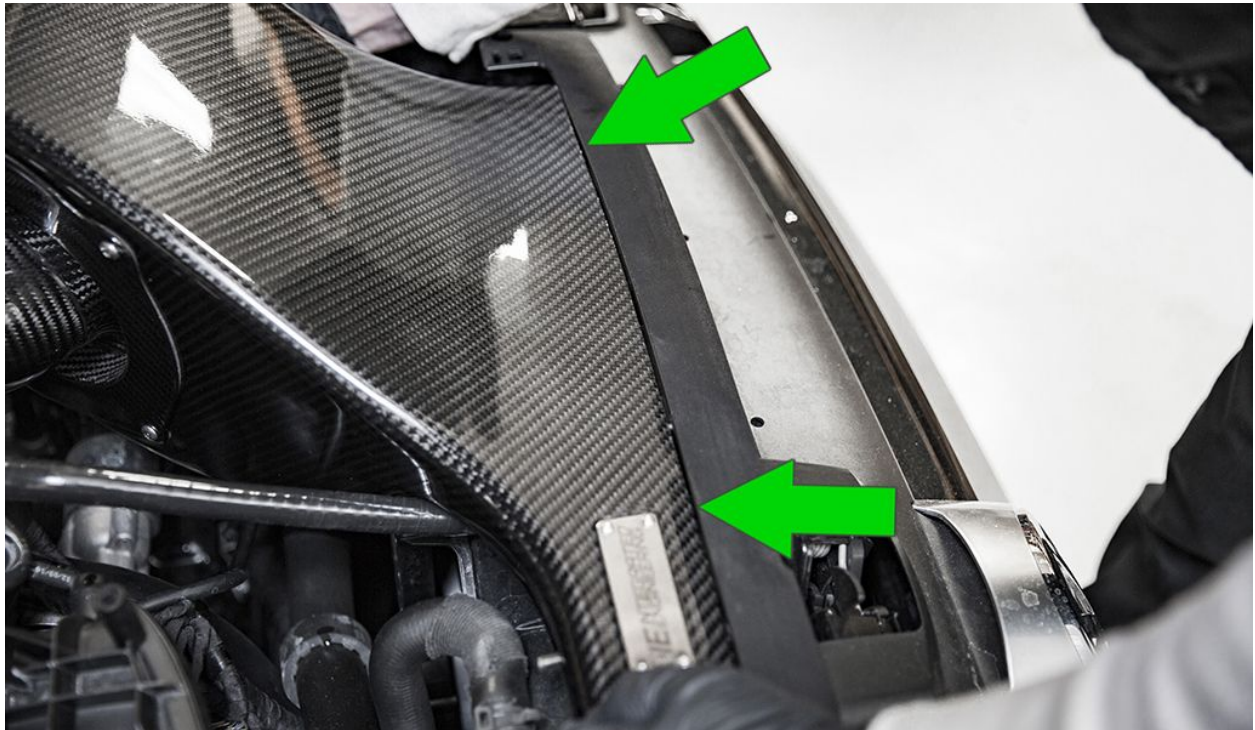
**36.** Spin the 10mm nut on the installed stud about 1" down the stud and install one nylon washer.



**37.** Install the intake onto the stud with the nut and washer on the inside.

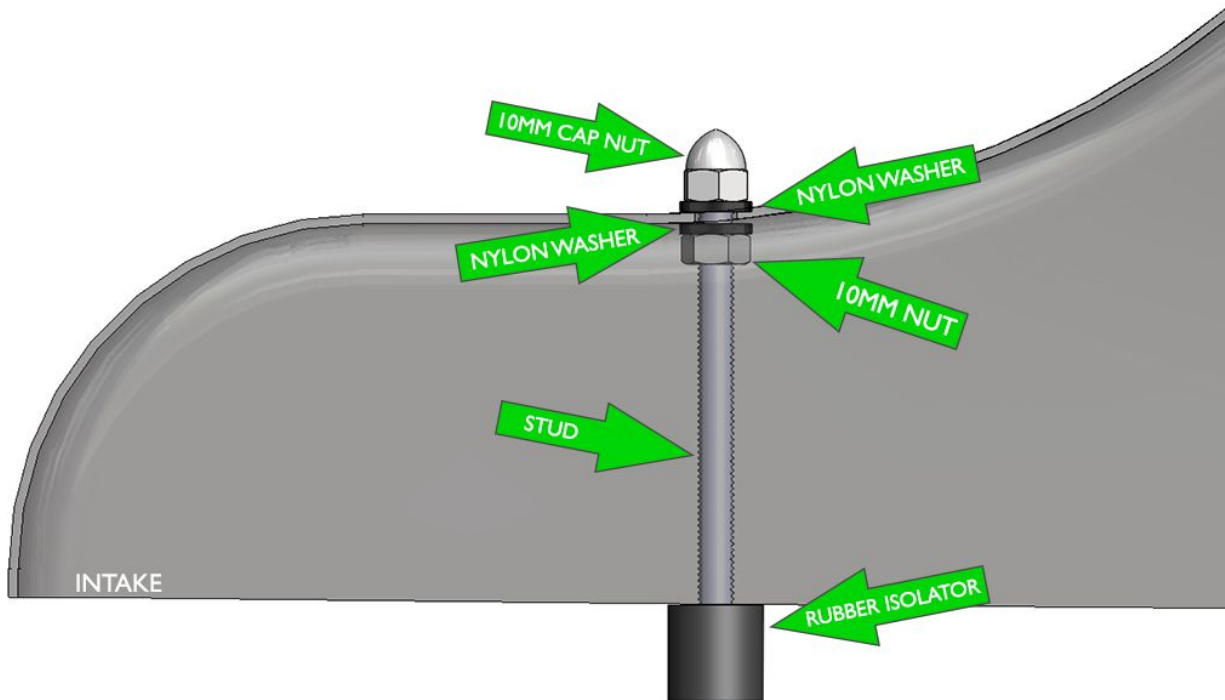


**38.** Using your hands, adjust the intake to remove the gap between the intake and radiator so that the intake sits flush and consistent across the front of the vehicle. Note the placement of the intake on the stud in this position.

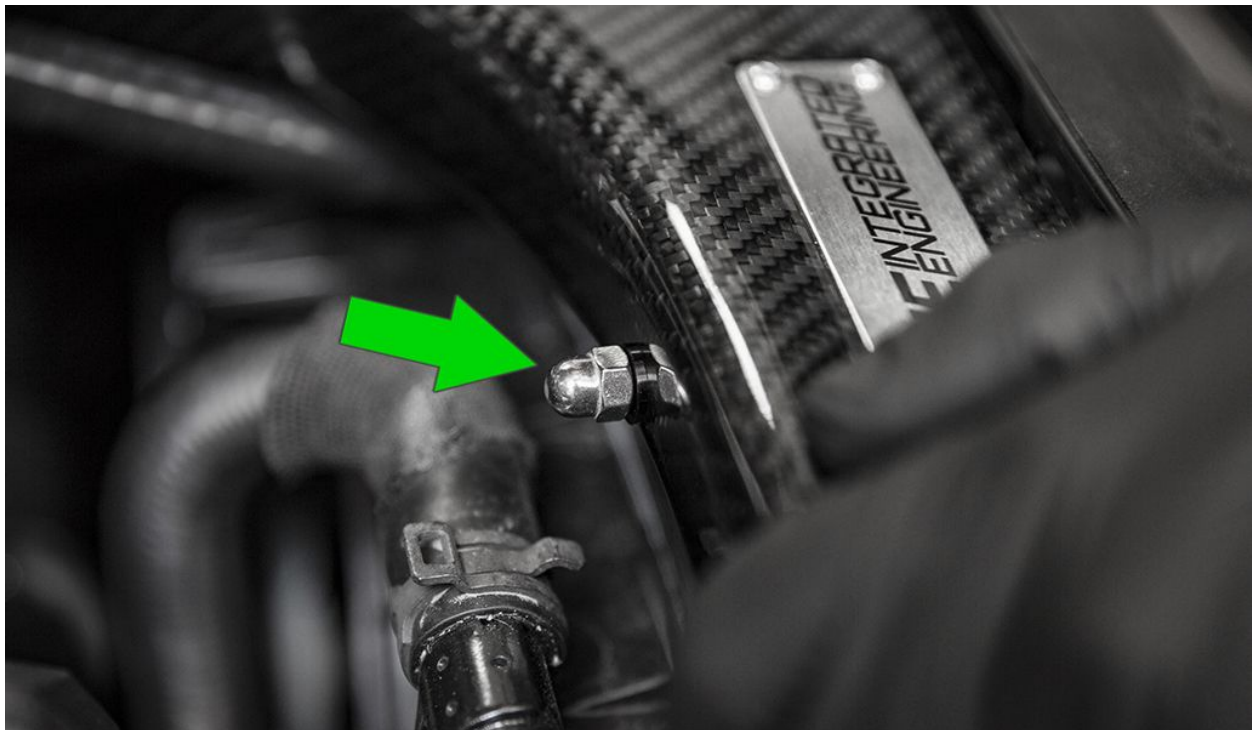


**39.** Remove the intake from the stud, spin the 10mm nut by hand back up the stud so that the intake sits in the position previously noted. Repeat steps 37 through 39 until you are happy with the intake placement. Install the second nylon washer and stud cap bolt onto the end of the stud by hand. The following assembly should look like the illustration below:





**40.** Once you are content with the stud adjustment, tighten the stud cap nut with a 10mm crescent wrench. Do not over-tighten as it can crack the carbon fiber.



**41.** If you do not have the optional turbo inlet pipe, skip to step 43. Insert the turbo inlet pipe into the installed turbo silicone coupler. Re-align the turbo inlet pipe, and silicone hump coupler positions so everything sits in place relaxed without tension.



**42.** With the complete intake assembly properly positioned, tighten the 3 remaining hose clamps.





**43.** If you do not have the carbon turbo inlet pipe, install the factory plastic turbo inlet onto the assembled airbox using the factory clamp.



**44.** Install the factory vacuum hose onto the 90 degree barb fitting located on the underside of the velocity stack inlet.



**45.** Verify your coolant level, all hose clamp connections are tight, and that the airbox grommet is fully installed. Start the car and inspect for any leaks or rubbing components. Enjoy the performance, looks, and sound of your new IE Carbon Fiber 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.

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