



Fitting Instructions

VWR Cold Air Intake 2.0 TFSI

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VWR Cold Air Intake

Installation Guide

Thank you for choosing the VWR Cold Air Intake - developed exclusively by Volkswagen Racing UK for the race programme. This intake and air filter will increase air flow from outside the car and provide a better filtration to the air entering the engine providing you with a more enjoyable motoring experience.

We have included instructions on fitting and maintenance over the next few pages. Please take time to read through, and ensure that your fitting agent reads these. We would suggest that you keep these notes with your car for future maintenance/owners.

Tooling required:

- ▶ 1 x Torx T20 socket
- ▶ 1 x Torx T25 socket
- ▶ 1 x 7mm Hex socket and ratchet or 7mm hose clip driver
- ▶ 1 x 6mm Hex socket and ratchet or 6mm hose clip driver
- ▶ 1 x Hose clip pliers
- ▶ 1 x 3mm allen key
- ▶ 1 x 5mm allen key
- ▶ 1 x Can of silicone spray

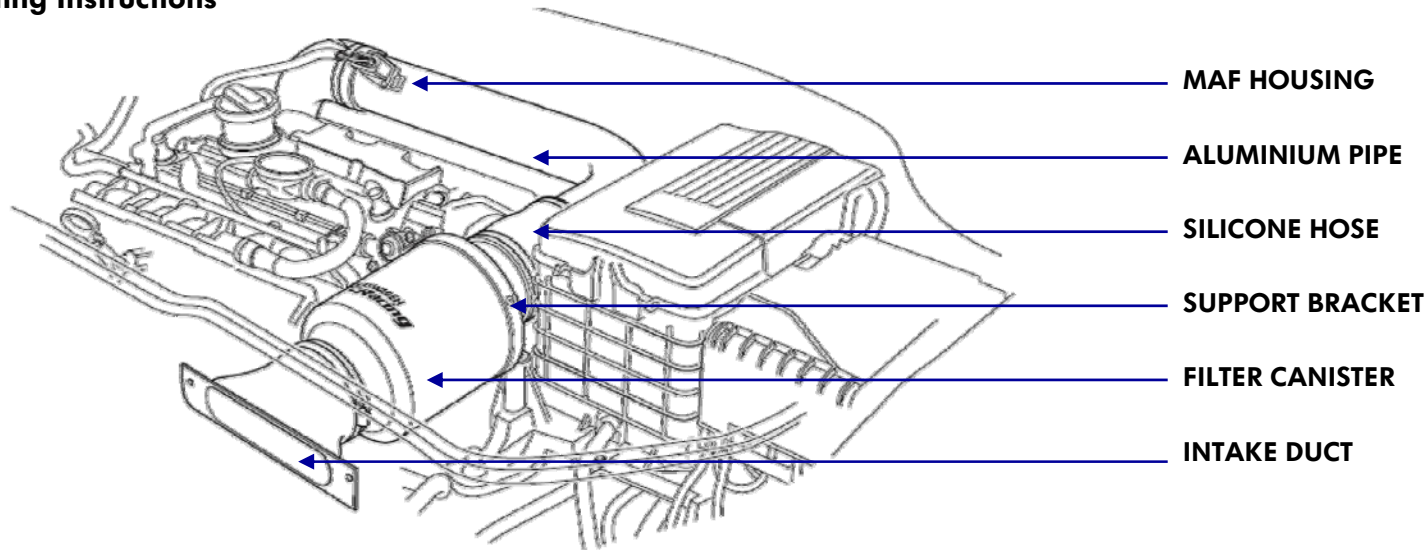
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Overview

As a general rule, when fitting the VWR Cold Air Intake system, the following guidelines should be adhered to:

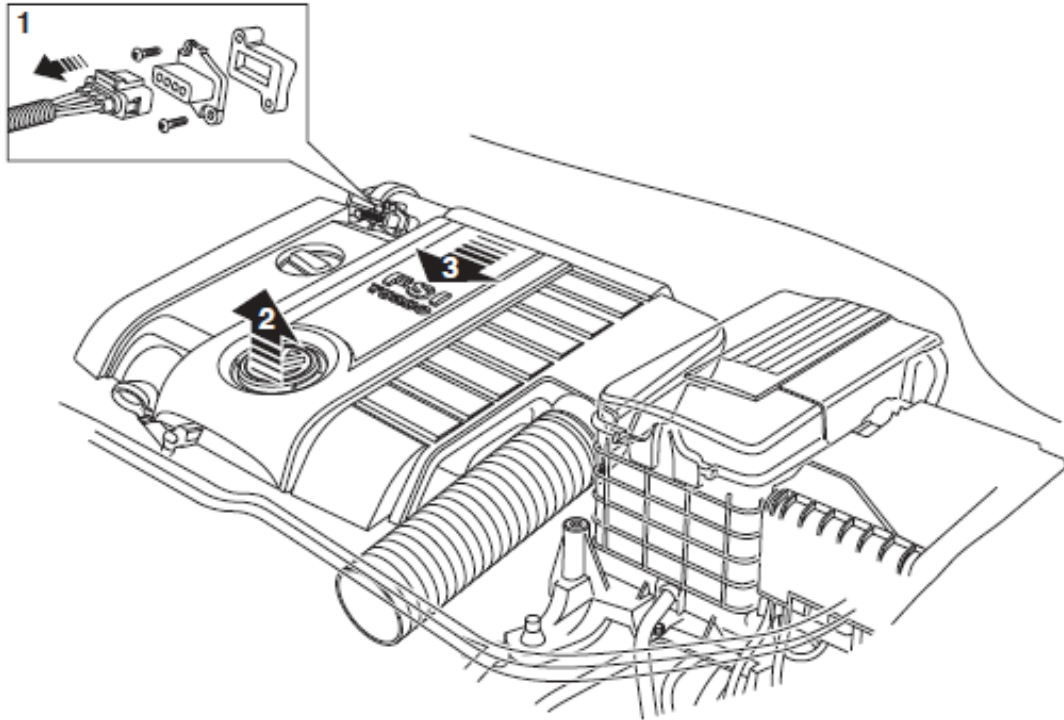
- ▶ Air filter kits are of great importance to providing the engine with the cleanest and correct volume of air. They should therefore be fitted with the utmost care and attention.
- ▶ It is recommended that they are fitted by persons possessing the necessary expertise i.e. a trained vehicle technician.
- ▶ These instructions are for guideline purposes only and do not take into account any special features that may apply.
- ▶ Regional and model variances do occur across the vehicles that this part is intended for, which may lead to some minor differences between descriptions and pictures shown in this document. If in doubt please contact your distributor or Volkswagen Racing UK.
- ▶ Where left and right are referred to in these instructions, they mean when viewed looking into the engine bay from the front of the car.

Fitting Instructions



Removal

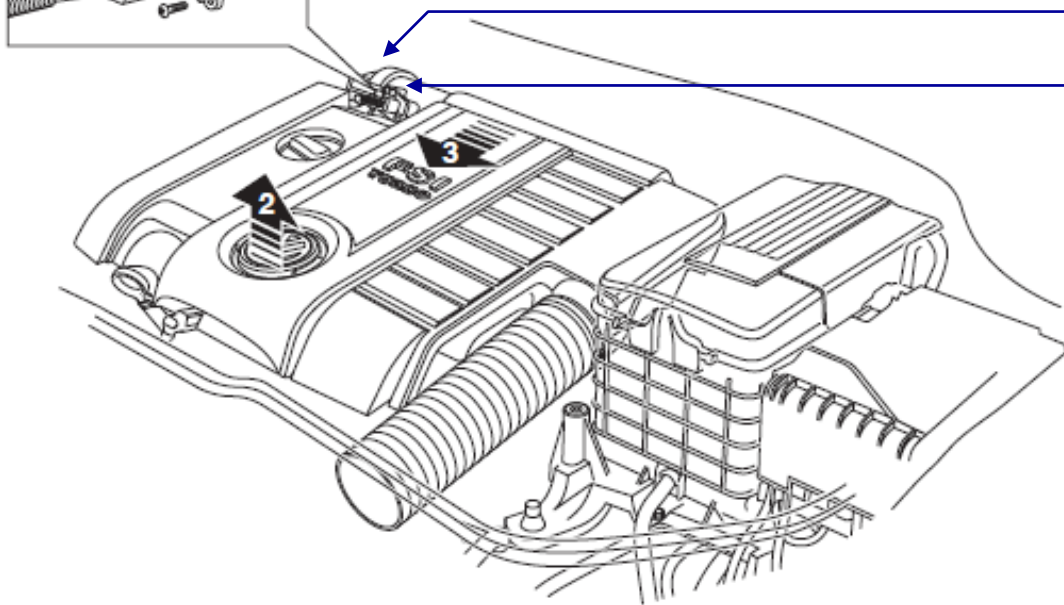
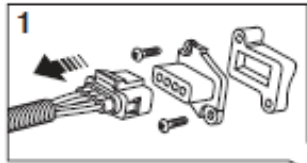
- ▶ The first step in fitting your kit is to remove the standard airbox, which can be removed as a complete assembly. Start by removing the two T25 Torx screws that attach the airbox inlet to the intake duct mounted on the radiator support (or slam panel).
- ▶ Next, only if you have a KO4 'big turbo' car (such as Golf or Scirocco R, GTI Edition 30/35, Audi S3 or Seat Leon Cupra R), you need to remove the rubber diverter valve return pipe (which runs along the left hand side of the engine cover) from the moulded turbo pipe at the rear left of the engine cover. Squeeze the two tabs on the hose clip together and pull the clip along the hose until it is clear of the barbed fitting moulded onto the turbo pipe. Then carefully loosen the hose on the fitting and pull it off. Unclip the pipe from the two plastic clips on the left hand side of the engine cover.



- ▶ Next, unclip the 2 metal clips from the moulded turbo pipe from the airbox outlet at the left rear and pull the pipe out.
- ▶ With this done, unclip the MAF sensor plug on the wiring loom and pull away from the MAF sensor (figure 1.).
- ▶ Once you are sure that everything is disconnected you are ready to wrestle the airbox off the engine. Depending on who has previously serviced your car (whether or not they have greased the mounting rubbers), this will either lift off with a gentle tug or it will fight you every step of the way. The airbox needs to be lifted upwards at the front (arrow 2.). Once loosened, pull forward and up (figure 3.) to release.
- ▶ If it is proving to be difficult, try lifting and freeing one corner at a time – the box is held in place with four rubber bushes pushed over steel studs.

Removal (cont'd)

- ▶ With the airbox removed you now need to remove the standard moulded plastic turbo pipe, using a pair of proper hose clamp pliers. You need to fit the pliers onto the two tabs of the hose clamp and squeeze the clamp open. With the clip released, pull the hose upwards (this may take a little force) and remove it from the turbo. There is also a rubber sealing ring that sits between the hose and turbo inlet that may or may not come off with the hose, if it doesn't, remove this as well.
- ▶ The last job to do before you begin fitting the new parts is to remove the MAF sensor from its housing. The MAF sensor is held in place by two T20 Torx screws as shown in figure 1 below.

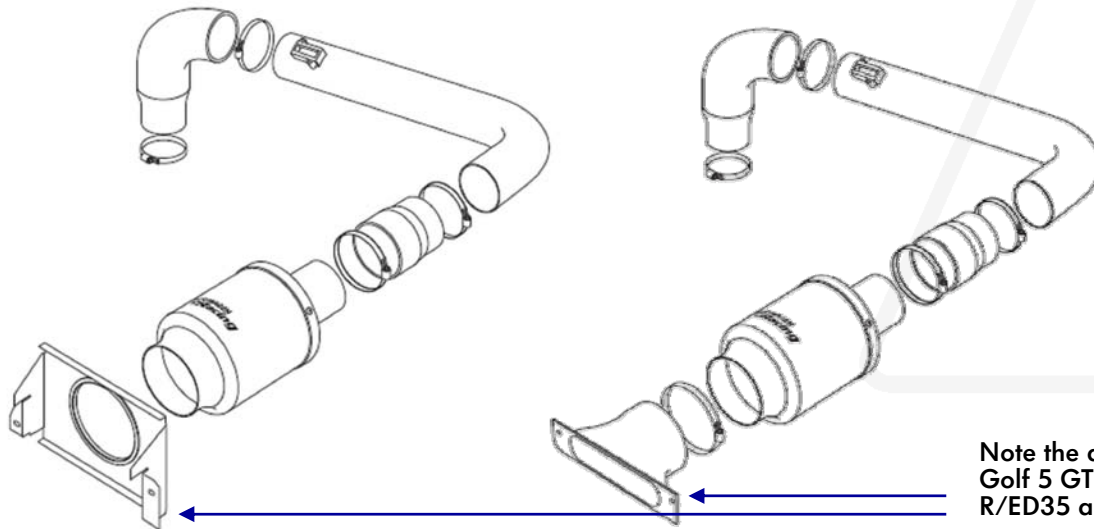


- ▶ **You are now ready to begin the install.**

90° TURBO PIPE

MAF HOUSING

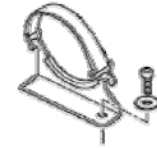
- ▶ The first step in fitting your kit is to get the 90° silicon turbo hose (shown below) fitted and clamped firmly into place. A light coating of silicone spray inside the hoses makes life a lot easier as you will need to make small adjustments and without the spray the hoses will grip the aluminium pipes very tightly.
- ▶ It is best to fully tighten the hose clamp up now, as when the rest of the pipework is in place, access is extremely limited. The hose needs to be pointing squarely across the back of the engine bay.
- ▶ With the hose clip very loosely fitted to the turbo hose, push it firmly into place and then tighten the hose clip using a 6mm socket on a small ratchet or flexible 6mm hose clip driver if you have one. Once you have taken up the slack in the hose clip, carefully feel to make sure the hose clip is sat squarely on the hose with 3-5mm of silicone hose exposed below the hose clip (if you have a small mirror at hand this may be useful to make sure everything is sitting correctly). When you are satisfied the clip and hose are in the right place fully tighten the hose clip.
- ▶ On K04-turbo cars only, refit the diverter valve return pipe, push the return pipe onto the aluminium fitting and then expand the hose clamp and slide it into place.



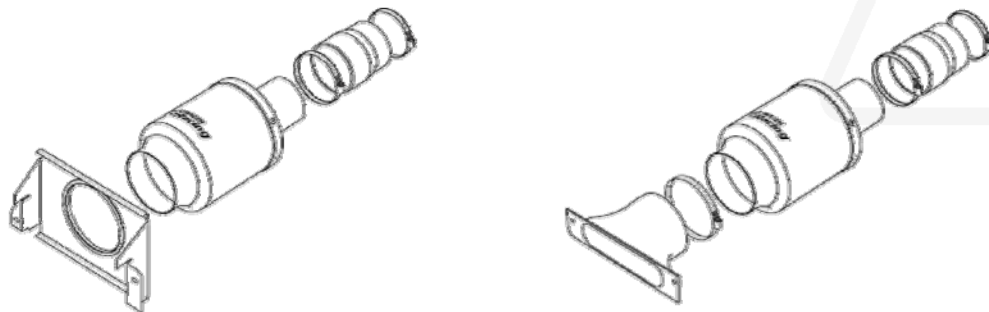
Note the difference in Intake Duct between the Golf 5 GTI mounting on the left, and the Golf 6 R/ED35 and Scirocco R on the right.

Fitting Instructions Cont'd

- ▶ Next, you will need to fit the black aluminium Support Bracket supplied with the kit. Using the 5mm allen key bolt and washer supplied, bolt this bracket onto the unused threaded hole on the front corner of the standard battery holder (as shown right). Make sure you fit the supplied spring washer between the bolt head and penny washer.
- ▶ You can now loosely fit the rear aluminium pipe simply by pushing the assembly into the silicone turbo hose. At this stage, DO NOT fully tighten the hose clamp from the turbo pipe as you will need to make small alignment adjustments.
- ▶ It is now time to assemble the remaining elements of the intake system, as shown below, off the vehicle. Assemble these together loosely at this stage as shown in the diagrams below.
- ▶ Holding this assembly, locate the intake duct end into the radiator support first, then join the silicon pipe at the other end onto the aluminium pipe.
- ▶ At this stage, the fitment on some model/engine derivatives means that the air filter canister sits very close to the end of the rubber vacuum pipe which comes from the end of the plastic intake manifold, and/or coolant hose.
 - ▶ If your canister is touching this vacuum pipe, disconnect the pipe and simply cut 5-10mm from the pipe and reconnect it using the original fixings.
 - ▶ If your canister is touching or close to the water coolant pipe, simply loosen the pipe slightly by releasing the clip, and gently rotate the pipe by a few degrees until it is away from the canister. Ensure the clip is retightened.
 - ▶ Check underneath the canister to ensure that there is no contact or rubbing on the coolant pipework. In particular, the black plastic water distributor unit can be a fragile part on some cars — hold back with a zip-tie if you are concerned that they may touch the bottom of the canister.

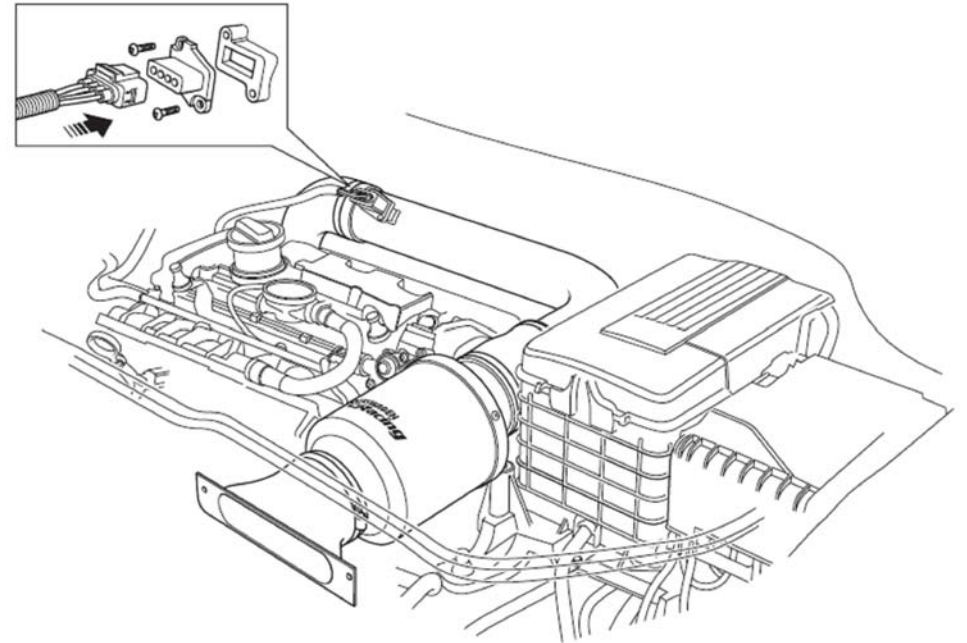
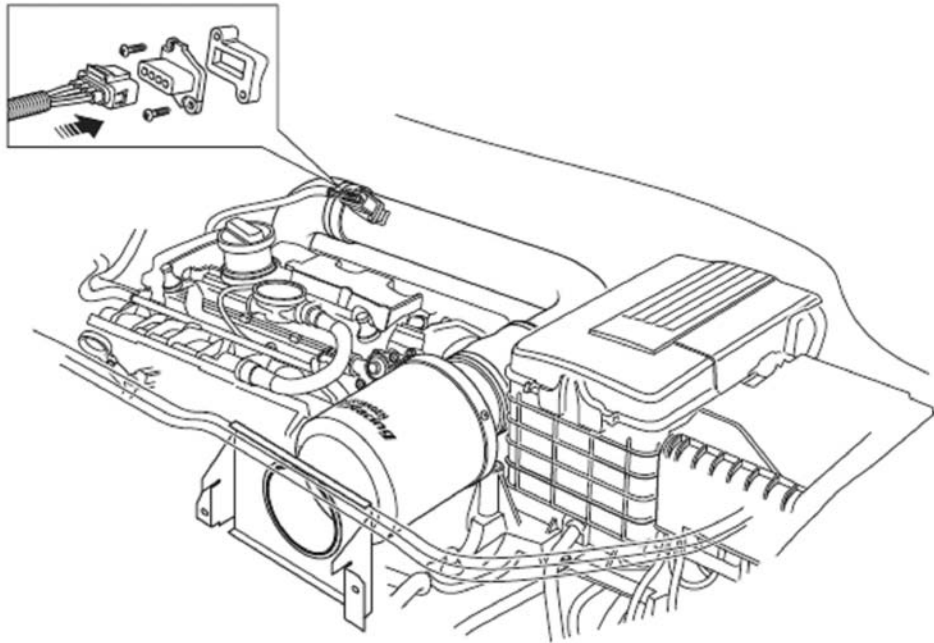


SUPPORT BRACKET,
BOLT AND WASHER



Fitting Instructions Cont'd

- ▶ Once you are satisfied that everything is lined up, bolt the intake into the radiator support with the original 2x T25 Torx bolts. Now tighten up all of the hose clamps on the entire system. Finally, attach the rubber clamp strap over the Support Bracket.
- ▶ You can now fit the MAF sensor into the MAF housing - using a 3mm allen key, screw it down into place and reconnect the wiring harness.
- ▶ All VWR filters come pre-oiled and are ready to use. Please ensure you read the instructions for maintenance in order to keep your VWR Intake System operating in peak performance.



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