

Cold Air Intake

MQB 1.4 TSI

FITTING INSTRUCTIONS

VWR11G815



WHAT'S IN THE KIT?

- ✓ 1 x Filter Can
- ✓ 1 x Air Filter to Turbo Silicone
- ✓ 1 x Foam Filter
- ✓ 1 x Turbo Adaptor Flange
- ✓ 1 x MQB Front Air Duct
- ✓ 1 x Rubber Grommets
- ✓ 2 x M6*20mm Cap Head bolt
- ✓ 1 x 50-70 Hose Clip
- ✓ 1 x 70-90 Hose Clip
- ✓ 1 x Black Vac Hose & Hose Strap
- ✓ 1 x Hose Connector

REQUIRED TOOLS AND PARTS

- ✓ T30 Torx Bit or Screwdriver
- ✓ T20 Torx Bit or Screwdriver
- ✓ Hose Clamp Pliers or Pliers
- ✓ 7mm Allen Socket or Flat Head Screwdriver

FITTING NOTES

- ✓ 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.
- ✓ 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.



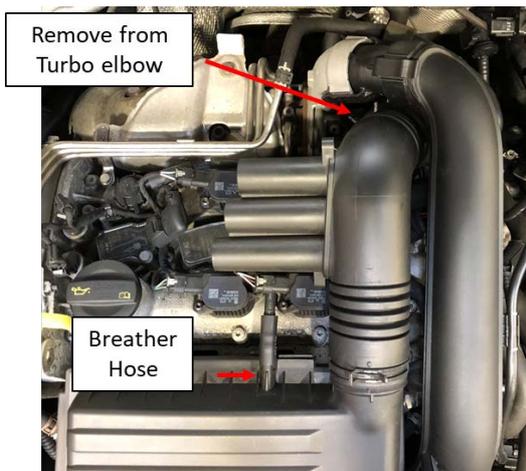
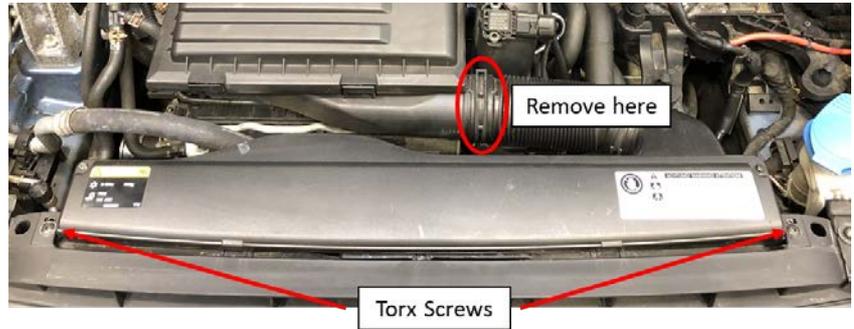
Removal of OEM Intake:

Step 1:

Remove the two Torx screws (T20) securing the front intake scoop.

Next using a pair of hose clamp pliers remove the intake hose from the side of the airbox.

Once removed the duct and hose assembly can be unclipped from the front of the vehicle and removed.



Step 2:

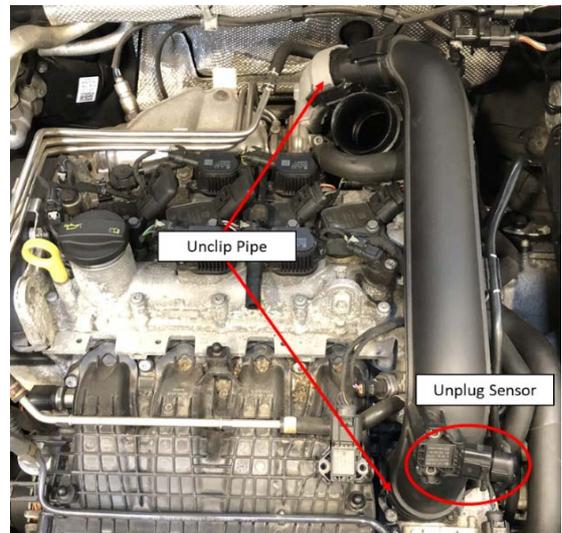
Remove the small breather hose from rear of the airbox.

Using a pair of hose clamp pliers loosen the hose connected to the turbo elbow and remove the airbox and hose as one by pulling upwards off the mounting grommets.

Step 3:

To gain easier access to the turbo elbow bolts the boost pipe must be removed. Unplug the sensor and unclip the boost pipe at both ends to remove. This will be re-fitted later.

(Cover up both exposed pipes to ensure nothing is dropped in).



Step 4:

The oil breather pipe must also be removed to gain easier access to the turbo elbow bolts. Unclip the connector and undo the two Torx bolts to remove the pipe. This will be refitted once the new turbo flange is installed.



Step 5:

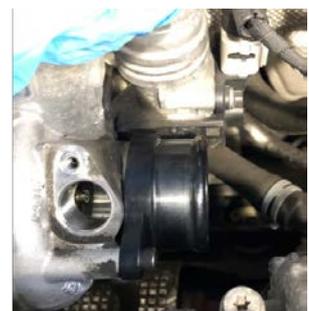
There are two Torx bolts securing the turbo elbow to the turbo, these are quite tricky to reach. Undo these using a T30 Torx screwdriver. They can be accessed in the locations shown above. Once undone the turbo elbow can be removed from the vehicle. Remove the o-ring as this will be reused on the new turbo flange.

Install of RacingLine Induction Kit:

Step 1:

Clean and lubricate the o-ring with oil (there is plenty on the inside of the turbo elbow) and place inside the recess of the new turbo flange.

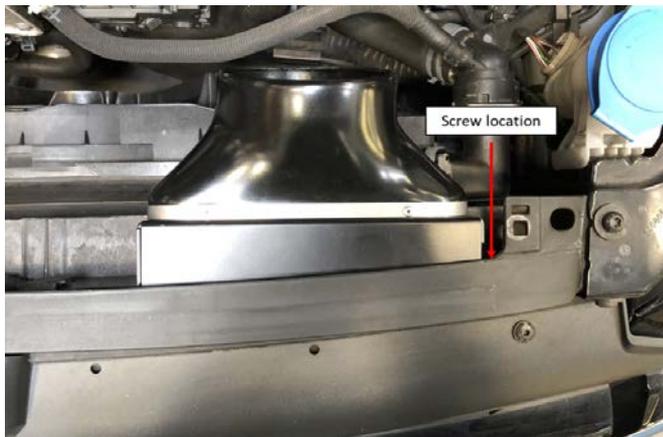
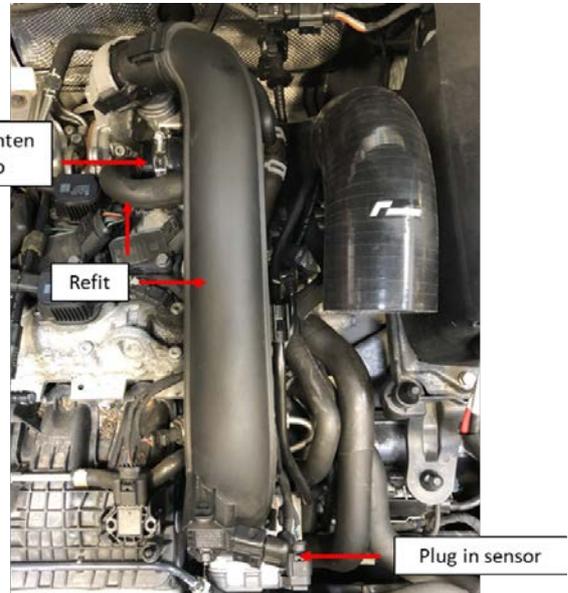
Fit the turbo flange to the turbo using the bolts provided.



Step 2:

Fit the silicone turbo hose to the turbo and loosely tighten the hose clamp as the hose may need to be rotated when fitting the airbox.

Refit the standard oil breather pipe and the boost pipe, remember to plug the sensor back in.



Step 3:

Fit the slam panel adapter using one of the Torx screws used to secure the original intake duct.



Step 4:

Remove the bolt securing the battery clamp and place the mounting bracket on the grommet stud. Secure the bracket by replacing the battery clamp bolt and fully tighten.

Step 5:

Fit the breather pipe extension piece using the 90 degree connector and feed it under the boost pipe

Fit the front end of the airbox into the scoop and slide the rear hose over the neck of the spinning. The airbox should be seated onto the mounting bracket. The breather spout should be on the left side of the spinning pointing slightly downwards as shown in the picture.

Push the breather pipe onto the spout.

Tighten all the hose clips and clamp the neck of the airbox down onto the mounting bracket using the rubber strap.

