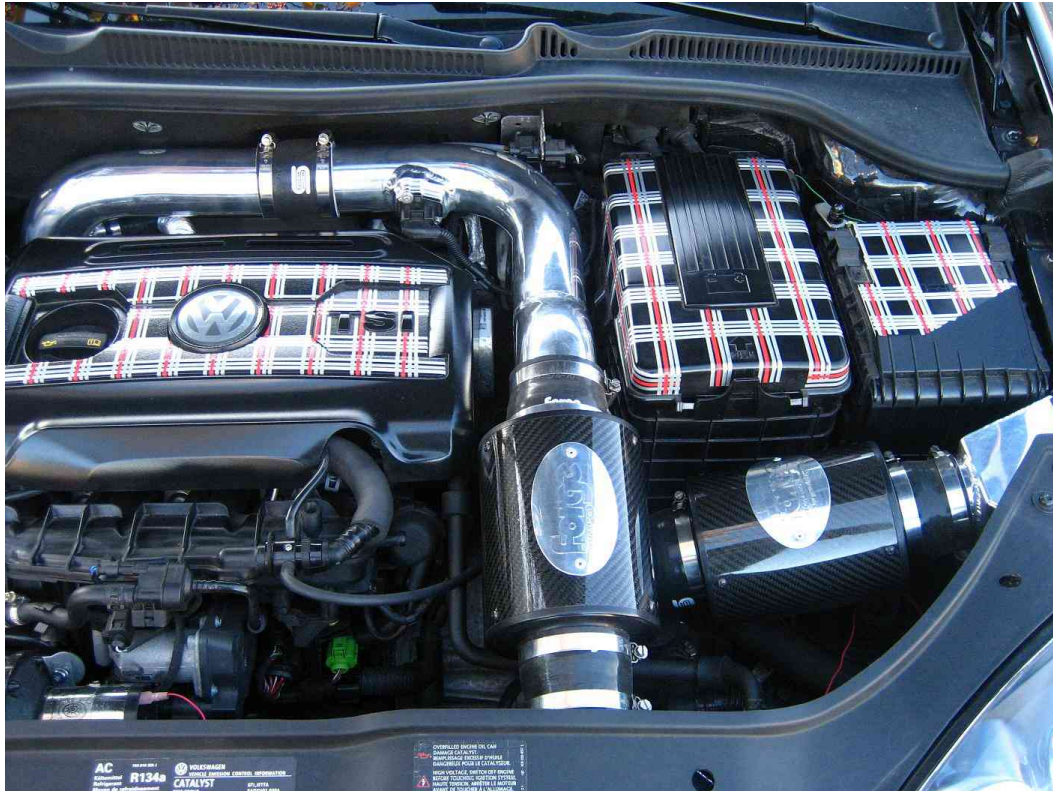


Engineered For Performance

2.0 TSI TWINtake Air Induction Kit

Applications: VAG Transverse 2.0 TSI Applications



Tools Required:

- T20, T25 and T30 Safety Torx drive bits (*with small hole in center*)
- 7mm socket and/or Flat-head Screwdriver
- Large pliers
- 3mm & 5mm Allen Wrenches
- Phillips-head / Pozi-drive Screwdriver

Please thoroughly read through and familiarize yourself with these instructions in their entirety prior to beginning the installation process of any component. Please also ensure that the vehicle and engine have cooled down sufficiently to avoid risking skin burns or other injury. These instructions are based on a vehicle that still utilizes an OEM intake system. If you are replacing another aftermarket intake, please refer to that product's installation instructions concerning its removal.

First, simply pull up on the sides of the engine cover to free it from the four small posts that it secures to.



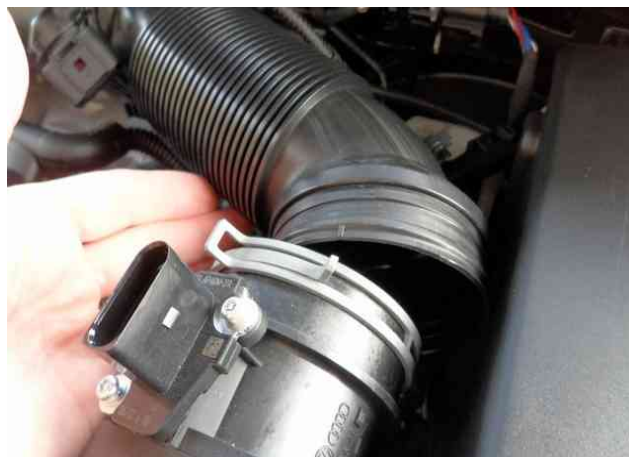
First, disconnect the wiring connector to the MAF sensor at the top right hand side of the intake piping next to the battery cover. Using a T20 Safety Torx bit, remove the MAF sensor from the OEM MAF housing and fit this into the aluminium MAF boss/bung on the Forge piping using the two supplied 3mm Allen screws.



Now, to remove the factory airbox and intake, begin by removing the cover for the intake ducting, which simply clips in place. Release the three clips on the outer edges and pull up. Next you will remove the bottom portion of this ducting from the front of the car by removing the 2 x T25 Torx screws on its front edge on the underside of the radiator support / slam panel. **Save the two screws for later use.** Next you will remove the flexible round "C" shaped tube from the left hand side of the airbox assembly.



At the rear of the airbox just is a 5mm Allen Bolt. Unscrew this bolt and also release the metal clamp at the rear of the MAF housing. This will allow you to lift the entire airbox and MAF housing assembly out of the engine bay. It is secured in place by some rubber grommets, but these are easily overcome with a little force.



If your vehicle has a CBFA engine code, and is equipped with the secondary air injection (SAI) pump, you will notice a small tube clipped onto the forward facing side of the top of the airbox. This will need to be unclipped prior to removal of the airbox and an optional breather filter will need to be attached to this tube and secured out of the way. If your vehicle does not have this, please ignore this step.



Once the airbox and MAF assembly are removed, you will remove the rest of the intake tubing by releasing the remaining metal clamp that secures the corrugated flexible tube, and then removing the single T25 Torx screw that secures the lower support tab for the hard plastic intake tube.



Follow the hard plastic intake tube to the left to the turbo inlet. At the bottom will be two metal pinch clamps and a rubber hose coupler. Using your pliers, release the upper pinch clamp and pull the plastic tube up. This will expose the small corrugated rear PCV tube that is clipped to the intake pipe. Using a flathead screwdriver, **VERY CAREFULLY** release this clip connection to disconnect this tube and be careful not to break the clips.



Next, you will remove the rubber coupler at the turbo inlet. Using your pliers, remove the last pinch clamp to release the rubber coupler and remove it.



You will now need to attach the two inlet scoops to the front end of the car. The forward facing ram-air duct will be attached to the front radiator support / slam panel using the original T25 Torx screws that were removed previously that secured the original intake ducting.



The side inlet scoop is secured using either 1 or 2x T30 Torx screws that secure the upper edge of the radiator support and/or headlight. This will be unique to each vehicle application. Shown below are a few examples.



Next, take the 70-60mm straight reducer hose, and using a #70 hose clamp, secure the smaller end of this coupler to the inlet of the turbocharger. Once this is done, take the supplied 90 degree hard pipe and secure the small clip-on rear PCV tube to the bung on the pipe by pushing it into the bung until the clips lock. Then loosely secure the end of the pipe with a #80 hose clamp into the coupler you just attached to the turbo inlet.



Next attach the second “Y” pipe with the MAF sensor attached using the supplied 70mm straight coupler hose and loosely secure it in place with two more #80 hose clamps.



You will now attach the 90 degree reducing elbow hose to the lower split of the “Y” pipe. The smaller 70mm end will attach to the pipe while the larger 76mm end will point towards the side inlet scoop. You may wish to remove the battery cover for easier access to attach the hose and secure it to the pipe with a #80 hose clamp.

You may find it easiest to attach one of the carbon filter cannisters at the same time, using a 76-70mm straight coupler hose to attach the opposite end of the filter cannister to side inlet duct, securing it with a #90 and #80 hose clamp.



You will now attach the second carbon cannister to the upper split in the pipe using the remaining two 76-70 straight couplers. Due to the fixed nature of the pipe and the forward ram-air inlet scoop, it will take some effort and maneuvering to insert the cannister and attach both couplers to the piping. Once both couplers are attached to the piping, however, loosely secure the hose clamps.



During installation, the filter cannisters should be oriented such that the smaller end of the filter as seen through the opening of the cannister is pointed outwards and is attached to the respective inlet scoop. The larger open end of the filter should be attached to the piping. If the filter cannisters are ever removed, **they must be reinstalled in their original orientation**, otherwise the reversal of the direction of airflow through the filter element may dislodge any previously caught debris that could then enter the intake tract and turbo.

The filters used in this kit are non-oiled cotton gauze filters that can be cleaned periodically if deemed necessary based on the climate you live in, and how dirty your filters get. This can be accomplished by removing all of the screws from around the circumference of the carbon cannister and pulling the filter assembly and end cap out of the carbon fiber barrel. The filter should only be cleaned with warm, mildly soapy water and, if necessary, very light air pressure or a brush to remove any lodged debris. Reassembly will entail simply inserting both ends back into the carbon barrel and tightening all of the screws.



You can now reconnect the MAF sensor wiring harness, if you have not already done so, and double check that each pipe/hose connection is secured tightly with the hose clamps. If you notice that the piping is touching anything else within the engine bay, readjust the pipes and hoses to achieve ample clearance before tightening the clamps.

You can also now affix the supplied silver/chrome Forge stickers to each carbon cannister, if you so chose, placing them in the orientation that you prefer.

As always, with any questions or concerns about this product, please feel free to contact your local or preferred Forge Motorsport dealer/installer, or you may contact us directly.

Forge Motorsport US (407) 447-5363 / sales@forgemotorsport.com

Forge Motorsport UK (+ 44) 1 452 380 999 / info@forgemotorsport.co.uk