



Fitting Instructions

VWR Cold Air Intake 2.0 TFSI

www.volkswagenracing.co.uk



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:

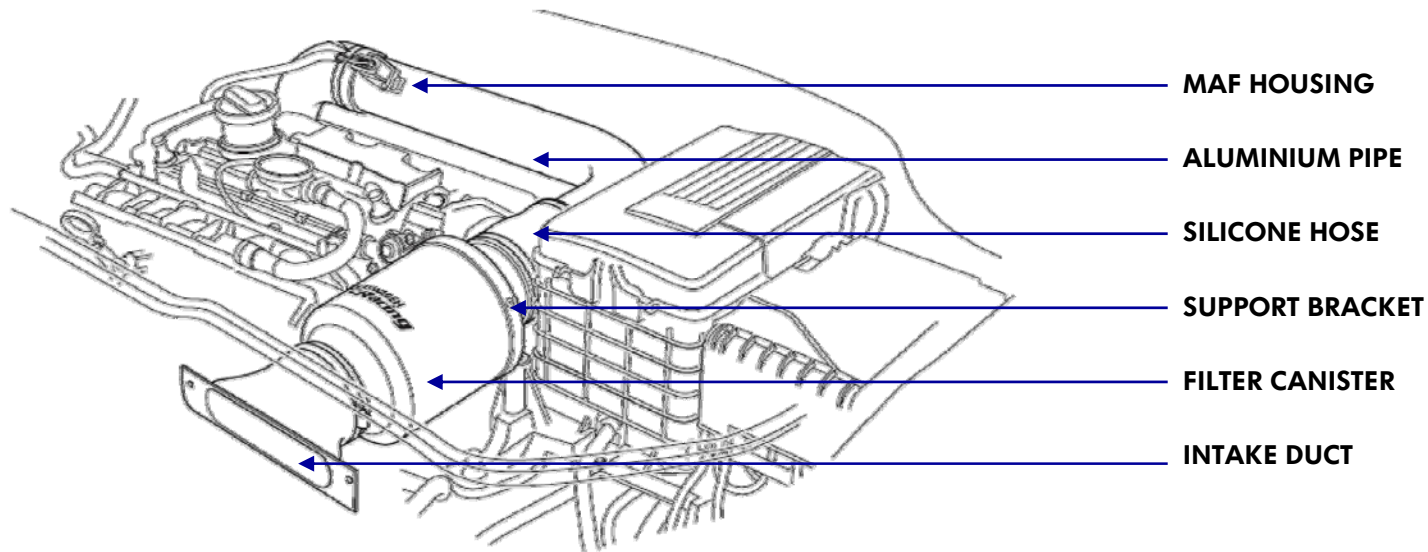
- ▶ 1 x Torx T20 socket
- ▶ 1 x Torx T25 socket
- ▶ 1 x 7mm Hex socket and ratchet or 7mm hose clip driver
- ▶ 1 x 6mm Hex socket and ratchet or 6mm hose clip driver
- ▶ 1 x Hose clip pliers
- ▶ 1 x 3mm allen key
- ▶ 1 x 5mm allen key
- ▶ 1 x Can of silicone spray

www.volkswagenracing.co.uk

Overview

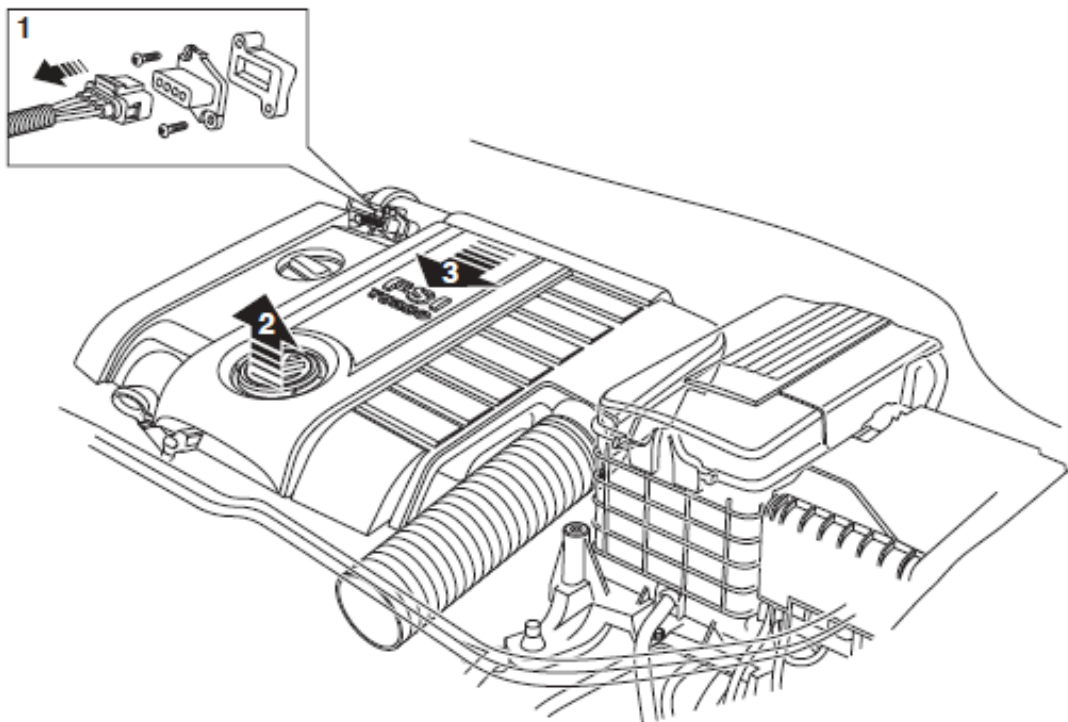
As a general rule, when fitting the VWR Cold Air Intake system, the following guidelines should be adhered to:

- ▶ 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.



Removal

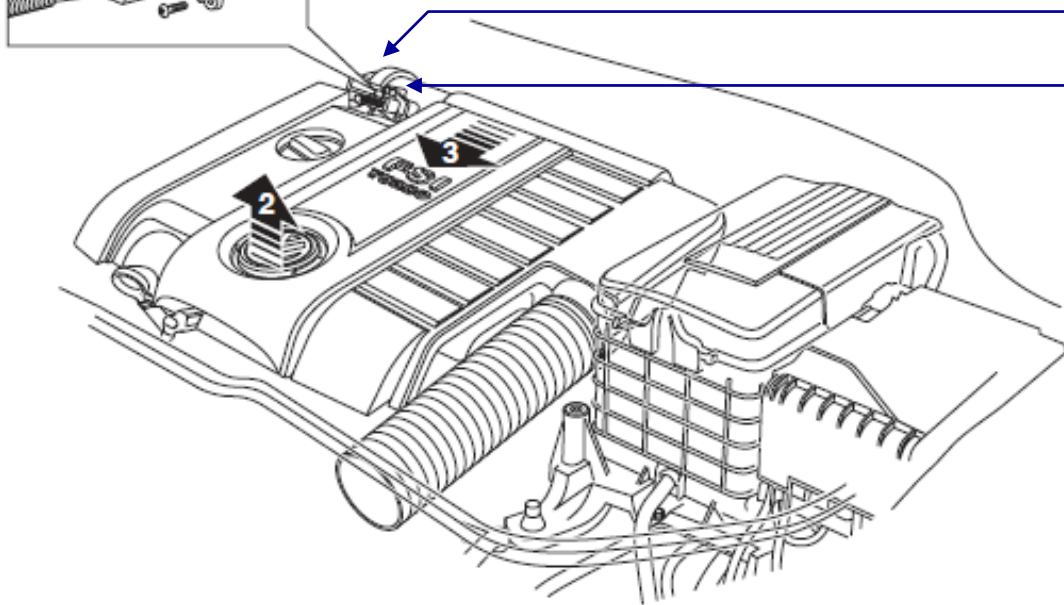
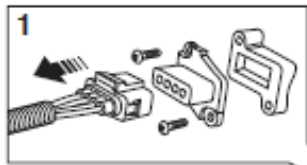
- ▶ The first step in fitting your kit is to remove the standard airbox, which can be removed as a complete assembly. Start by removing the two T25 Torx screws that attach the airbox inlet to the intake duct mounted on the radiator support (or slam panel).
- ▶ Next, only if you have a KO4 'big turbo' 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.



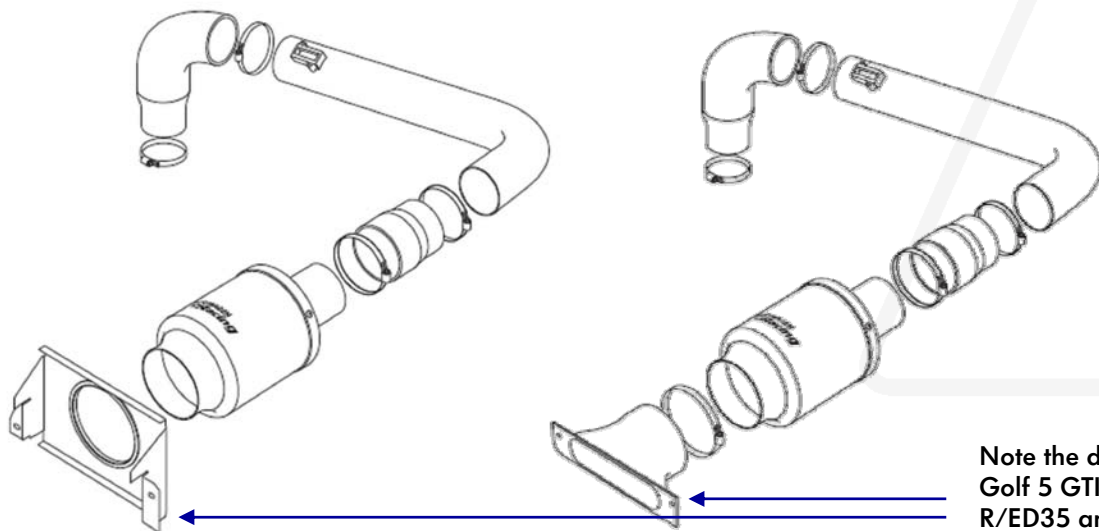
- ▶ **You are now ready to begin the install.**

90° TURBO PIPE

MAF HOUSING

Fitting Instructions

- ▶ 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.

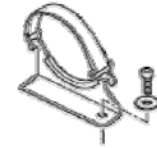


- ▶ On K04-turbo cars only, refit the diverter valve return pipe, push the return pipe onto the aluminium fitting and then expand the hose clamp and slide it into place.

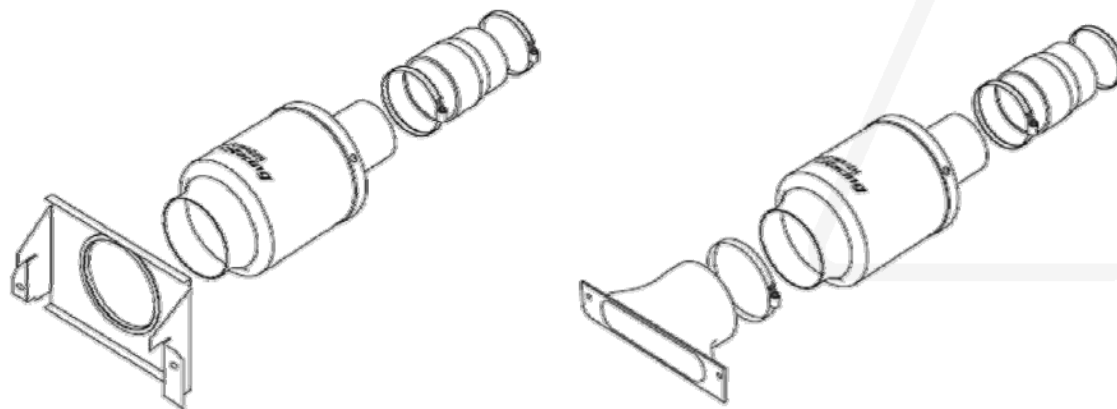
Note the difference in Intake Duct between the Golf 5 GTI mounting on the left, and the Golf 6 R/ED35 and Scirocco R on the right.

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. If your canister is touching this pipe, disconnect the pipe and simply cut 5-10mm from the pipe and reconnect it using the original fixings.

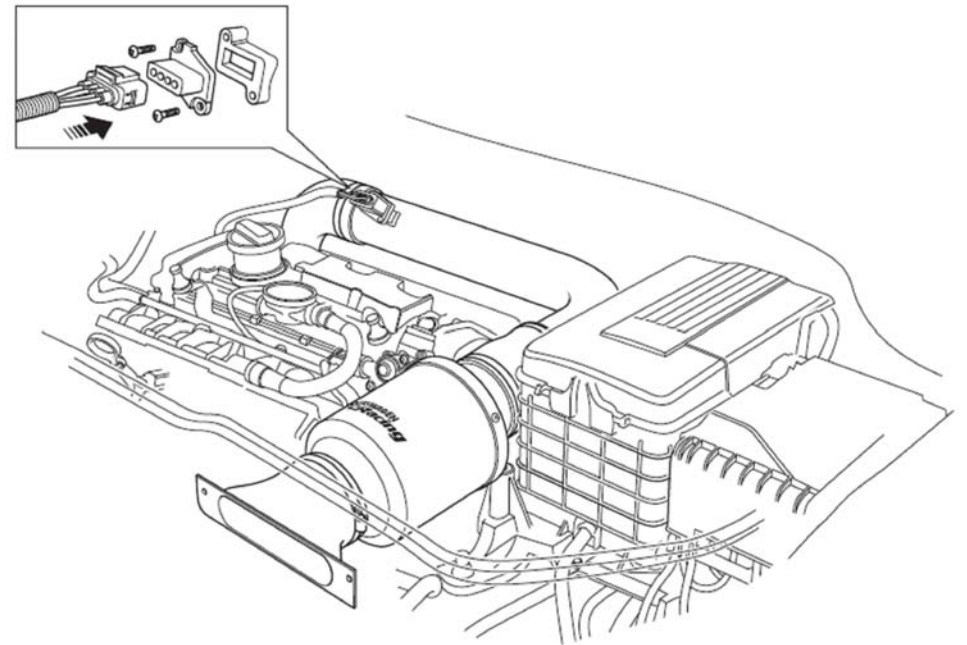
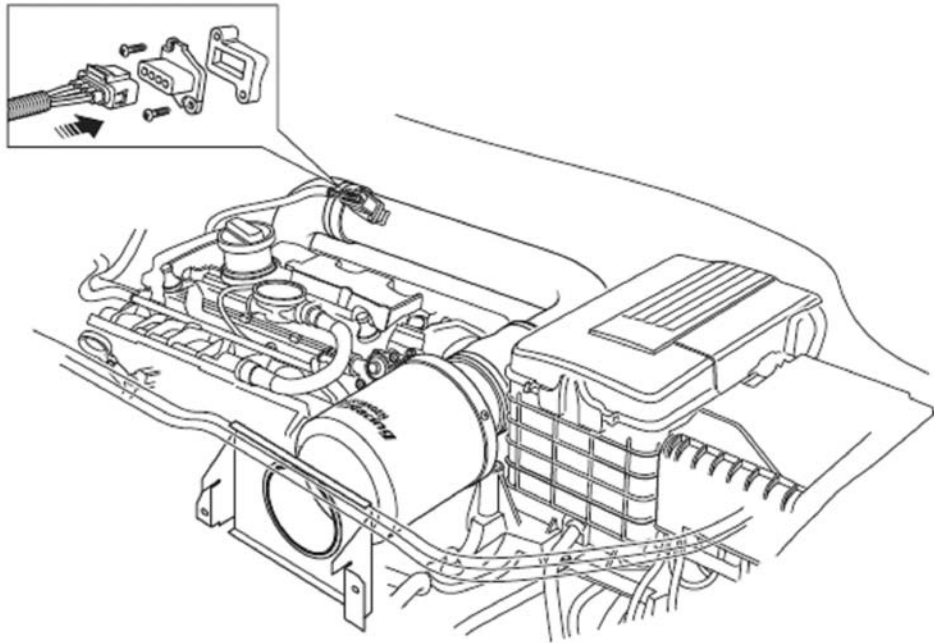


SUPPORT BRACKET,
BOLT AND WASHER



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.



TERMS AND CONDITIONS OF SALE

The VWR RacingLine range of parts are not endorsed for modification of vehicles for use in public highways where warranty or government regulations may be violated. As an express condition of sale of any RacingLine performance part, the buyer acknowledges and agrees to use the performance parts for the modification of vehicles in a manner consistent with any and all local, federal or national regulations and laws, including sanctioned OFF-ROAD competitive events. Emission related aftermarket parts that modify the emission control system may not be legal for sale or use on pollution controlled vehicles. Parts sold by RacingLine are legal only for racing vehicles which may never be used upon a public highway. Performance parts and equipment are sold AS IS without any warranty whatsoever, unless indicated otherwise. There is no warranty implied or stated due to the intended use and purpose of performance parts. While every effort is made to provide technical information and assistance, we have no control over owner installation, modification, and unusual stress that performance parts are subject to. The buyer assumes all responsibility for determining the suitability of the product. The entire risk as to quality and performance parts is assumed by the buyer. In the event such parts proves defective following their purchase and installation, the buyer, not RacingLine, the manufacturer, the distributor, or retailer, assumes the entire cost of any necessary servicing, repair, or replacement. RacingLine will not be responsible for any direct or indirect, actual or incidental expenses attributable to the use of any performance parts, or to delay and inconvenience caused by the necessity of repairing or replacing performance parts.

CONDITIONS OF SALE

Buyers of parts from RacingLine or any authorized distributor are warned that they are sold for off road use only and special warranty provisions apply. Performance parts may exceed the design limits of the vehicle and its subsystems. Suitability and implementation of parts is at the sole discretion of the purchaser. Customer agrees to operate the vehicle under the conditions set forth in this agreement and agrees to hold RacingLine, its employees, agents, and distributors, harmless by reason of any claim, damages, accident, or injuries resulting from the installation of the parts or the use of the vehicle with the installed parts.

OFF-ROAD OR RACING USE

Because Country, state or provincial laws and regulations may prohibit removal or modification of components that were installed on vehicles by their manufacturer to meet motor vehicle safety regulations applicable to vehicles manufactured for use on public roads, RacingLine recommends that vehicles which may fall under these regulations and are equipped with parts designated "for off-road use" not be operated on the public roads, and offers such parts only for track or off-road competitive or performance use only. Performance parts are intended to be used only under controlled conditions, with proper safety equipment and driver's training.

WARRANTY

It is important that you read, understand and comply with the conditions set forth below. RacingLine products have been designed and are intended for off-road applications only. Installation of these products may void the warranty coverage, if any, on your vehicle. Manufacturer vehicle and parts warranties may be voided if the vehicle or part is used for competition or if they fail as a result of modification. RacingLine shall not be responsible should the manufacturer void its warranty by reason of installation of the part or any other modifications occasioned by the installation of said part. However, certain rights are guaranteed a new car owner regarding the manufacturer's warranty. Understanding this, you hereby release and discharge RacingLine, its employees, agents, distributors, and all other persons and associations connected therewith from any and all claims arising out of, or relating to, the parts purchased. You have read and understood the conditions of sale set forth above. You understand that any performance products purchased from RacingLine, and installed implies acceptance of this disclaimer. Any claims on items sold by, but not manufactured by RacingLine should be made with the respective manufacturer.

RacingLine parts are sold with a warranty against defects in materials or workmanship. Abuse or use for purposes other than designed will void the warranty. Implied warranties, including warranties of merchantability or fitness for a particular purpose, are excluded.

RETURNS AND SHIPPING

No cancellation, refunds, exchange, or credit on used parts, modified parts, painted parts, special order parts or custom order parts. No refund, exchange, or credit after seven days. Returns of merchandise, for any reason, are subject to a 20% handling fee.

All shipping charges are not refundable and must be prepaid. All returned items must be in as-new, resellable condition. Any item that has been installed on a vehicle will not be accepted for return under any condition. Please note that certain items such as special order items are non-returnable or refundable. All merchandise is in good condition when leaves our shipping department. If a part is lost (box broken, opened, etc) or damage via transit, you should immediately notify RacingLine).

www.volkswagenracing.co.uk



We hope that your VWR RacingLine Upgrade gives you many years of enjoyable performance motoring.

www.volkswagenracing.co.uk

