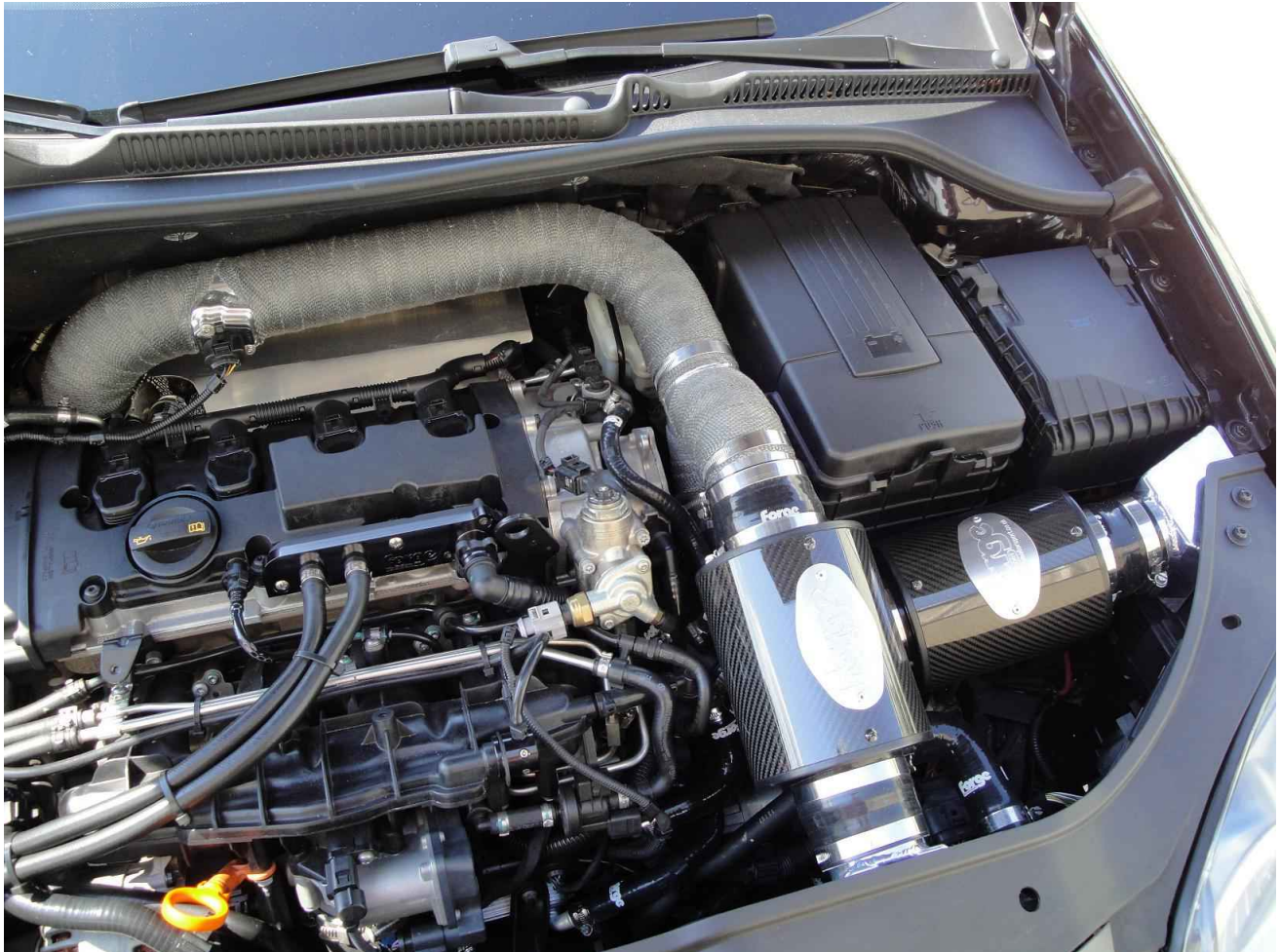


Engineered For Performance

2.0T FSI TWINtake Air Induction Kit

Applications:

MK5 VW Golf GTI and Jetta GLI (2.0T FSI only)



Tools Required:

- T20, T25 and T30 Torx drive bits
- 24mm 12-point ("*triple square*") socket
- 7mm socket and/or Flat-head Screwdriver
- Large pliers
- 3mm and 5mm Allen Wrenches
- Phillips-head / Pozi-drive Screwdriver
- Protective eyewear and gloves are also recommended

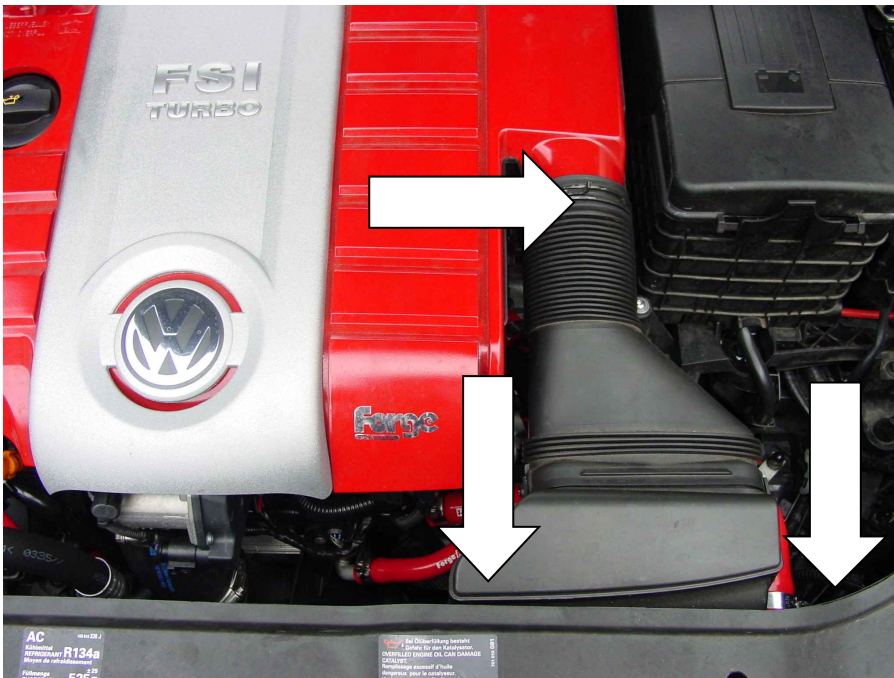
Please thoroughly read through and familiarize yourself with these instructions in their entirety prior to beginning the installation process of any component. Please also ensure that the vehicle and engine have cooled down sufficiently to avoid risking skin burns or other injury.

These instructions account for a vehicle that still utilizes an OEM intake system. If you are replacing another aftermarket intake, please refer to that product's installation instructions for it's removal.

Engine Cover Removal

You will need to remove the two clips that secure the hose going from the cover to the turbo at the top left of the cover just to the left of the MAF sensor connection. Pull this hose out of its connection to the cover.

You can remove the front intake hose as pictured below by removing the 2x T25 Torx securing screws on its front edge on the underside of the radiator support / slam panel, and the spring type clamp at the rear where it attaches to the engine cover. **Save the two screws for later use.**

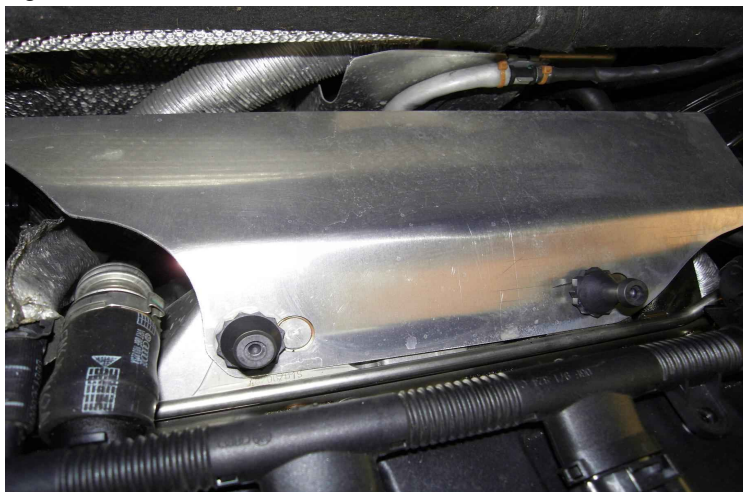


Disconnect the wiring connector to the MAF sensor at the top left corner of the cover. The engine cover can then be pulled upwards at each corner to break loose its 4 x rubber mounting points.

Now remove the plastic hose and large rubber o-ring components that are left on the inlet of the turbo at the rear of the engine; this is retained by a spring type hose clamp the same as that already removed from the corrugated hose leading into the engine cover.



Using your 24mm 12-point socket, remove the two plastic engine cover mounting posts at the rear of the engine and use them to secure the supplied heat shield retightening the posts no more than about 5 lb-ft as they may crack if tightened too much.



Using a T20 Torx bit, remove the MAF sensor from the OEM engine cover and fit this into the aluminium boss on the Forge piping using the two supplied 3mm Allen screws.



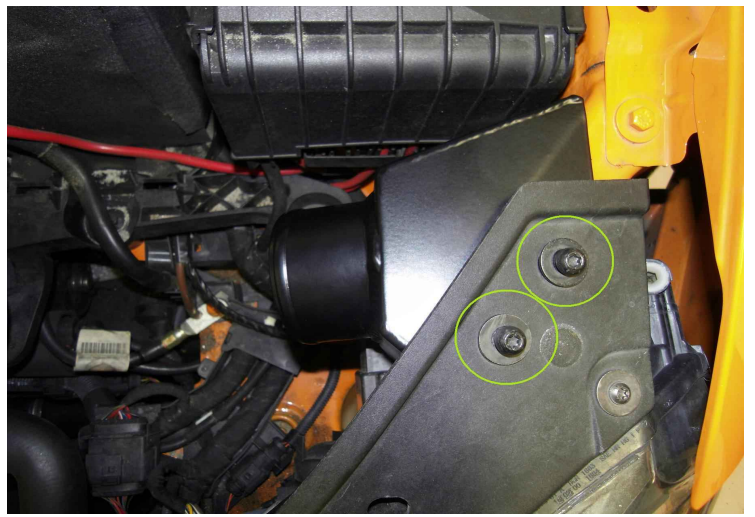
Fit the 90 degree end of the pipe nearest to the MAF into the 70-60mm straight reducer hose and loosely fit a supplied #80 hose clamp. Next attach the second pipe using the supplied 70mm straight coupler hose and loosely secure with two more #80 hose clamps.



Now attach the piping assembly to the motor using a #70 hose clamp to attach the reducing coupler to the turbo inlet on the rear of the engine. If your vehicle is equipped with the noise pipe / engine amplification pipe, you may wish to remove this to give yourself more access to the hose clamps to attach the piping to the turbo inlet. Secure both hose clamps tightly.



With the pipe now fitted to the engine, you will need to attach the two inlet ducts 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 secured the original intake ducting that were removed previously. The side duct is secured using the two T30 Torx screws that secure the upper edge of the radiator support just behind the headlight.



You will now attach the 90 degree reducing elbow hose to the lower split of the pipe. The smaller 70mm end will attach to the pipe while the larger 76mm end will point towards the side inlet duct. 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 easy to attach one of the carbon filter cannisters at the same time, using a 76-70 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 using the remaining two 76-70 straight couplers. Due to the fixed nature of the pipe and the forward ram-air inlet duct, it will take some effort and manuevering to insert the cannister and attach both couplers to the piping. Once both couplers are attached to the piping, however, secure the hose clamps.



During installation, the filter cannisters should be oriented such that the end of the filter as seen through the opening of the cannister is pointed outwards and is attached to the respective inlet duct. 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 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 phillips screws around the circumference of the carbon cannister and pulling the filter assembly out of the carbon cannister. It should only be cleaned with warm mildly soapy water and, if necessary, very light air pressure to remove any lodged debris. Reassembly will entail simply inserting both ends back into the carbon cannister and tightening all of the phillips screws.



You can now reconnect the MAF sensor wiring harness and double check that each connection is secured with the appropriate hose clamps.

You can also 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.

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