

## Engineered For Performance

### 2.0T Seat Leon Cupra TWINtake Air Induction Kit

**Applications:**  
Seat Leon Cupra 2.0T



#### **Tools Required:**

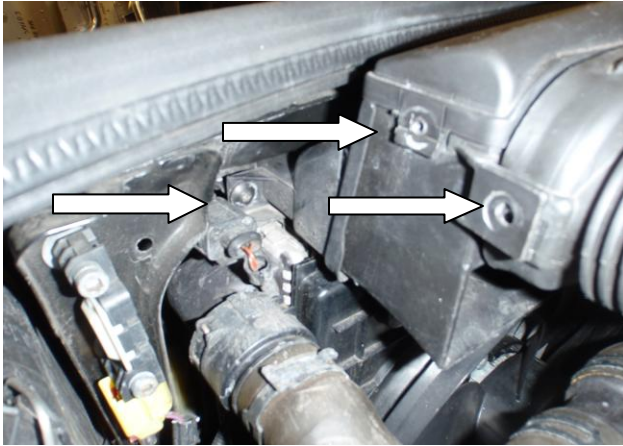
- T20, T25 and T30 Torx drive bits
- 7mm socket and/or Flat-head Screwdriver
- Large pliers
- 3mm Allen Wrenches

Please thoroughly read through and familiarise 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.

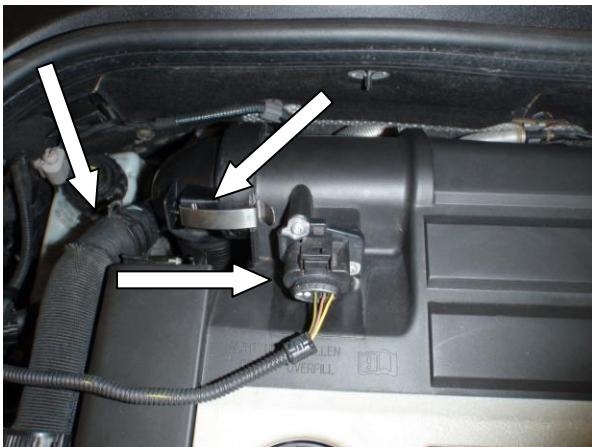
These instructions account for a vehicle that still utilizes an OEM intake system. If you are replacing another aftermarket intake, please refer to that product's installation instructions for its removal.



## Engine Cover Removal



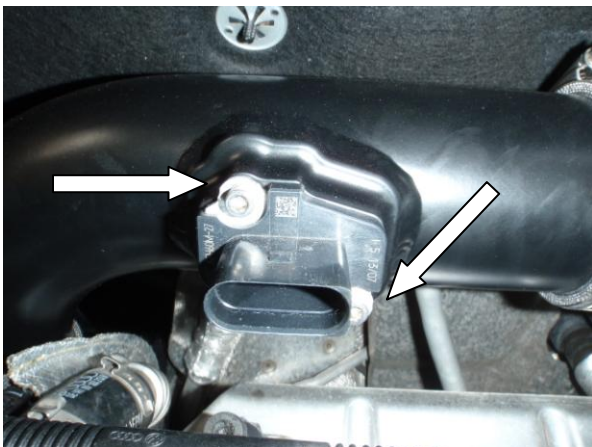
Remove front air duct securing fasteners. There are three fasteners (arrowed) to remove on the battery side of the duct and one fastener on the engine side.



Disconnect the wiring connector to the MAF sensor, then un-clip the turbo inlet pipe from the engine cover.

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. You must also remove the 25mm i.d. hose that runs down the left side of the engine and connects to the turbo inlet.

The engine cover can now be removed by pulling upwards. (There are four locating points.)



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

Next fit the 90 degree end of the pipe nearest to the MAF into the supplied straight 70-60mm reducer hose and loosely fit two hose clamps. The alloy bend with hose can now be fitted to the turbo inlet, together with the 25mm ID hose. Leave the hose clamps loose at this time.



The second hard pipe can now be connected to the turbo inlet pipe using a 70mm silicone coupler. Leave this joint loose initially to allow the positioning of the pipe, allowing equal clearance between the engine and battery.

You can now attach the 76-70mm reducing coupler hose to the lower pipe. The smaller 70mm end will attach to the pipe while the larger 76mm end will point towards the side inlet duct.



You now need to attach the two inlet ducts. The side duct is secured using the 10mm bolt and nut to the upper edge of the radiator support just behind the headlight.



You may find it easy to attach one of the carbon filter canisters at the same time, using a 76-70 straight coupler hose to attach the opposite end of the filter canister to side inlet duct, securing it with a #90 and #80 hose clamp. NOTE: During installation, the filter canisters should be oriented so that the the open end of the filter is attached to the pipe work going to the throttle body and the pointed end of the filter is attached to the inlet duct.



The forward facing ram-air duct is now attached to the front radiator support / slam panel using the original T25 Torx screws that secured the original intake ducting that were removed previously.



You can now attach the second carbon canister 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 maneuvering to insert the canister and attach both couplers to the piping. Once both couplers are attached to the piping, however, secure the hose clamps.



The MAF sensor wiring harness can now be connected to the MAF sensor and all hose clamps / fixings tightened, paying attention to clearances with other components.

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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