



PERFORMANCE BY
**INTEGRATED
ENGINEERING**

**Integrated Engineering VW Jetta & GLI MK6 (2013.5+) 2.0T/1.8T Gen 3 Cold Air Intake
Install | IE Part Number: IEINCC4**

Thank you for purchasing another high quality Integrated Engineering product! This instruction guide is used for installation of Integrated Engineering's Cold Air Intake Kit for VW MK6 2.0T/1.8T Jetta & GLI with EA888 Gen 3 engines. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Cold Air Intake Contents:

- (1) Heatshield assembly
- (1) Heatshield rubber seal
- (2) Heatshield mounting grommets
- (1) 5" high-flow air filter
- (1) High-flow air filter clamp
- (1) Turbo inlet pipe
- (1) 90 degree intake silicone coupler
- (2) 90 degree silicone coupler hose clamps
- (1) 90 degree vacuum line fitting
- (1) Custom extended OE PCV return breather
- (1) Turbo inlet pipe to turbocharger silicone coupler
- (2) Turbo inlet pipe to turbocharger silicone coupler clamps

Required Tools:

- Pliers or hose clamp tool
- Small flathead screwdriver
- Phillips screwdriver
- ¼ ratchet wrench
- 10mm deep well socket
- T30 torx driver
- T25 torx driver

Before you begin, open your IE Cold Air Intake Kit, inspect all components, and verify their quantities.



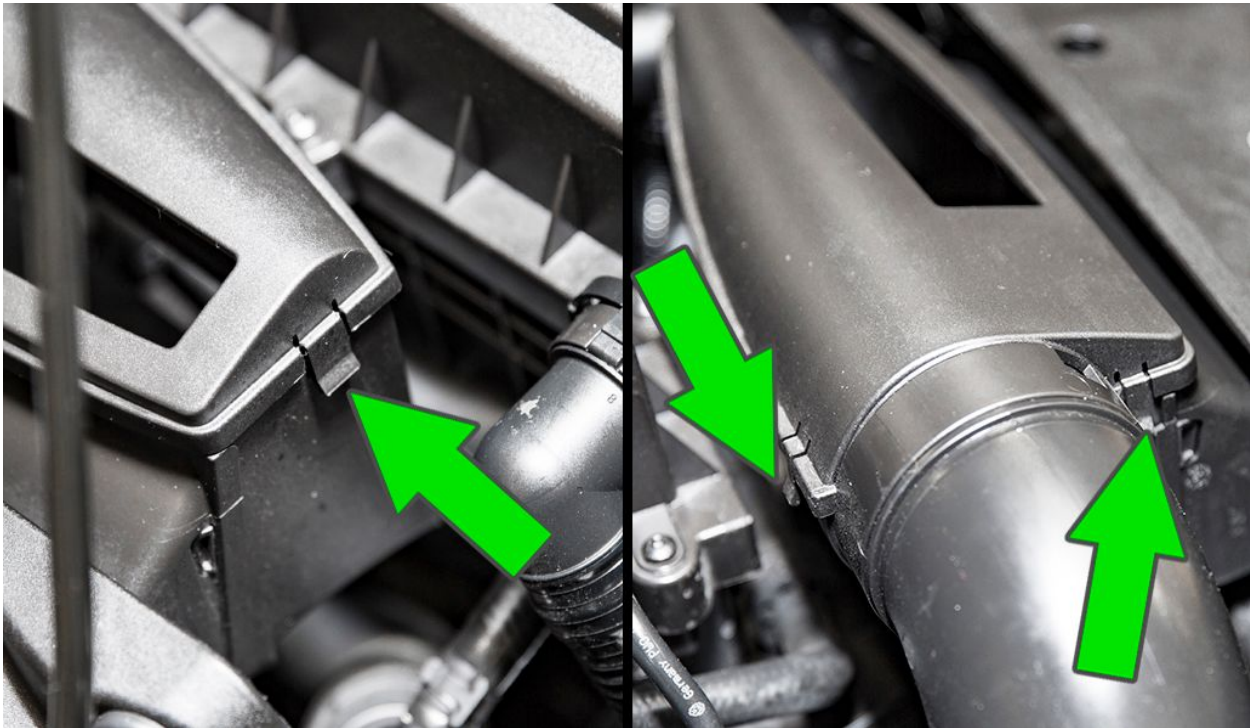
Park your car on level surface and apply the parking brake. It is also recommended to allow the car to cool before beginning this install procedure.



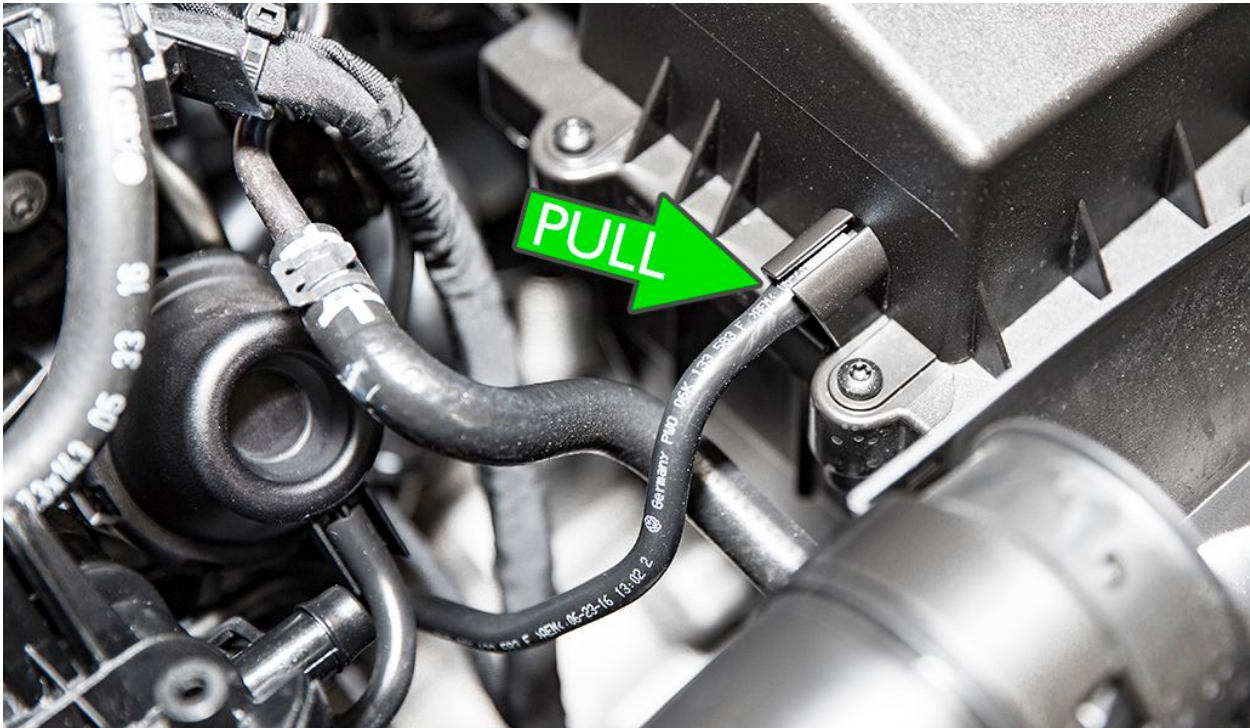
Start the installation procedure by removing the stock engine cover, pull up on the corners to release the grommets and set aside.



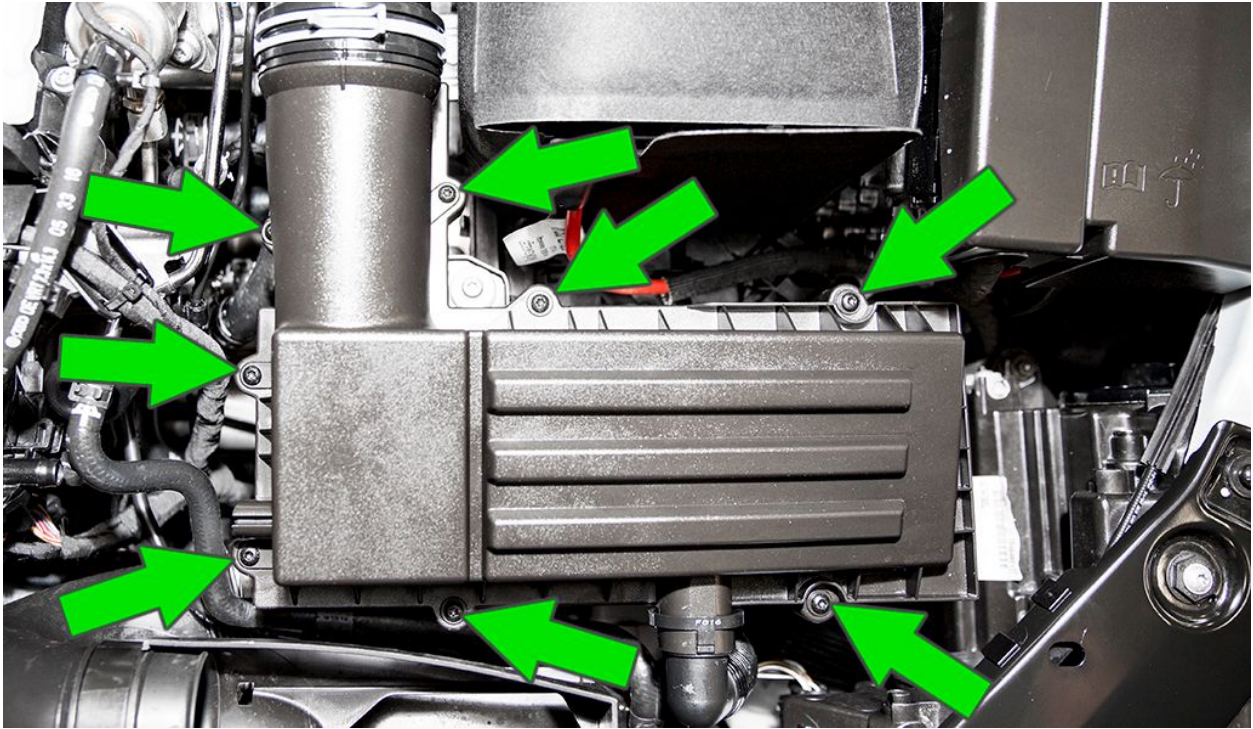
Locate and release the 3 tabs located on the air intake snorkel cover to remove it.



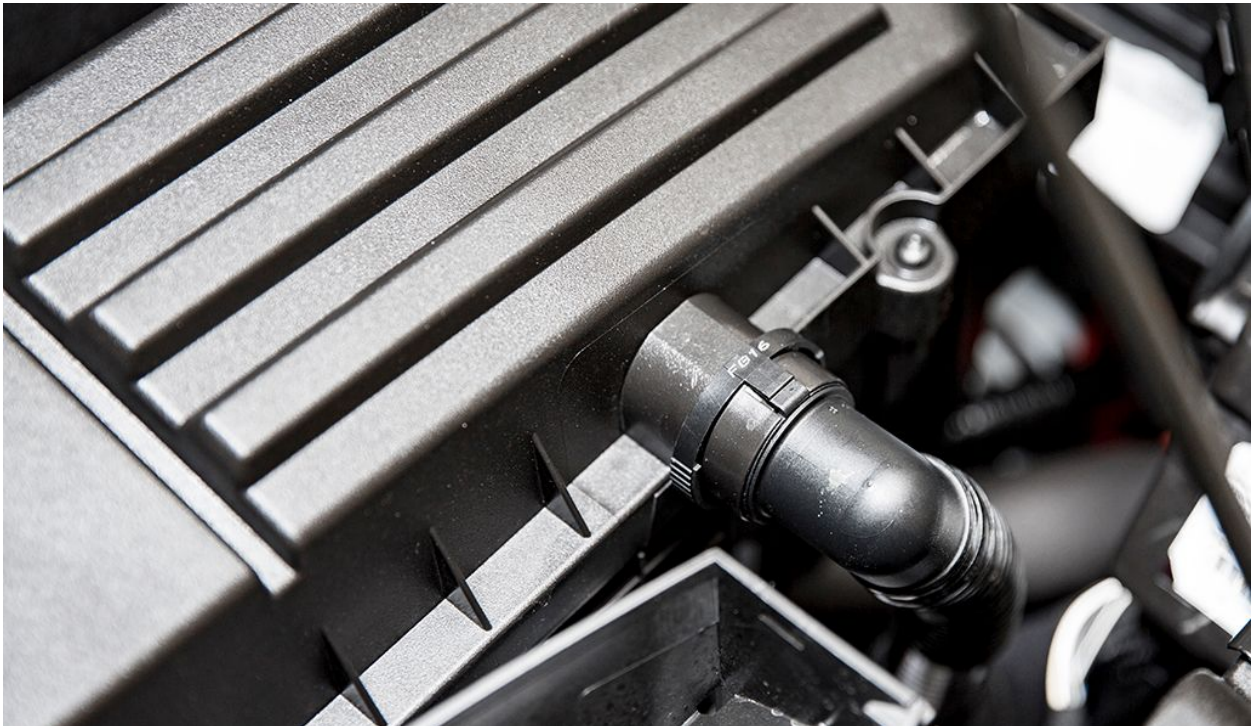
Carefully pull to remove the vacuum line from the factory air box lid.



Using a T25 torx driver, fully loosen all 8 torx screws on the factory air box lid. Note: the screws do not fully remove from the lid.



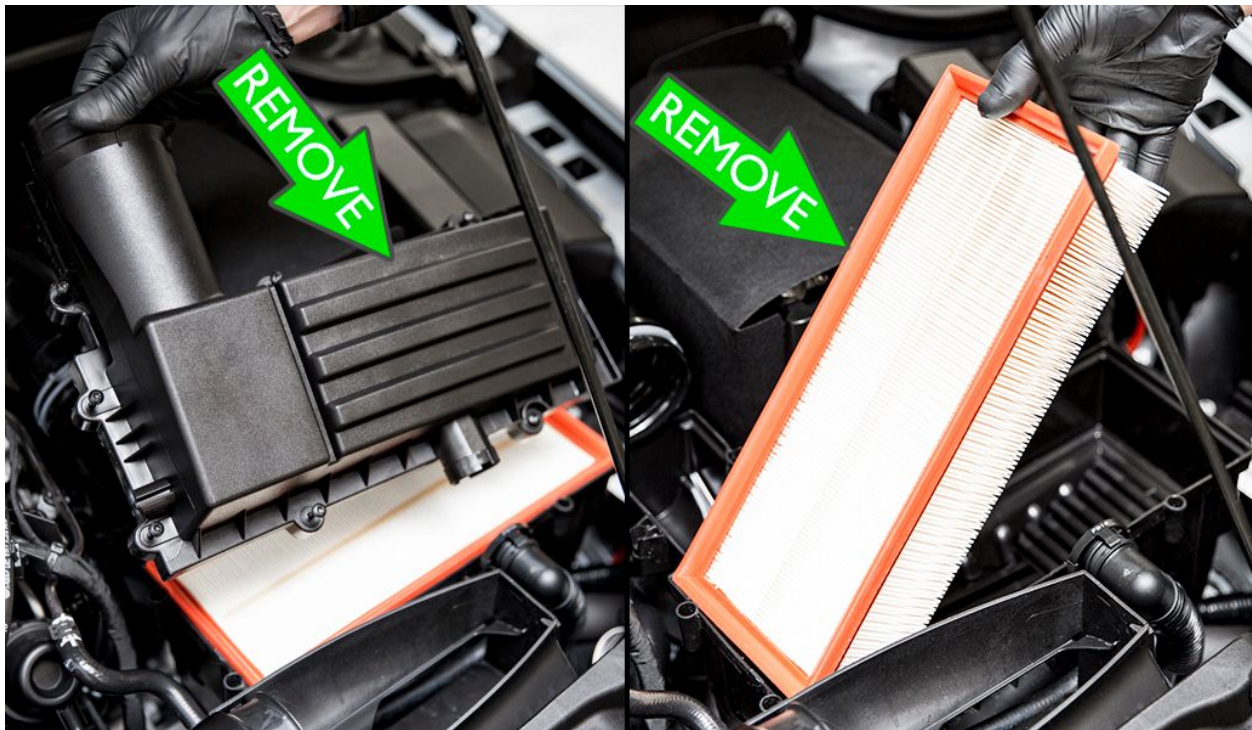
If your engine is equipped with secondary air injection, unclip and remove the SAI hose from the air box. Note: If you do not have SAI, skip this step.



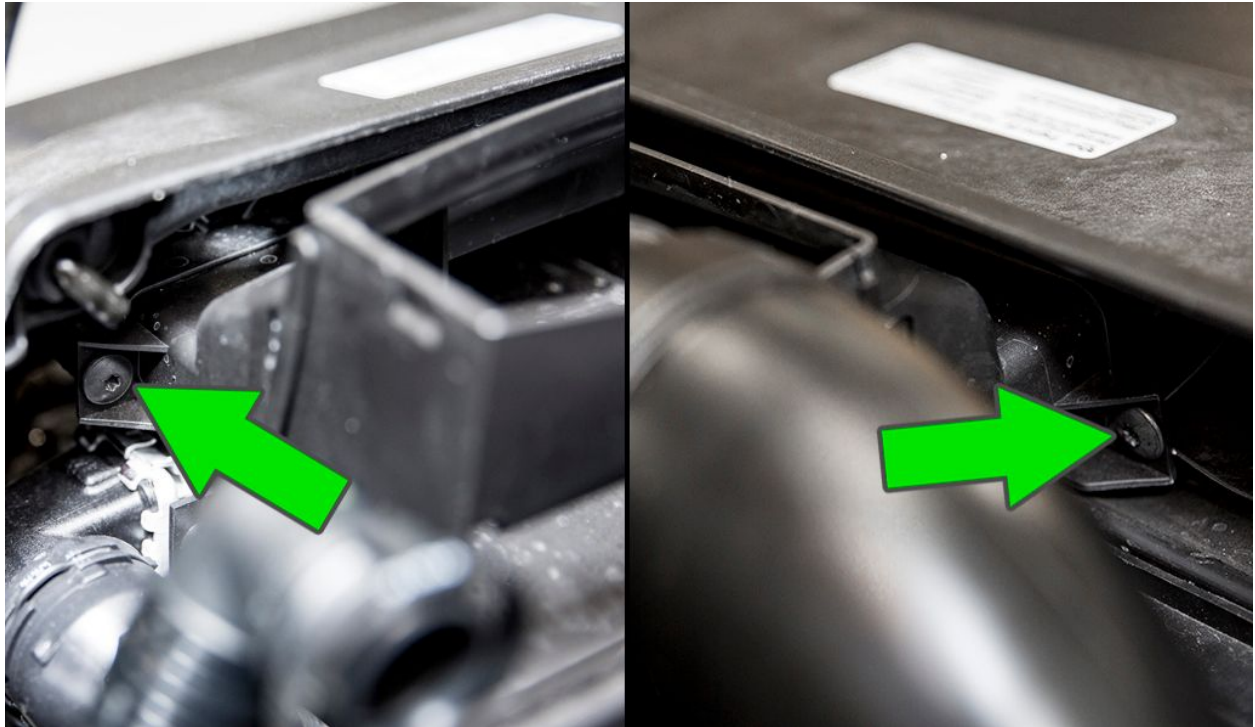
Using pliers or the factory hose clamp tool, release tension from the turbo inlet hose clamp and separate the hose from the inlet box lid.



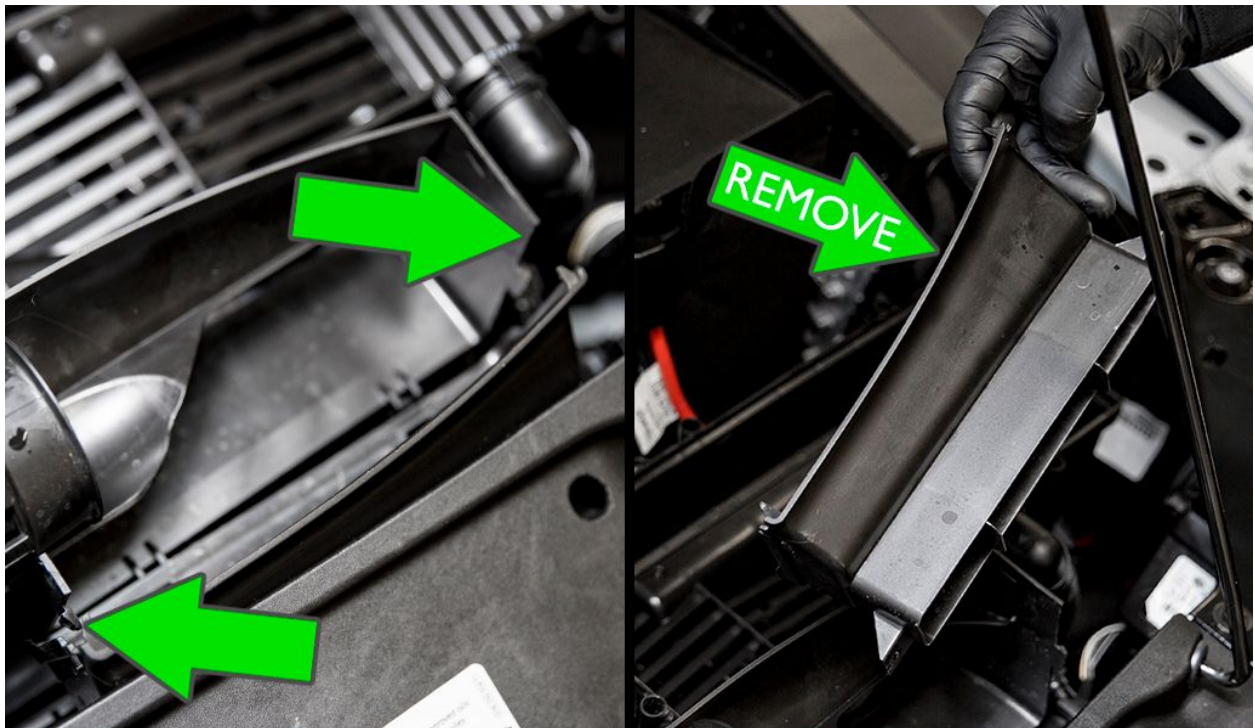
Lift up on the air box lid and fully remove it. Remove the air filter from the airbox.



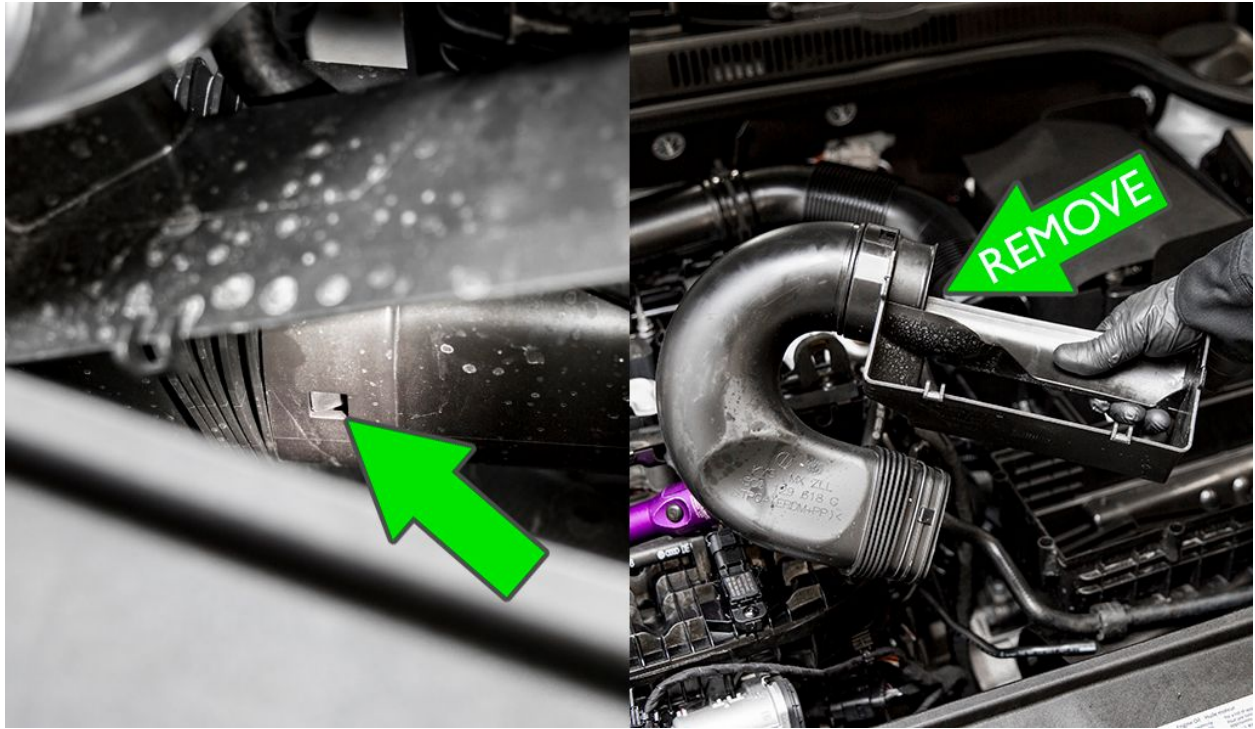
Using a T25 torx driver, remove the two torx screws securing the air intake snorkel to the radiator support..



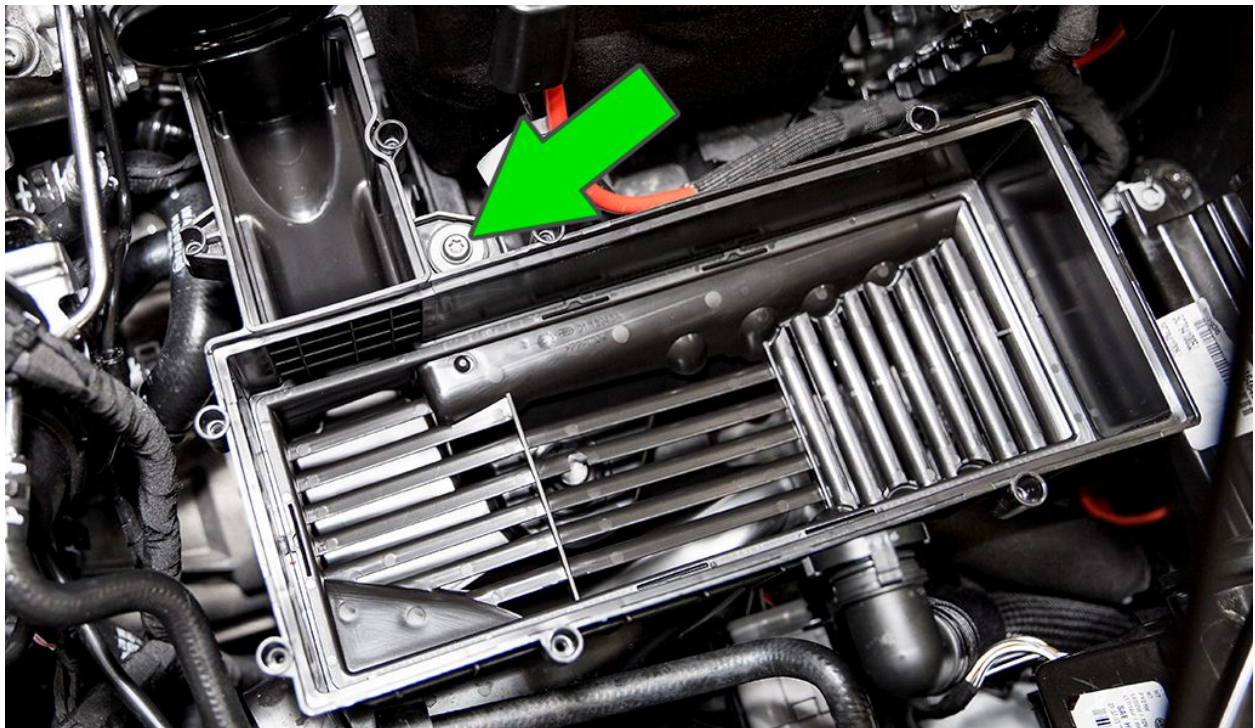
Separate the two halves of the air snorkel by releasing the two tabs on both sides and remove the front half from the vehicle.



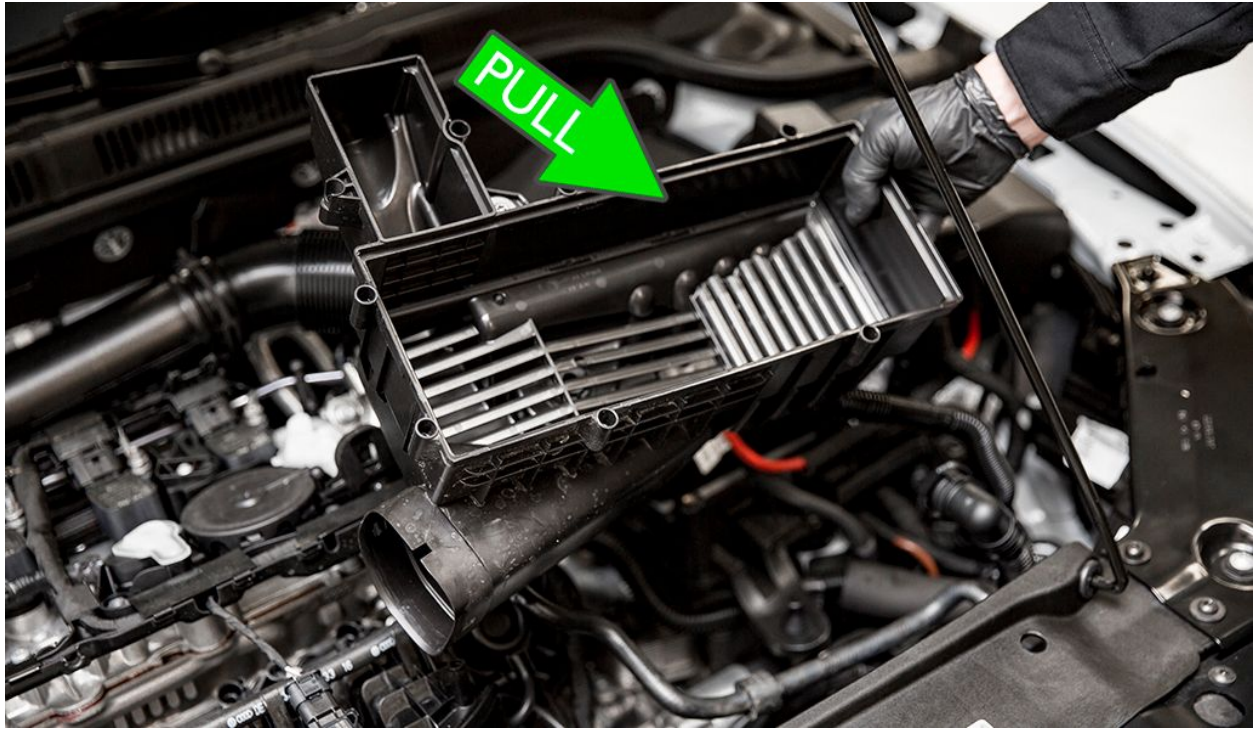
Locate and release the two tabs located on each side of the lower snorkel tube. Once loose, fully remove the air snorkel from the vehicle.



Using a T30 torx driver, remove the torx bolt from the lower airbox.



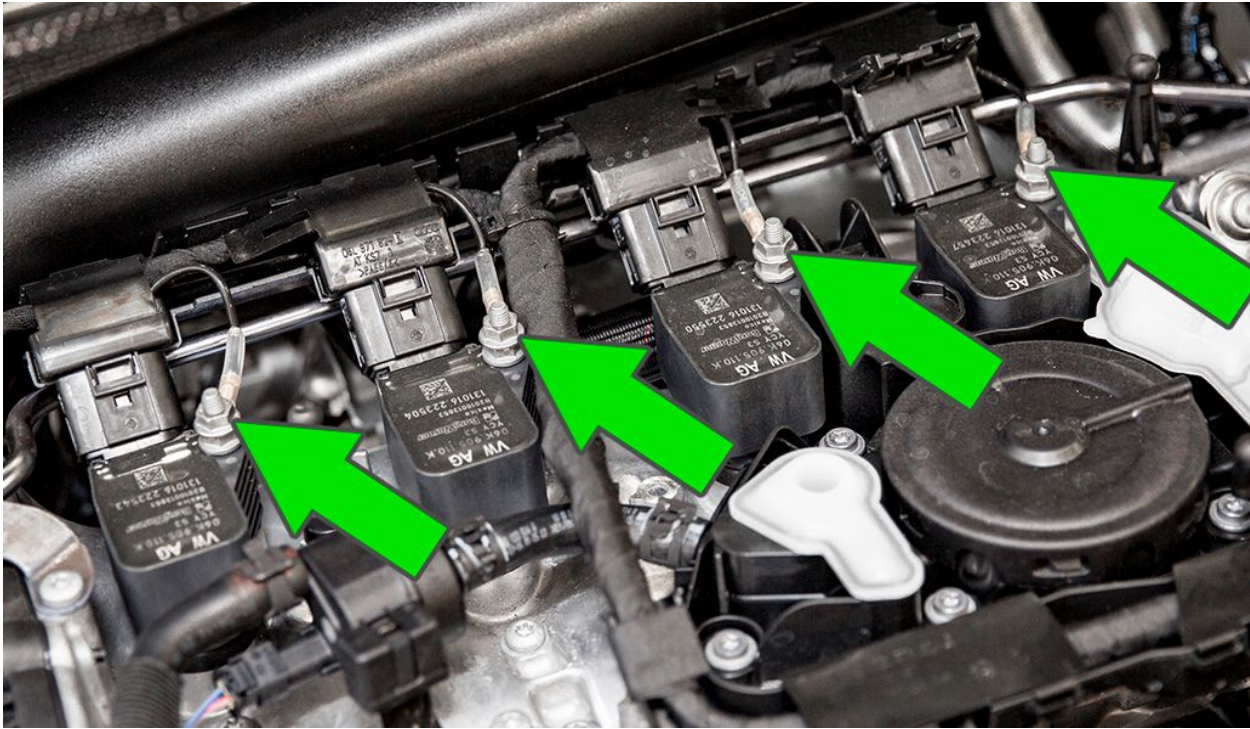
Carefully pull up on the lower airbox to release it from the grommet posts and remove it from the vehicle.



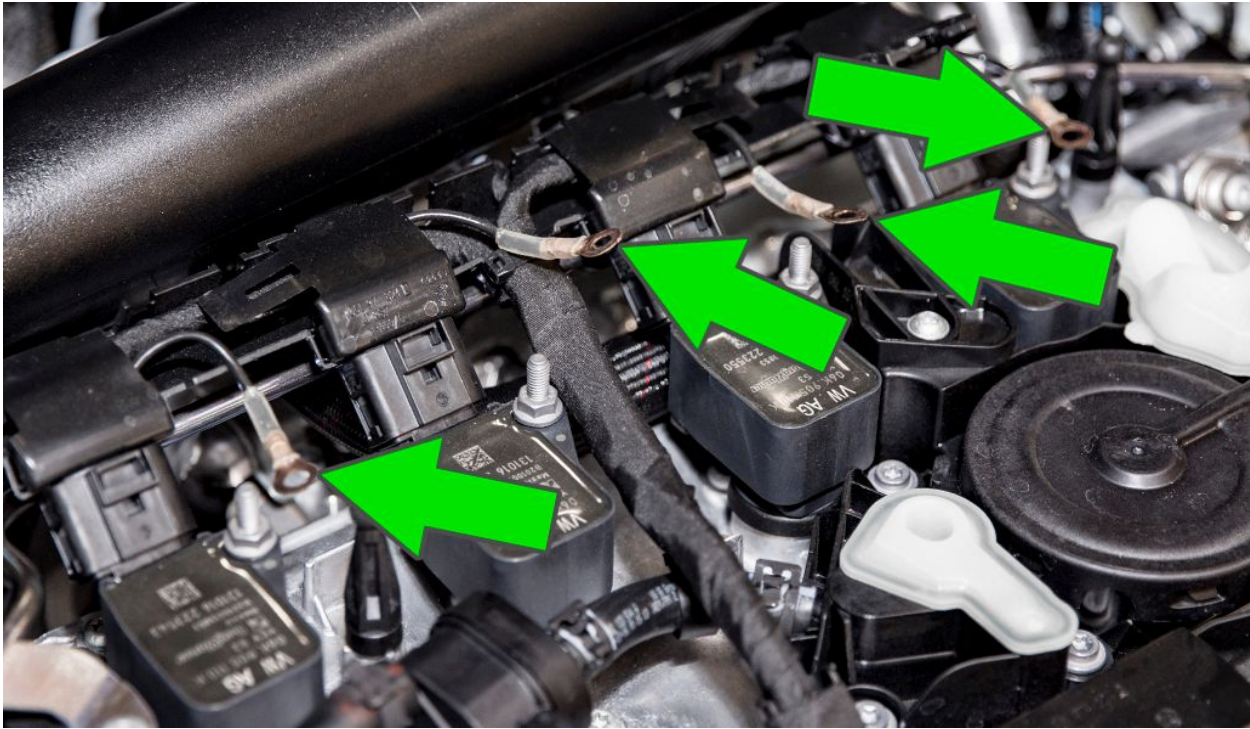
Using a T30 torx driver, remove the torx bolt from the rear of the turbo inlet pipe. Note: set this bolt aside, you will need to re-use it when installing your new IE intake.



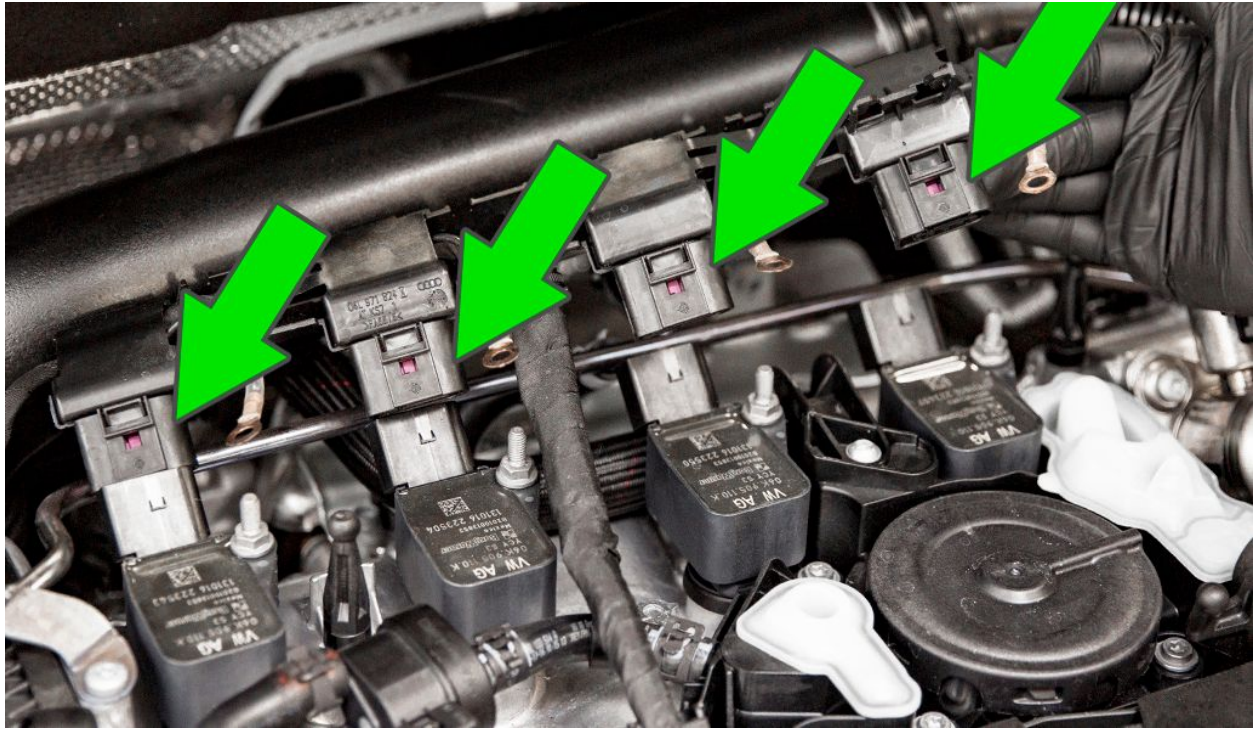
Using a 10mm socket, remove the 4 nuts located on the right hand side of the coilpacks.



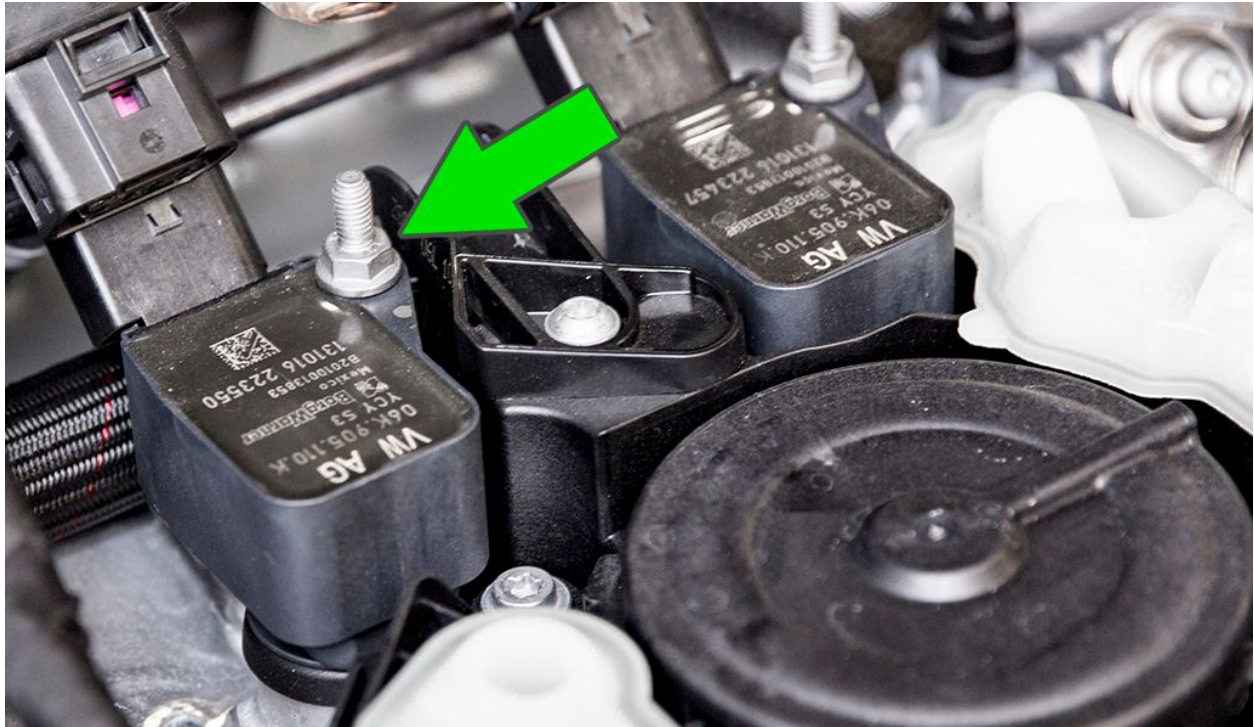
Carefully lift and remove all 4 eyelets from the coilpack posts.



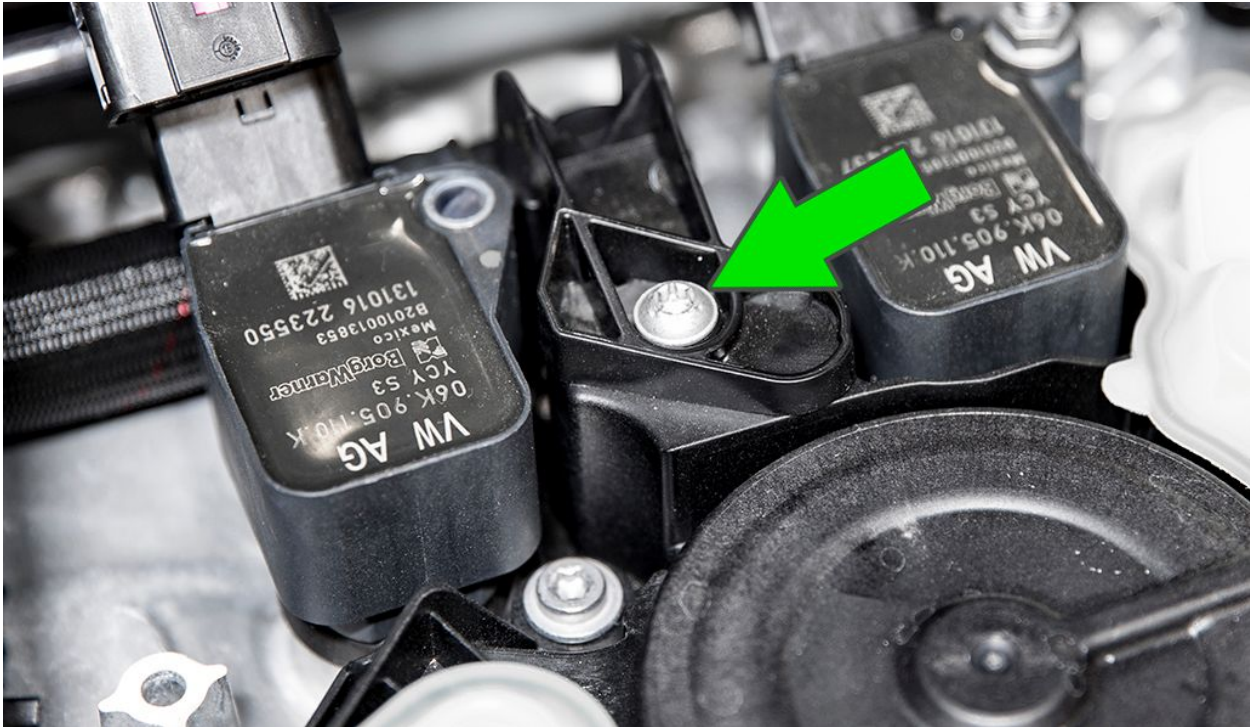
Carefully disconnect all coilpack harness connectors from the coilpacks.



Using a 10mm socket, remove the coilpack post completely from the #3 cylinder coilpack.



Using a T30 torx driver, remove the torx bolt from the PCV breather return hose.



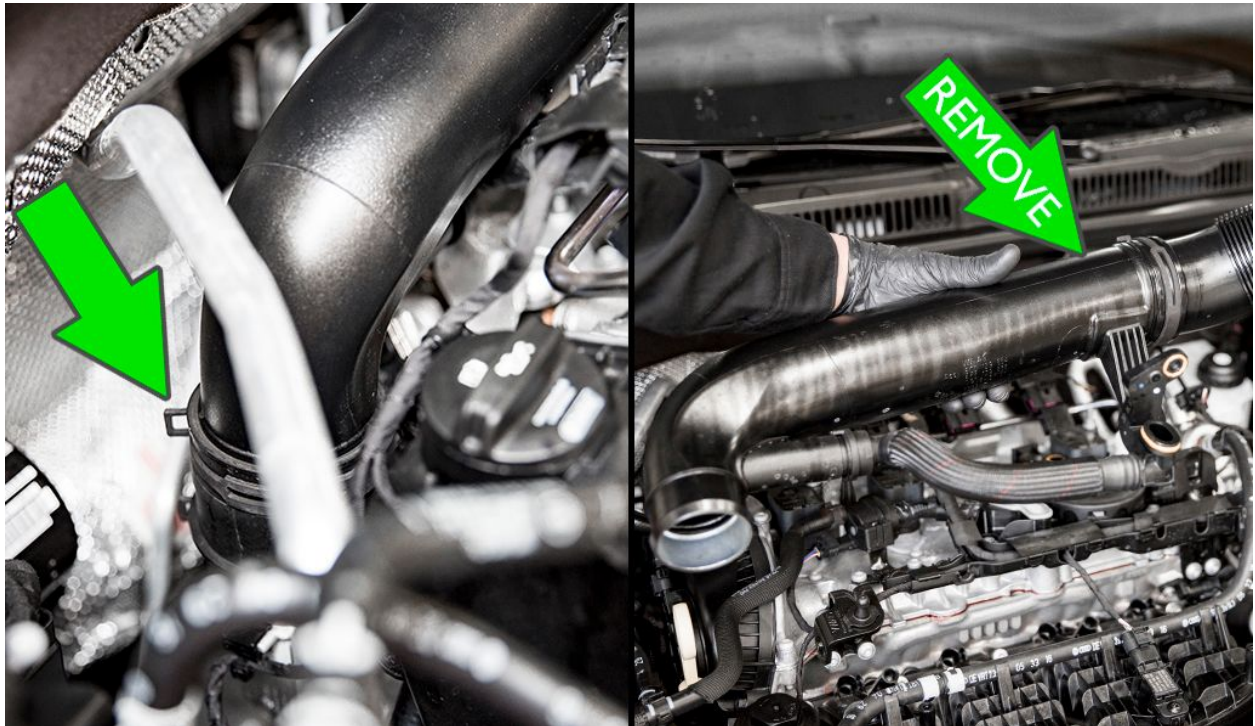
Pull to completely remove the #3 cylinder coilpack.



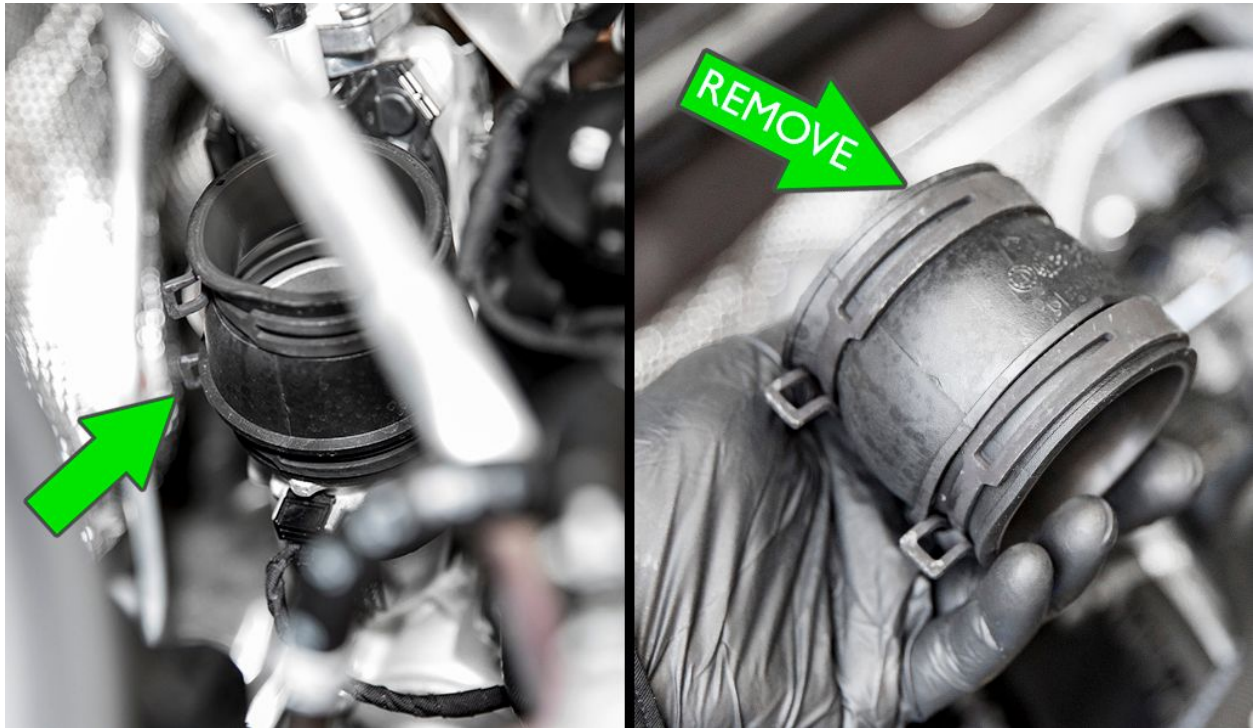
With the #3 cylinder coilpack out of the way, carefully push to release the o-ring sealed PCV breather return from the breather plate.



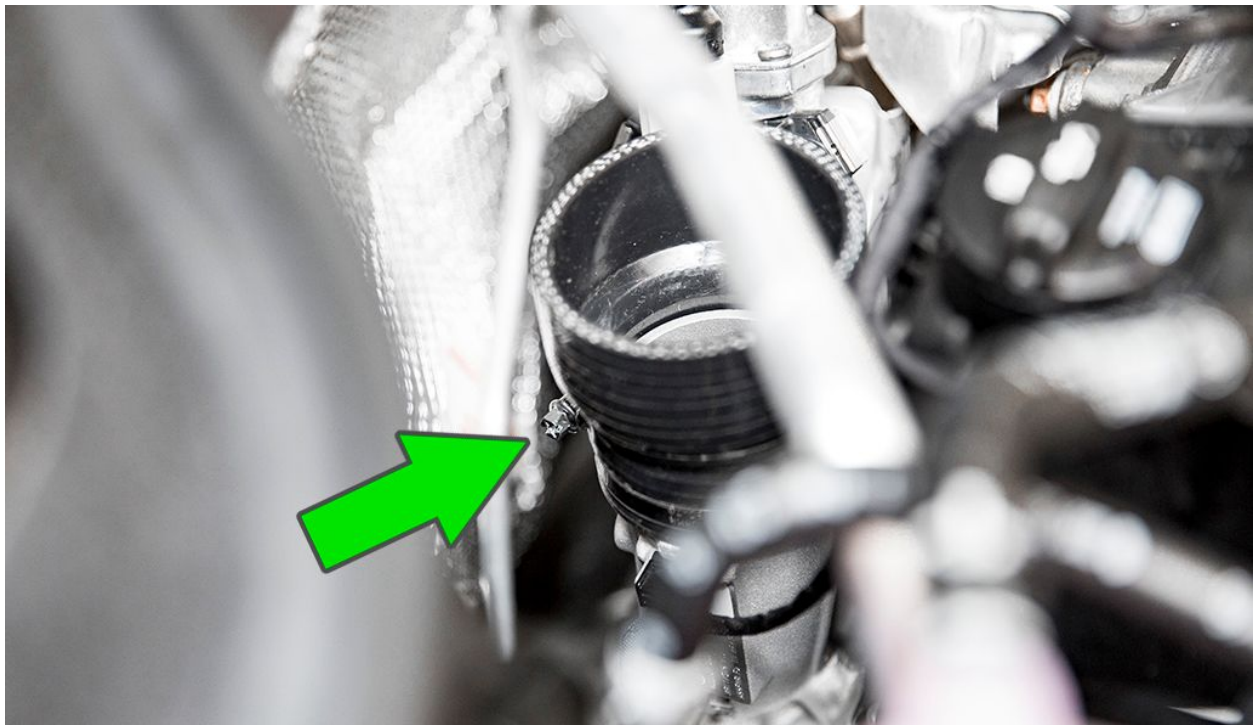
Using pliers or the factory hose clamp tool, release tension from the upper turbo inlet pipe coupler clamp and completely remove the turbo inlet pipe. Note: Pay close attention to the PCV breather return hose routing, you will need to re-install the new one in the same matter.



Using pliers or the factory hose clamp tool, release tension from the lower turbo inlet pipe coupler clamp and completely remove the coupler.



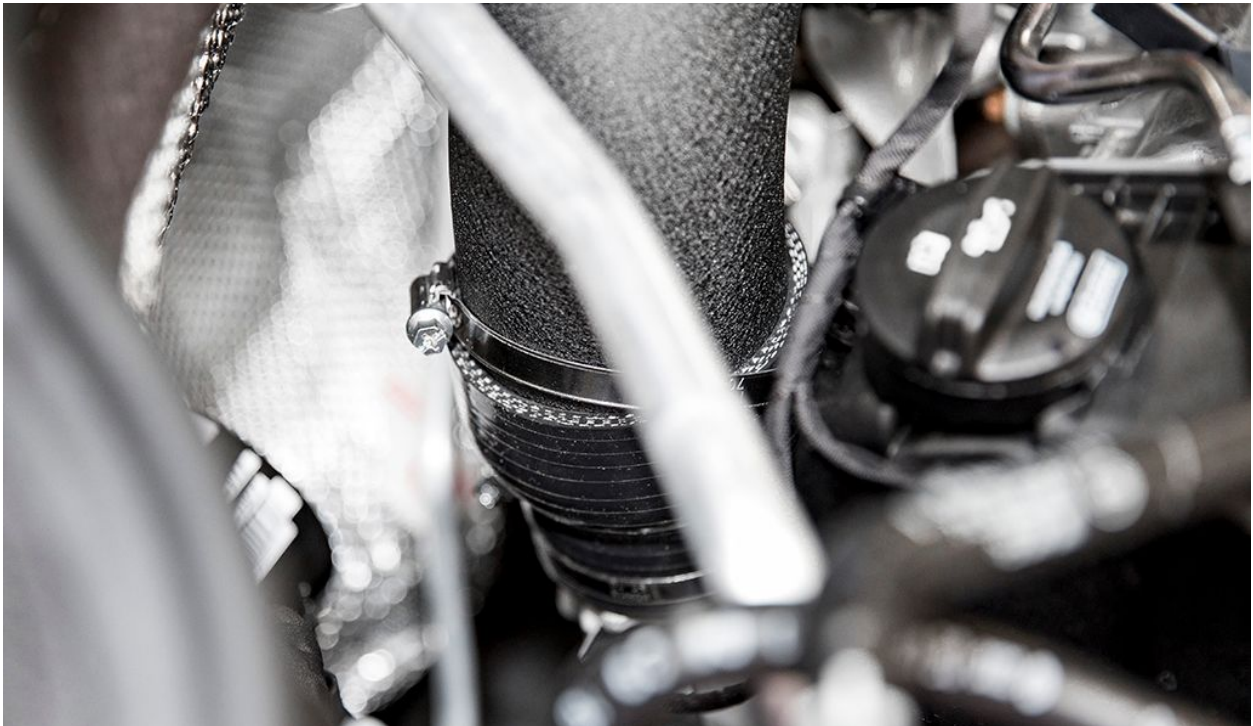
Install the new turbo inlet pipe coupler to the turbocharger with the included 50mm-70mm hose clamp. Tighten clamp.



Push clip the new supplied PCV breather return hose to the new turbo inlet pipe.



Install the new turbo inlet pipe into the turbo inlet silicone with the supplied 70mm-90mm clamp. Do not tighten clamp in this step.



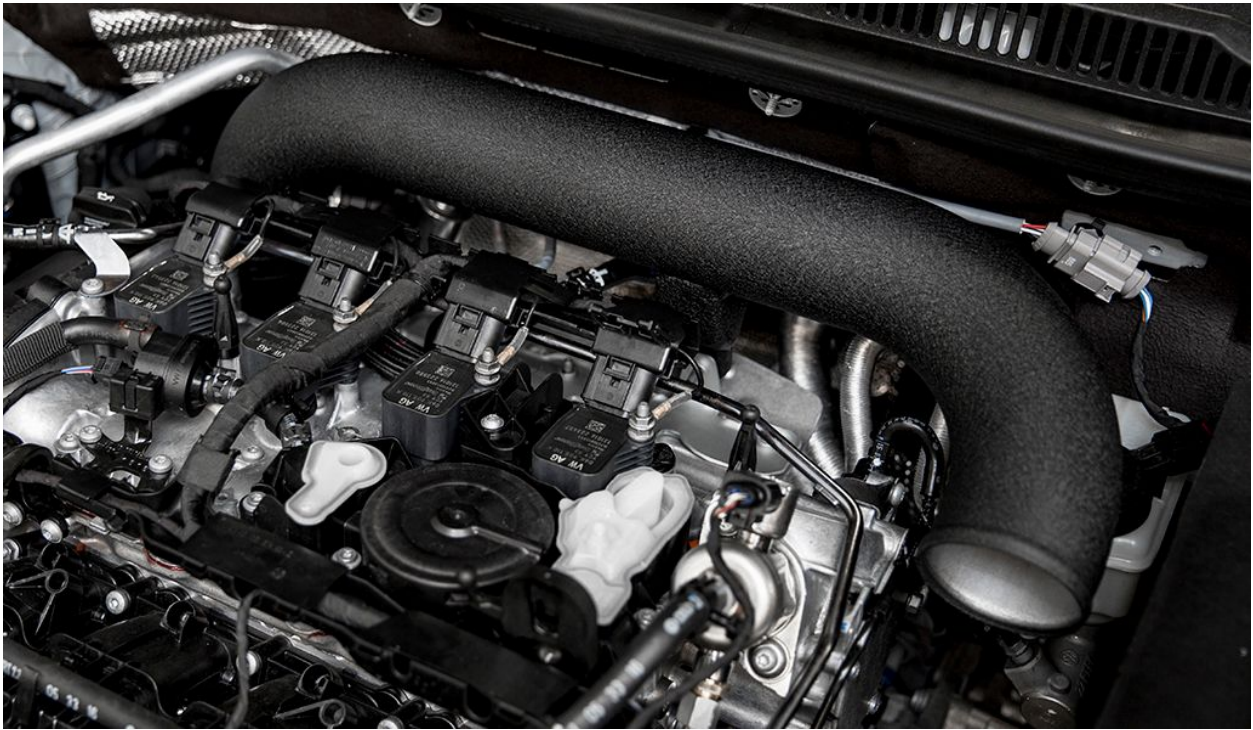
Reinstall the factory T30 torx bolt with the IE turbo inlet pipe, only tighten by hand in this step.



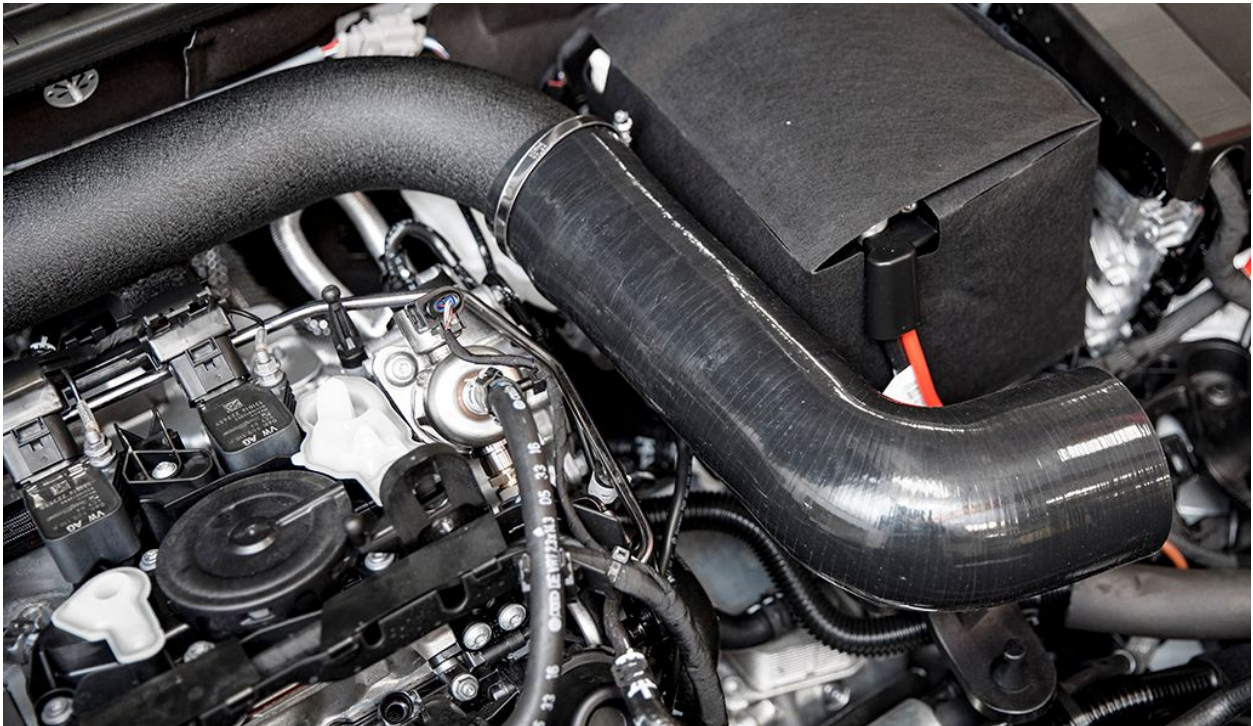
Route the new PCV breather return hose the same as factory as previously noted. Install back into the PCV breather plate and tighten the T30 torx bolt.



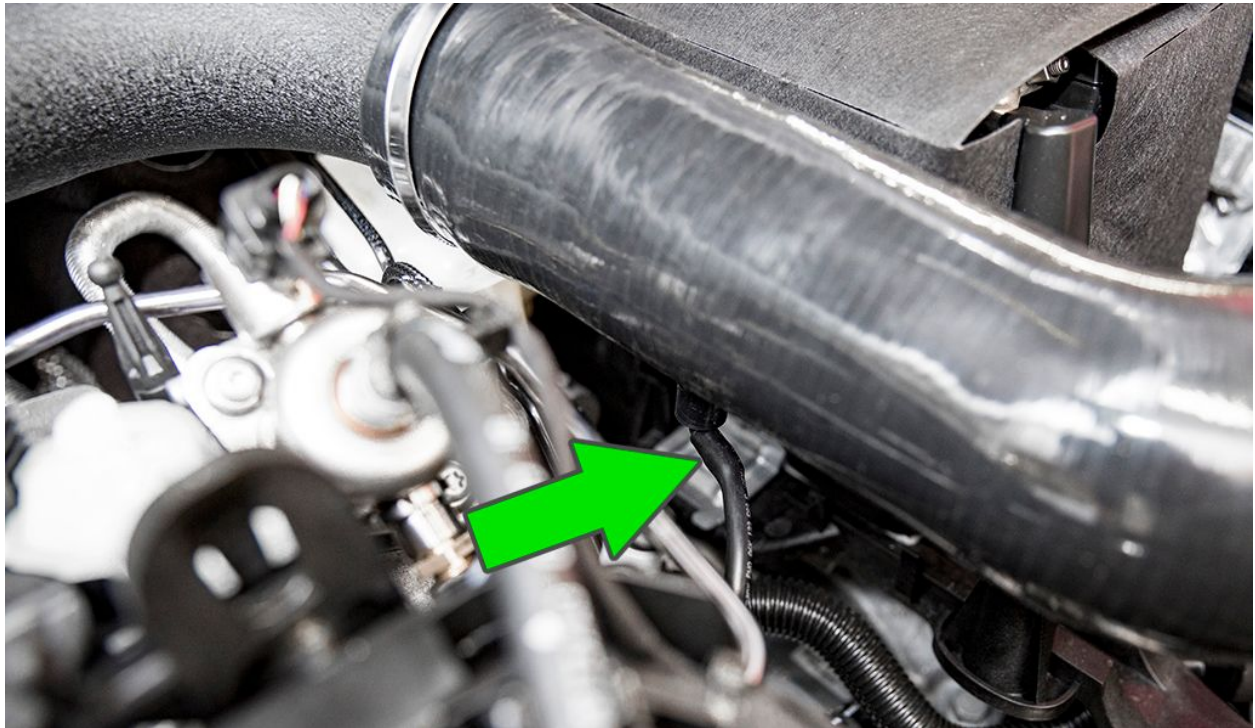
Reinstall coilpack, coilpack post, eyelets, coilpack harness connectors, and 10mm nuts.



Install the 90 degree silicone intake coupler with the supplied 70mm-90mm hose clamp. Do not tighten clamp in this step.



Connect the removed vacuum line to the 90 degree vacuum inlet located on the bottom of the 90 degree silicone hose..



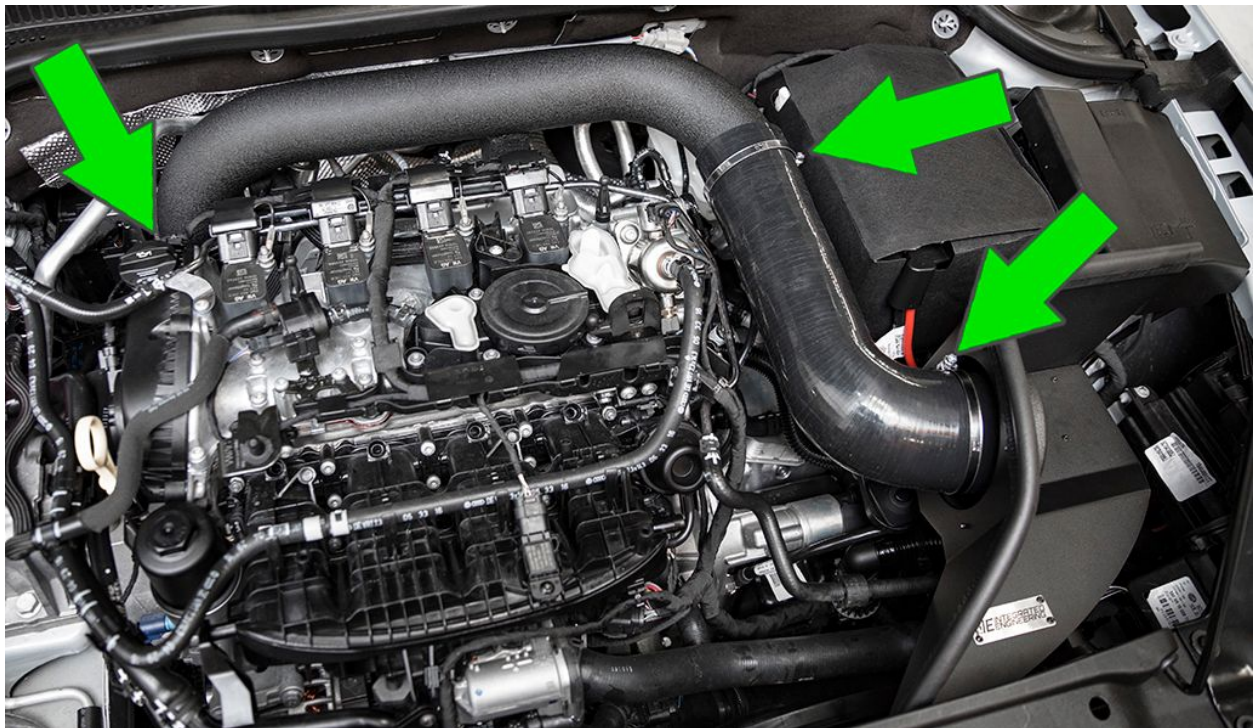
Line up the heatshield and install the rear of the velocity stack to the intake silicone with the supplied 80mm-100mm hose clamp. Do not tighten in this step.



Line up the heatshield grommets with the grommet posts and push down to secure the heatshield.



Ensure everything sits in place, relaxed, and without tension. Once you are happy with the intake position, firmly tighten all the hose clamps.



Using a T30 torx driver, completely tighten the intake pipe to the factory turbo heatshield.



Install the air filter and included clamp onto the velocity stack. Tighten clamp firmly.



Verify all bolts, nuts, and harness clips are installed and tightened, all hose clamp connections are tight, and that your heat shield is fully installed. Start the car and inspect for any leaks or rubbing components. Reinstall the factory engine cover. Enjoy the performance, looks, and sound of your new IE Cold Air Intake! .



For SAI cars only

If your car is equipped with SAI (secondary air injection), it will require an SAI filter kit (sold separately) to complete the install. Follow the steps in the SAI filter guide (found on the IE product page for your intake) to complete the installation of your IE cold air intake now.



Thank you for purchasing another Integrated Engineering product. We are dedicated to serving your VW/Audi engine and performance needs. Please check our website frequently for new product releases. If you have any questions or concerns about this product please do not hesitate to contact us.

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