

Integrated Engineering Audi TTS (MK2/8J) Cold Air Intake Install
Part Number - IEINCJ1

Thank you for purchasing another high quality Integrated Engineering product! This instruction guide is used for installation of the Integrated Engineering Carbon Fiber Cold Air Intake Kit for MK2/8J Audi TTS 2.0T TFSI applications. This kit needs to be installed by a professional or an experienced technician. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Kit Contents:

- (1) Carbon intake lid
- (1) Carbon velocity stack
- (1) Intake silicone inlet hose
- (2) Hose clamps (60-80mm)
- (1) 5" cone air filter
- (1) Air filter hose clamp
- (1) Billet MAF spacer
- (1) Velocity stack / MAF gasket
- (1) Triangular noise door
- (1) Rectangular noise door
- (1) Triangular noise door gasket
- (1) Rectangular noise door gasket
- (1) IE logo stainless plate
- (9) M6 nylon insert locknuts
- (7) 14mm M6 button head cap screws
- (2) 18mm M6 button head cap screws
- (4) M3x0.5 nylon insert locknuts
- (4) 8mm M3 button head cap screws

Required Tools:

- Pliers or hose clamp tool
- Phillips screwdriver
- Flathead screwdriver
- 4mm allen wrench
- 2mm allen wrench
- Ratchet socket wrench
- 6mm ratchet socket
- 10mm socket wrench

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

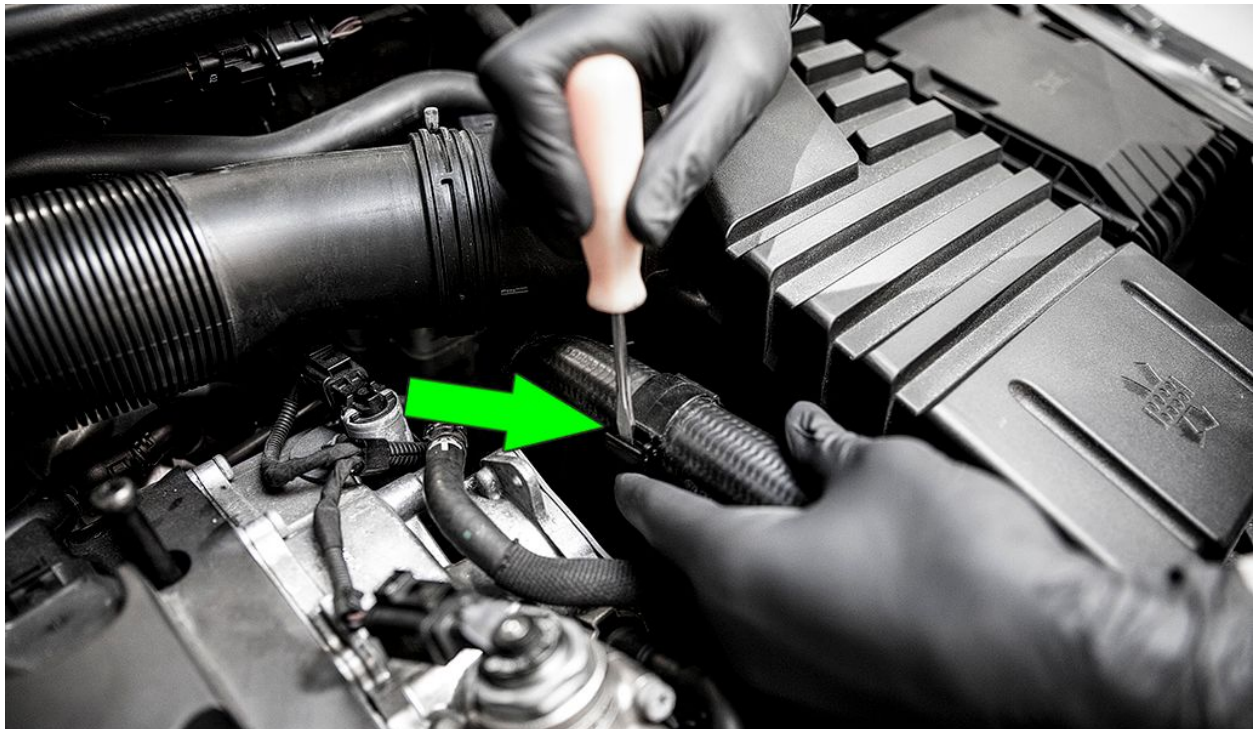
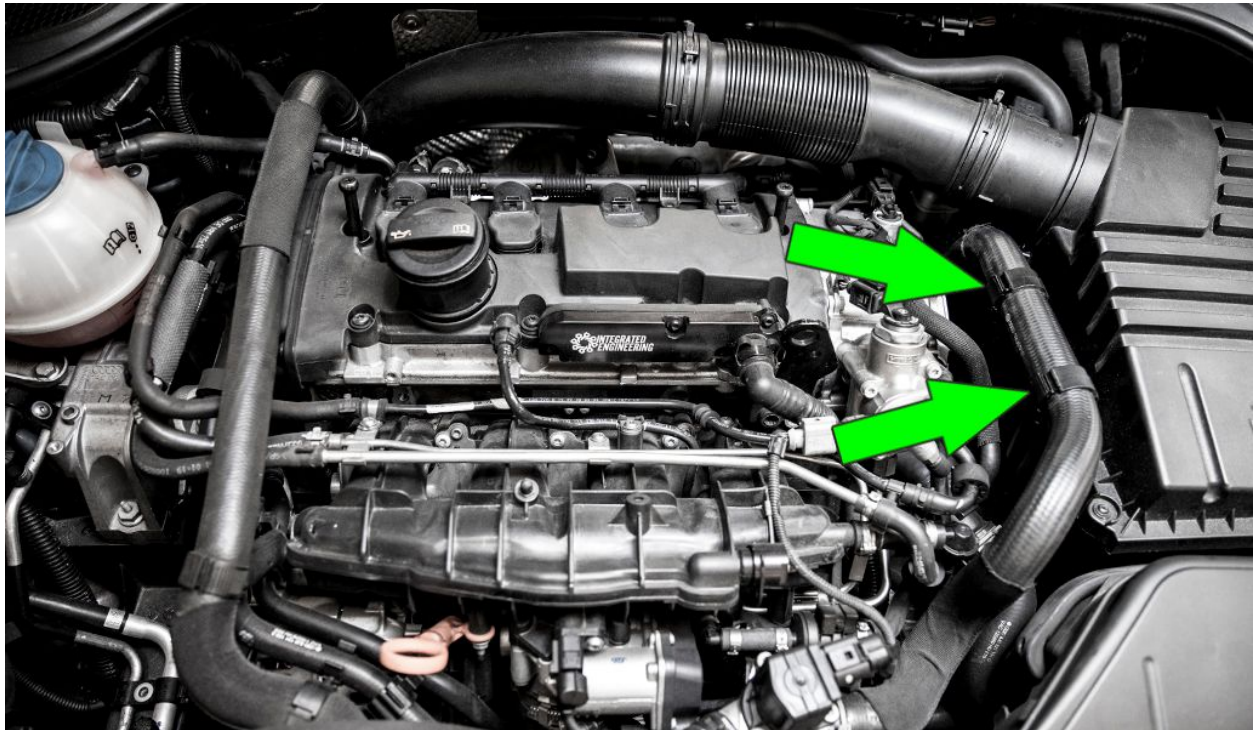




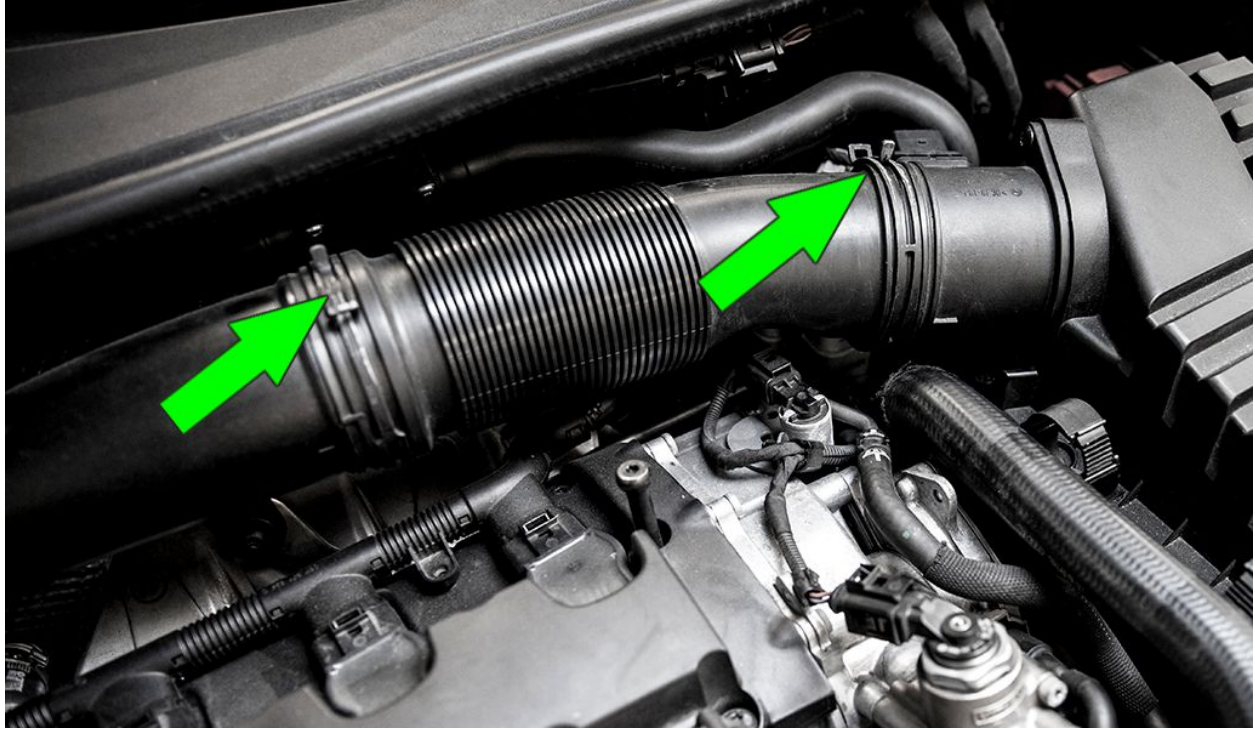
Start the installation procedure by removing the engine cover. This is done by pulling up firmly on both sides.



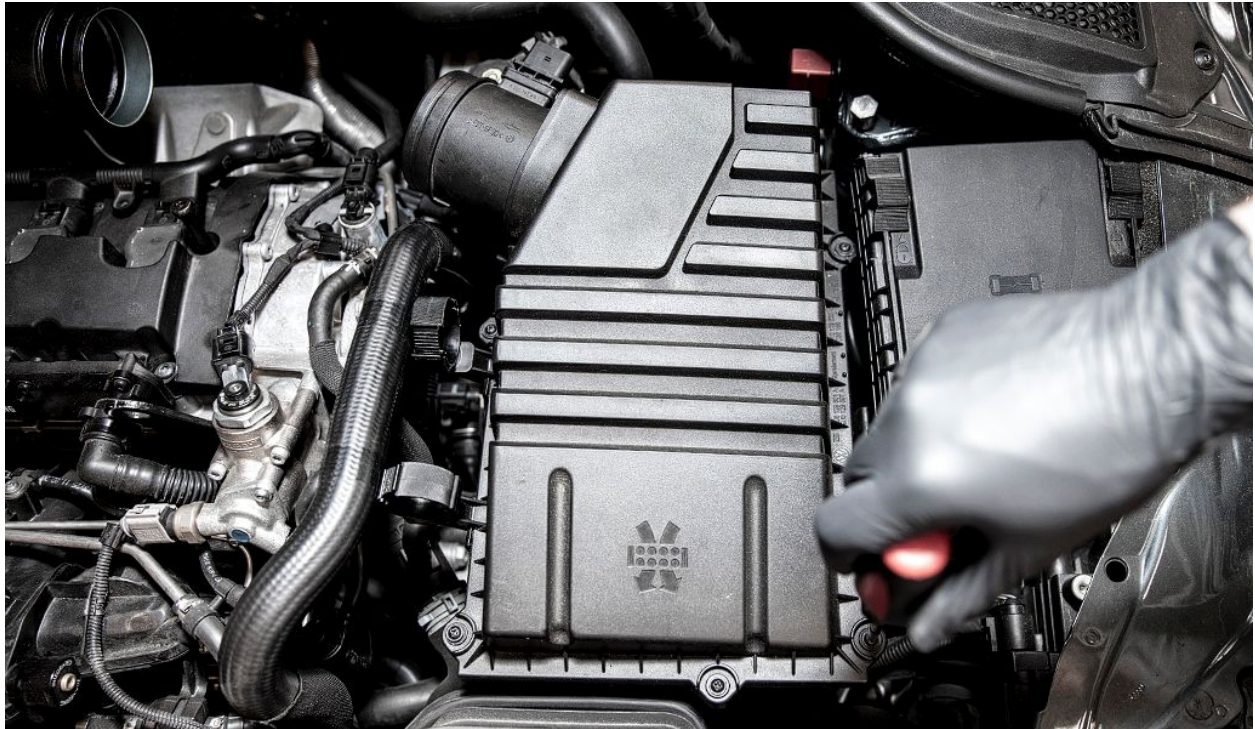
Remove two clips on the diverter valve hose by pushing on the alligator tabs with a flat head screwdriver and place the diverter valve hose off to the side. Unplug the MAF sensor by pulling back on the clip with your thumb.



Use a pair of pliers, or hose clamp pliers, to remove the hose clamps located on the MAF housing and turbo inlet pipe. Remove the hose.



Use a Phillips screwdriver to remove the 8 screws mounting the stock airbox lid. Once all 8 are loose remove the lid from the car.



With the stock airbox lid off the car, fully remove the 8 phillips screws. Keep these as they will be reused on your new IE airbox lid.



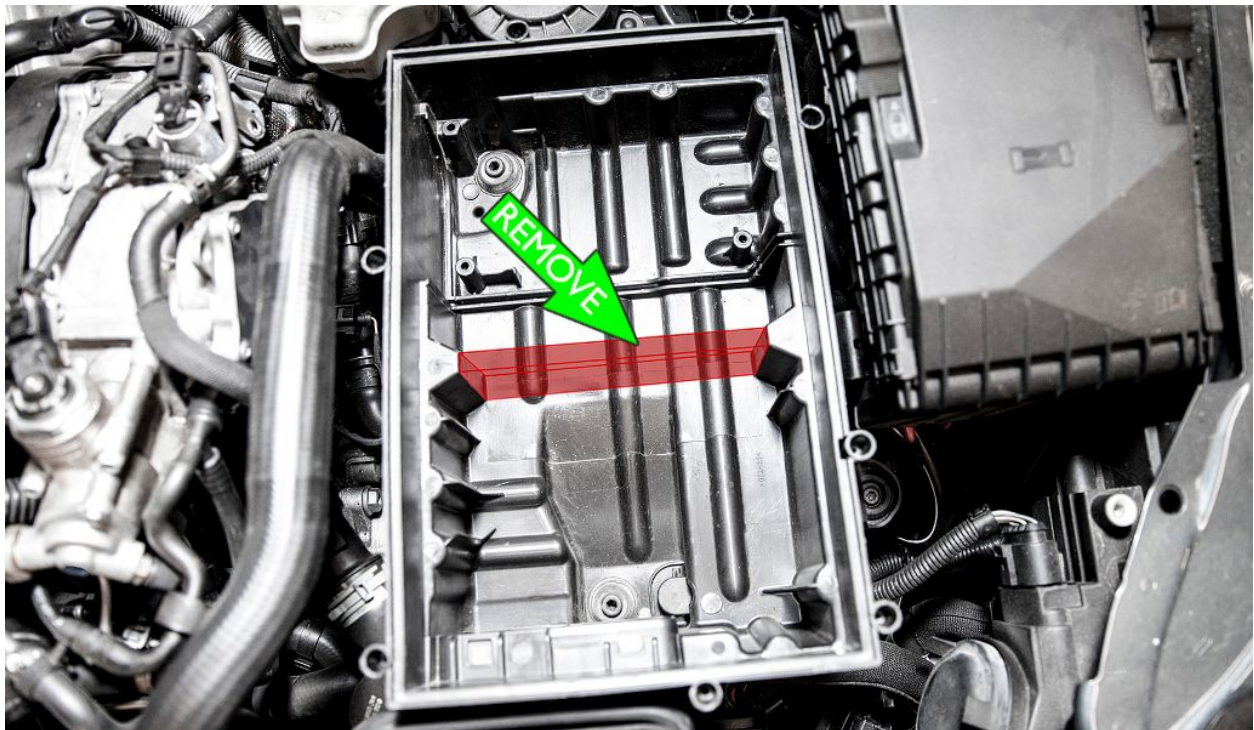
Remove the MAF housing from the stock airbox by removing the 2 phillips screws. Keep the MAF housing as you will be reusing it on your IE airbox lid.



Remove the stock panel filter and discard.



You will need to modify your stock lower intake box to make room for the IE performance cone filter. Remove the cross support in the air box using a cutoff wheel or hack saw blade. After removing the cross support, thoroughly clean the stock air box of any debris.

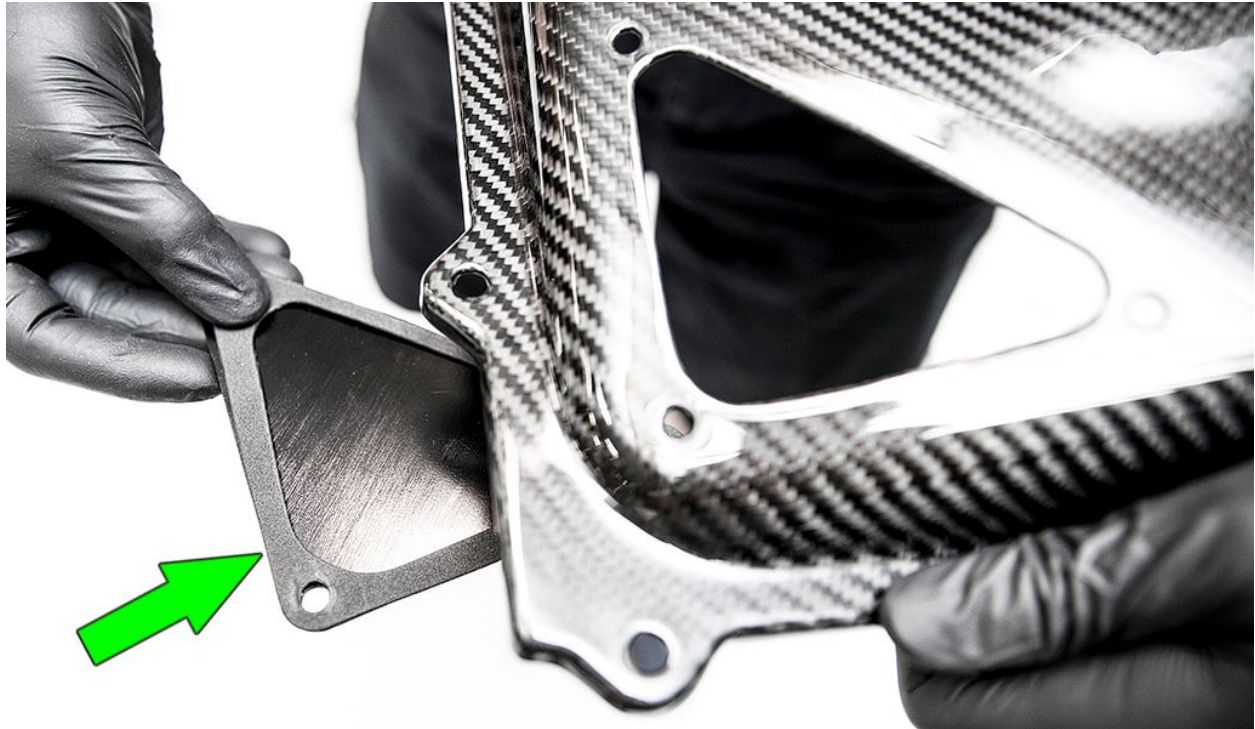


Prepare your new IE airbox lid for installation. Start by installing the IE logo plate by using the four included M3x8mm button head cap screws and four M3x0.5 nylon insert locknuts. Using a

2mm allen wrench and 6mm socket, tighten them firmly but be sure not to over tighten as you may damage the carbon fiber.



OPTIONAL STEP - If you want to install the sound doors for a quieter driving experience, use the supplied gaskets, black noise doors, M6X14mm button head cap screws, and M6 nylon insert locknuts. The sound doors and gaskets go on the inside of the airbox with the gasket against the carbon fiber. Tighten the bolts and nuts using a 4mm allen wrench and 10mm socket or wrench. Again, do not over tighten to avoid damaging the carbon fiber



You will now install the velocity stack and gasket, MAF adapter, and stock MAF housing on the IE airbox. The carbon fiber velocity stack and gasket go on the inside of the air box. The MAF adapter mounts to the outside of the airbox with the MAF housing thereafter. Use the two M6x40mm button head socket cap screws with two M6 nylon insert locknuts, tighten bolts and nuts using a 4mm allen and 10mm wrench.





Now install the air filter onto the carbon fiber velocity stack using the large hose clamp. Once the filter is flush with the back of the velocity stack tighten the clamp firmly. As usual, do not over tighten.



Now that the IE airbox is fully assembled place it in the car on top of the factory lower airbox.



Reinstall the 8 phillips screws that were removed from the stock intake lid earlier. Tighten these bolts firmly, being careful not to over tighten causing damage the threads on the lower air box or the carbon on the IE intake lid.



Loosely place the clamps onto the silicon hump hose.



Now install the hump hose that connects the MAF housing to the turbo inlet pipe and clip the MAF connector back into the MAF housing.



Adjust the hump hose to fit correctly between the factory inlet pipe and MAF housing and tighten the hose clamps on both ends.



Complete the install by reinstalling the factory engine cover.



Start the car and confirm that no inlet connections or gaskets are leaking.



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