



## 996 TT V-Flow Air Induction Installation Instructions

### Tools Required:

Socket Wrench	Short Socket Extension
7mm Socket	3mm Allen Key
Ratchet	T-20 Tamper Proof Torx (Supplied in Kit)
13mm Socket Wrench	11 mm Socket
Flat Head Screwdriver	Phillips Head Screwdriver

### **Removing the OEM air box assembly from the car.**



Remove the 13mm bolt located to the right of the striker plate. This bolt secures the factory air box to the body of the car. Save this bolt for reinstallation on the EVO V-Flow.



Loosen the 7mm hose clamp that attaches the stock air box to the fresh air intake plenum.



Remove clip from driver's side boost hose by slipping a flat head screwdriver in between the clip and the Y-Pipe and carefully prying the clip off.

Unclip the mass air flow meter harness from the stock mass air flow meter.



Remove the boost hose by pulling the hose out of the Y-Pipe. **NOTE:** You do not remove the hose out of the car; you simply push it to the side so that there is more room available for the install.



Lift right side of stock air box up and to the left.



Remove air box from car.

Remove the 4 Philips head screws that hold the rear bumper trim strip and remove the trim from the car.



### Assembly of EVO V-Flow Intake System:

**NOTE: It is very important to follow the next set of instructions step by step to insure proper fitment.**



Connect the supplied L-Bracket to the V-Flow intake box using the supplied 11mm bolt. Make sure you connect short side of the L-Bracket to the V-Flow intake box, for the long side will be used to connect the V-Flow to the car. Also, make sure that the long end of the L-Bracket is facing down otherwise the box will not correctly seat in the engine compartment.



Insert MAF tube/Venturi assembly through the 4"hole in the V-Flow air box.



Use the included tamper proof Torx key to remove the mass air flow meter screws that secure the MAF to the OEM airbox, and remove the MAF from the stock housing.



Reinstall the stock MAF into EVO V-Flow mass air flow/Venturi assembly. NOTE: Do not touch, drop, shake, or try to clean the stock mass air flow meter filament. Doing so may damage it.



Secure the MAF to the V-Flow mass air flow/Venturi housing the supplied hardware using a 3mm Allen Key.



Install the supplied air filter over the injection-molded Venturi and secure it with the included hose clamp. **NOTE:** You will notice 2 studs that are threaded into the Venturi. Later on in the installation, these studs will be inserted into the holes that are located above the 4" opening in the airbox. It is important NOT to install the hardware and secure this to the airbox at this time. Doing so will hinder the proper installation of the unit into the engine compartment.





Insert the assembled V-Flow unit into the engine compartment. **When inserting the V Flow air box / venturi / air filter into the engine compartment, be sure that the MAF is pointing up and the venturi studs are lined up in the area of the holes that they fit through on the airbox. Do not slide them through the holes until the entire airbox / air filter are sitting properly in the engine compartment.**



The airbox was designed to fit very tightly inside the engine compartment, so there may be the need for a little finessing in order to place the end of the MAF housing into the OEM hose coupler that attaches to the intake plenum. You will have to push the air filter past the lower rear body and insert the box all in 1 step. **NOTE: When trying to get the air box into the engine compartment, it helps to tilt the box upward, place the V-Flow MAF housing into the OEM coupler, and guide the rest of the box in by sliding the filter down into the engine cavity.**



Once the airbox is in the engine compartment and seated correctly, make sure that the airbox does not sit on any of the oxygen sensor wires that are located on either side of the airbox.



Note: Once the air box is properly seated in the engine compartment and the MAF/Venturi housing is in the proper position, the two studs that are located on the back of the Venturi housing should protrude completely through the air box.



Tighten the OEM hose clamp around the OEM rubber coupler to secure the MAF housing.



Install the included 11 mm serrated nuts on to the Venturi studs and tighten. Be sure not to over tighten, the fitment should be snug.



Move the airbox in place so that the airbox mounting L-bracket lines up with the OEM airbox mounting point located to the right of the decklid striker plate. Secure with the OEM 13mm bolt.



Plug in the MAF harness into the MAF meter



Install boost hose back into Y-pipe.





Reinstall the OEM boost hose clip. Pull on the boost hose to ensure that the hose is securely attached to Y-Pipe.



At this point, verify that all the connections have been correctly attached and or tightened, and then reinstall trim strip.



Completed install.



#### Final Check

1. Be sure that all connections are tight and that the MAF wiring harness is securely connected.
2. Make sure that the driver's side boost hose is securely in the Y-Pipe.
3. Make sure that both hose clamps that connect the V-Flow air box to the intake manifold are securely fastened.
4. Remove all tools from the engine compartment.
5. Start the car and check for leaks.
6. Close engine lid and test drive.

#### Enjoy your EVO V-Flow Air Induction System

1. Enjoy the added power and sound from your EVO V-Flow air intake system.
2. Be sure to clean or replace your air filter every 10K miles. New air filters are available from PN # FILVF997
3. When re oiling your cotton air filter, LESS IS MORE. Only use a VERY SMALL amount of oil when treating the filter. EXCESS oil will cause the MAF meter to malfunction and cause a CEL.

Provide us with feedback: We want to hear from you! Let us know how you like our products and services. Please e-mail us anytime at [info@evoms.com](mailto:info@evoms.com). We are always trying to perfect the passion for performance and your comments are valued and welcomed.