

## MK V 2.0T V-Flow Install Instructions

### **TOOLS NEEDED**

**T-15 TORX DRIVER  
T-20 TORX DRIVER  
2.5MM ALLEN WRENCH  
FLAT HEAD SCREWDRIVER  
10MM NUT DRIVER, OR SOCKET  
CHANNEL LOCK PLIERS**

### **LIST OF PARTS**

**1 x INTAKE TUBE W/ VENTURI  
1 x HEATSHIELD/AIR BOX  
1 x 6" FILTER  
1 x 90 DEGREE HOSE  
1 x MAF TUBE W/ 2 SCREWS  
2 x 60-80 HOSE CLAMPS  
3 x 70-90 HOSE CLAMPS  
1 x 10MM BOLT  
1 x WASHER**



Shot of engine bay before starting



Start by unplugging the MAF sensor at the top of the engine cover.



You will find two silver clamps that attach the turbo inlet hose to the MAF. Remove clamps on both sides of that hose.



Using a T-15 Torx Driver, Remove both screws, one on the left side, and one on the right side, that attach the factory core support fresh air duct to the factory intake tube that goes into the right (driver) side of the engine cover.



Remove engine cover. You may have to use some force, firmly pulling up and towards you, your engine cover should un-snap from four posts pushed into four rubber grommets that are attached to the bottom of your engine cover. It should separate from the turbo inlet hose at the top left of the MAF, and it should separate from the factory core support fresh air duct.



release pressure on the clamp at the bottom of the turbo inlet pipe.



Remove the turbo inlet pipe



There is a rubber grommet inside the turbo inlet hose, this rubber grommet may or may not stay attached to the turbo inlet hose. If it does then you have nothing to worry about.



If the rubber grommet stays attached to the turbo, simply remove it from the turbo.



Using the same T-15 Torx driver, remove the screws on both the left and right side of the factory core support fresh air duct.



remove factory core support fresh air duct



With all the stock components removed your engine bay should look like this



Your V-Flow intake kit should consist of one tube with Venturi attached. One silicone 90 degree elbow, one heat shield with trim lock attached, and one build kit. Your build kit should consist of. One 3" silicone coupler, two 60-80 hose clamps, three 70-90 hose clamps, one 3" silicone coupler, one 10mm bolt with washer, and one Evolution Motorsports decal sticker.



work the plastic heat shield into the big empty spot between the battery and the core support, behind the drivers side headlight.



Position the hole in the heat shield with the hole that already exists near your battery tray



Using a 10mm nut driver, or a 10mm socket, fasten the 10mm bolt through the washer that was supplied with your build kit and tighten it down securing your heat shield



If you're standing in front of the car looking over your engine bay you will notice two holes in the top left side of your heat shield



take one of the 70-90 hose clamps provided in your build kit. Loosen it until it comes apart. Slide the end of your hose clamp first through the top hole, then the side hole in your heat shield.



Take your filter and attach it to the end of your intake tube over the venturi. Then tighten the hose clamp that around your venturi and the base of your filter .



Insert the filter end of your intake tube into your heat shield between the battery and the headlight.



lay the intake tube inside the hose clamp that is still separated and position it into the cutout at the top of the heat shield.



Next, take your 90 degree silicone hose, and both of your 60-80 hose clamps. But one clamp on each end and tighten it up just enough to get rid of some slack.



Place the long end of the silicone hose onto the same port where the factory turbo inlet hose went with the short end pointing towards the drivers side of the vehicle



Tighten the hose clamp at the bottom of the 90 degree silicone hose.





Take the 3" silicone coupler, and the last two remaining 70-90 hose clamps out of the build kit and attach it to the end of the intake tube.



Using, the T-20 Torx driver, remove both screws from your MAF sensor that is still attached to your factory engine cover.



Using the 2.5mm Allen Wrench, take the screws that we provided, slide the MAF sensor into the MAF tube and tighten both screws



Take the MAF sensor and MAF tube as one unit. Sliding the smaller end into the 90 degree silicone hose, and the larger end into the 3" silicone coupler.



Tighten all the hose clamps around the MAF tube and the coupler



Attach the 70-90 size hose clamp and then tighten it around your intake tube to secure it from moving around the engine bay.



take your original factory core support fresh air duct that was a part of your original air intake system. Slide that into place in its original location on top of your V-Flow heat shield.



you will only be able to access the screw on the left, (passenger side) of the factory core support fresh air duct. Take the same T-15 Torx driver and replace the screw on the left, (passenger side) securing the factory core support fresh air duct



Take your MAF plug that you unplugged from your factory air box earlier in this install and plug it back into your MAF sensor that is now located in the V-Flow MAF housing.



This is how your engine bay should look now with your V-Flow intake installed. Your factory engine cover will not fit in its current form. If you wish to use your factory engine cover you will have to trim it to your liking. Or, if you prefer, we have a carbon fiber engine cover that is designed to fit with your new V-Flow intake system.

