AUDI TT V-FLOW INTAKE INSTALL INSTRUCTIONS

To install your intake you will need the following tools:

TOOLS NEEDED

PHILLIPS HEAD SCREWDRIVER
FLAT HEAD SCREWDRIVER
10MM SOCKET, AND WRENCH W/EXTENSION
11MM SOCKET, OR 11MM NUT DRIVER
WIRE CLIPPERS (225HP QUATTRO MODELS)
3MM ALLAN WRENCH

Before beginning installation, please review this parts list to ensure everything is included. All intake systems should include the following parts

*PARTS INCLUDED - ALL MODELS

1 X AIR BOX
1 X 6" FILTER W/ HOSE CLAMP
1 X 6" VENTURI
1 X 11MM BOLT
1 X 3-9/16 – 4-/12 SIZE HOSE CLAMP
1 X 90 DEGREE "L" SHAPED BRACKET
1 X PIECE OF WEATHERSTRIPPING
3 X 11MM NUTS
3 X BLACK THREADDED STUDS

*please note what model TT you have and review the parts included in your specific kit which are listed below. Also note that some of the parts may come pre assembled before shipping.

FOR 180HP MODELS

1 X 3" – 2.75" SILICONE REDUCER
1 X 70-90 SIZE HOSE CLAMP
1 X 60-80 SIZE HOSE CLAMP
1 X 20-32 SIZE HOSE CLAMP
1 X PLASTIC MAF ADAPTER

only the 180hp TT V-Flow intake systems will include the above parts, including quattro, front track, manual transmission, automatic transmissions, coupes and roadsters

FOR 3.2L MODELS

1 X 3.25" – 3" SILICONE REDUCER
1 X BILLET ALUMINUM MAF ADAPTER
2 X 70-90 SIZE HOSE CLAMPS
only the 3.2L Quattro TT V-Flow intake systems
will include the above parts, including coupes and roadsters.

FOR 225HP QUATTRO MODELS

1 X 3.25" – 3" SILICONE REDUCER
2 X 70-90 SIZE HOSE CLAMPS
1 X BILLET ALUMINUM ADAPTER
1 X BREATHER FILTER W/ HOSE CLAMP
1 X PLASTIC ZIP TIE
only the 225hp Quattro TT V-Flow intake systems will include the above parts, including coupes and roadsters.

Start with your Phillips head screw driver and remove the three screws on top of your battery cover. Then remove the battery cover from the car.

Firmly grasp the plug on top of your MAF sensor unplugging it. Lay the plug back away from the intake system.

Using your Phillips head screwdriver loosen the hose clamp next to the MAF housing.

You will notice a hose with a 90 degree bend and a small plastic ring around the end of it snapped into place at the bottom of the factory air box. Firmly squeeze the top and the bottom of that ring squeezing together and pull the hose off of the factory air box. Pull the hose back and tuck it back out of the work space.

Grasp the hose connecting to the MAF housing and remove it from the MAF housing. Let it rest up against the MAF housing

Take the 10mm socket, extension, and wrench. Remove the two bolts that secure the factory air box to the car. One is behind the negative battery terminal and the other is at the opposite corner of the air box, in front of the driver's side strut tower.

Next you will remove the factory air box. First lift up on the side closest to the engine, and then lift up on the side closest to the fender. As you lift up on the fender side you should notice a large rubber peg slide out of a hole in the fender lining, If your car has the fresh air duct that was attached to the air box running along side the inside of the fender, you will notice that the air box should come separated from this fresh air duct.

If your car has this fresh air duct, take your 10mm socket, remove the nut that secures the factory fresh air duct to the side of the fender. Then remove the short piece of ducting.

Attached to your air box, which has now been removed from your car, is the housing for your MAF sensor.

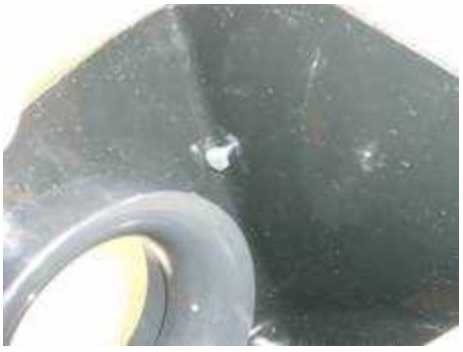
Using your Phillips head screwdriver, remove both screws that attach your MAF housing to your factory air box. Then remove the MAF housing from the side of the factory air box.

Next, take the silicone reducer and slide the smaller end onto the MAF housing. If you look at your MAF housing you will notice an arrow indicating air flow. Make sure that arrow is pointed away from the silicone reducer. Another way to be sure you are attaching the silicone reducer to the proper side, is to note that the reducer goes on the same side that used to be on the outside of the factory air box when the MAF housing was attached to it.

Next, take your 6” venturi and your 3 threaded studs. The studs will have one end with red on it. This red end is threadlock, insert the red end into the venturi and tighten each stud using the 3mm alen wrench. Tighten them until the red section is completely inserted into the holes in the venturi.

Locate the V-Flow air box. Notice one side has a large hole with three smaller holes equal distance apart surrounding the large circular hole. Picture the air box as a complete box and place the 6” ventrui inside the box. Turn the orientation of the venturi so that the lip of the ventrui and the 3 threaded studs poke through the box to the outside of your air box.

Take three of the four 11mm nuts that are included in your kit and thread each of the three nuts onto the three studs that are attached to the venturi. Tighten them down against the air box using your 11mm socket or nut driver.



On the inside corner of the air box you will notice a small hole. Take the 11mm bolt that is included in the kit, from the inside of the air box slide the threaded end through to the outside. You may need to use some force to slide it through the plastic.

After you slide the 11mm bolt through the air box, place the small “L” shaped bracket on the bolt and then tighten the last remaining 11mm nut onto the end of that bolt. Make sure that the bottom of the “L” shaped bracket is down, parallel with the bottom of the air box as shown in the picture.

Take the 6” filter and slide it onto the venture. Be sure to keep the hose clamp facing up so that you can tighten the clamp around the filter.

Loocate the section of weather stripping take notice there are two small sections that are cut out of one side of the weather stripping. Those cut outs are to allow the weather stripping to bend around the corners of the air box. Because of those cut outs there is only one way that the weather stripping can be installed. After you determine the orientation of the weather stripping, push it onto the top of the air box.

Take the 3-9/16 – 4-/12 size hose clamp and slide it onto the small lip on the outside of the venture. Then take your *MAF adapter and slide it into the outside of the venturi, tightening the hose clamp.

*please note that on the 180hp models this adapter is made out of plastic with a small branch off for the smog pump hose. On the 225hp/3.2L models this piece is made out of black anodized billet aluminum (225hp/3.2L V-Flow pictured here)

The fully assembled V-Flow should look like *this, prior to being installed in your car.

*180hp V-Flow pictured here.

Next, take the MAF with the attached silicone coupler that you assembled earlier, and attach the other end to the adapter.

Insert your V-Flow unit into the space that the factory air box used to be. Make sure the MAF is pointing in the direction of the engine and the filter is pointing in the direction of the fender. Slide the turbo inlet hose over the open end of the MAF housing and re-use the same hose clamp that you originally loosened during the removal of the factory air intake system.

Twist the MAF housing so it is pointing in the same direction that it was when it was installed on the factory air box. Tighten down the remaining hose clamps that may be loose.

Next, line up the “L” shaped bracket on the side of the air box, using the same bolt that secured the factory air box. Tighten that bolt through the bracket into the same hole that it originally used. This will secure the V-Flow to the car.

Take the wiring harness that was originally plugged into your MAF sensor and plug your MAF sensor back in

*IF YOU HAVE A 3.2L TT, SKIP TO THE LAST STEP IN EITHER SET OF THE FOLLOWING INSTRUCTIONS.

THE FOLLOWING 5 STEPS ARE FOR THE 225HP MODELS ONLY

In your kit there is a small anodized black billet aluminum adaptor. One end is round, and the other end has two notches cut out of it. Slide the small breather filter over the round end of your adaptor and tighten the hose clamp.

The smog pump hose, (small diameter ribbed plastic hose) that was originally attached to the side of your factory air box has, at the end of it, a 90 degree bend. Grasp the hose firmly and twist the 90 degree end about 20-30 degrees in the direction of the engine. Then, take the small breather filter attached to the aluminum adapter and attach the end of the smog pump hose to the end of the aluminum adapter. If you line up the hose just right it should snap right into place.

If you follow the smog pump hose down a few inches from the 90 degree bend you will find another similar looking ribbed style plastic hose. Line up the smog pump hose along side the second ribbed style plastic hose. Then take the black zip tie provided and wrap it around both hoses pulling it tight, as shown here. This will keep the breather filter from moving around unprotected.

Take the wire clippers and clip off the end of the zip tie to remove the unneeded slack.

Using the Phillips head screwdriver, re-attach the factory battery cover to secure it, using the three Phillips head screws. After you replace these screws, your new V-Flow is installed and ready to go. Make sure all hose clamps are tightened and all tools are removed from your engine bay and enjoy your new intake.

THE FOLLOWING 2 STEPS ARE FOR THE 180HP MODELS ONLY

The smog pump hose, (small diameter ribbed plastic hose) that was originally attached to the side of your factory air box has, at the end of it, a 90 degree bend. Grasp the hose firmly and pull off the 90 degree end. It will pull off! You may need to use some force, if you have access to a heat gun, or even a hair dryer, it may be helpful to heat it up slightly if it won't come off. After pulling it off, you should be left with a straight open ended hose.
Stretch the smog pump hose over to the plastic MAF adapter. Place the 20-30 sized hose clamp over the smog pump hose and slide the smog pump hose over the small branch off the plastic reducer. Tighten the hose clamp in place.

Using the Phillips head screwdriver, re-attach the factory battery cover to secure it, using the three Phillips head screws. After you replace these screws, your new V-Flow is installed and ready to go. Make sure all hose clamps are tightened and all tools are removed from your engine bay and enjoy your new intake.