



**INSTALLATION INSTRUCTIONS FOR
B6 2001-2005 Audi A4 1.8T**

**These instructions are applicable to vehicles equipped
with either manual or automatic transmissions**

Thank you for choosing to purchase a Carbonio Intake System. Please take the time to fully read over these instructions before attempting to install the kit. This will greatly speed up the installation process and minimize any difficulties you may encounter.

Tools Required:

- Philips head (star) screwdriver
- Flat head (slot) screwdriver
- 10mm open-ended wrench
- 3mm Allen wrench
- Sharp knife

Kit includes:

- 1 – Carbon fiber main inlet section
- 1 – Oil-less air filter
- 1 – Side heat shield
- 1 – Front heat shield
- 1 – Small breather filter
- 1 – Plastic cap
- 1 – Filter bolt
- 1 – Filter washer
- 1 – Filter nut
- 2 – Plastic zip ties
- 2 – M6 bolts
- 2 – Side bolts
- 3 – Lid bolts
- 3 – Lid washers

LABOUR ESTIMATE GUIDE

1 – 1.5 Hours

SAFETY WARNING

- The installation of this intake requires that the installer's hands be very close to engine and exhaust components which get extremely hot. Only attempt the installation of this kit on a vehicle that has had plenty of time to cool off.

Step 1:

Using a Phillips head (star) screwdriver remove the 2 screws holding the factory air inlet scoop. The location of these screws is marked with arrows right. Once these screws are out, the entire inlet scoop can be pulled out. It is made up of 2 pieces between the front of the car and airbox and may need to be split to get it out.



Step 2:

Using a flat head screwdriver, pry off the plastic clip that attaches the airbox to the passenger side inner fender.

The photo right shows an up-close view of the clip. It is best to pry out its center section and then pry out its perimeter housing.



Step 3:

Leading to the front of the factory airbox is a corrugated hose. Unclip this hose by squeezing with your fingers on either side of its ribbed fixing clip and by then pulling apart.



Step 4:

Disconnect the wire that leads to the MAF sensor by depressing its fixing clip and by pulling apart.

Note that the fit will be snug however if too much force is necessary, then the fixing clip is not being depressed enough.



Step 5:

Loosen the hose clamp that leads to the MAF sensor and separate the hose from the sensor.



Step 6:

There are 3 metal clips that connect cables to the factory airbox. Pull these clips off of the airbox. Alternatively, using a sharp knife, cut off the tape that fixes the wires to the metal clips

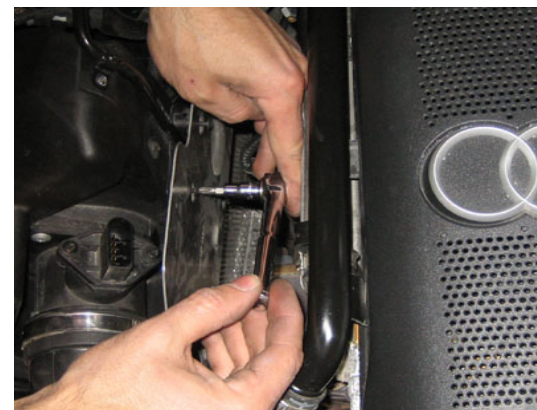
Right is a close-up pic of one of these clips being pulled out of the airbox.



Step 7:

On the side of the airbox is a metal shield. Remove this shield using a small Phillips screw driver or (as shown right) or a Phillips screwdriver tip held by a small ratchet.

MAKE SURE THAT THE ENGINE IS COLD OR YOU WILL BURN YOURSELF



Step 8:

Below the metal shield is a hard metal pipe that is screwed to the OEM airbox. Using the same tools as in the previous step, remove the screws that hold this pipe in place.

Step 9:

Pull the airbox out of the car being careful not to snag any wires or hoses on the way out.



Step 10:

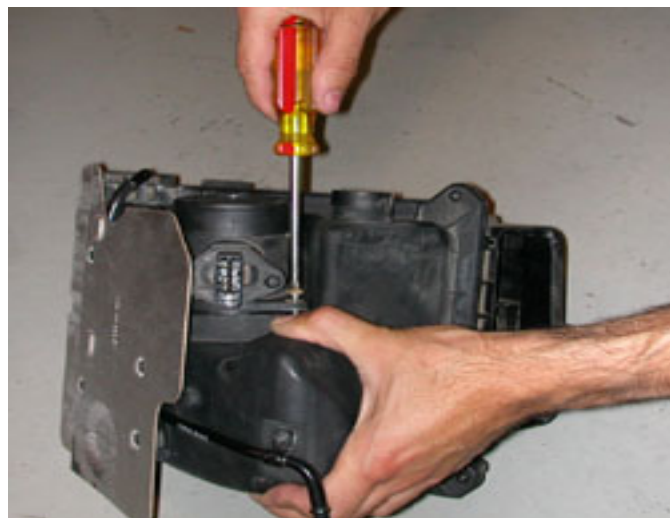
Using a 10mm wrench, loosen the bolt that is on the passenger side chassis next to the turbo. Back the bolt off but DO NOT remove it. The location of this bolt is shown right.

MAKE SURE THE ENGINE HAS HAD AMPLE TIME TO COOL. IT IS VERY EASY TO BURN YOUR HANDS AT THIS STAGE



Step 11:

Grab the airbox removed in Step 9 and, using a Philips head screwdriver, remove the 2 screws that hold the MAF to the airbox. Once these screws are off, pull the MAF apart from the airbox.



Step 12a:

Using the two M6 bolts, bolt the MAF to the front shield included in the kit. Make sure that the MAF is on the side where the lips of the shield bend away from the edges, & that the MAF connector is in the 2 o'clock position.



Step 12b:

To the left of the MAF is a hole. Included in the kit is a round plastic plug. Cover this hole by pressing the plug into the hole until it snaps into place.

Step 13:

Fit the air filter to the front shield. There is a tab on the base of the filter and this fits into the slot at the top of the front shield. Fix the filter to the shield using the supplied bolt nut and washer. The washer goes on the filter side. Make sure not to over tighten the bolt. Tighten it so that the bottom tab is just bending a little (less than 1mm). Also, make sure that the upper tab is all the way in to the point where the filter base touches the holed slot.

Step 14:

Using the small Allen bolts provided, screw the side shield to the front shield.

Step 15:

Lower the entire assembly into place. Make sure that the groove in the side shield fits over the threads of the bolt loosened in Step 11. **DO NOT TIGHTEN THIS BOLT YET**

The hard pipe loosened in Step 8 fits into the groove shown by the arrow on the image right.



Step 16:

Re-connect the hose leading to the MAF (removed in Step 5) and tighten its hose clamp.

Re-connect the wire to the MAF (removed in Step 4)

Install the small included breather filter onto the end of the hose removed in Step 3. The filter just clips onto the end of the hose and the hose can then be zip tied in place.

Step 17:

Connect the main carbon fiber inlet section to the OEM inlet scoop removed in Step 1. Lower the entire assembly into place being sure to slip the flat end of the carbon piece UNDER the factory hood seal (shown by arrows on image right).

Fix the carbon scoop to the metal mounting shield using the three included bolts and washers. **Make sure that the rubber side of the washer is the side that contacts the carbon.**



Step 18:

Re-install the two Phillips screws removed in Step 1.

Step 19:

Make sure that the entire system is installed with no wires or hoses being stressed or pulled. Tighten the bolt loosened in Step 11 making sure that the top of the carbon section is well below the height of the OEM weather stripping it borders.

Step 20:

Start the car and let it idle for 5-10 minutes. During this time **DO NOT ACCELERATE THE ENGINE AT ALL**. This will allow the computer a chance to re-calibrate itself to the increased airflow offered by the intake. The install is now complete. Be sure to double check the tightness of all connections, bolts, and clamps before driving the vehicle.

A NOTE ON FILTER MAINTENANCE

The filter on your Carbonio Intake is washable and will last for many years if cleaned periodically. The best way to clean the filter is to remove it and wash it using soap and water. Soak the filter in soapy water and rise it with clean water **FROM THE INSIDE OUT**. This will ensure that any dirt flows out of the filter. Let the filter dry then re-install.

The included filter is DOES NOT USE OIL. Do not oil this filter as it is not designed for it. Application of oil to the filter will void all product warranties and may lead to damage of your MAF.