



INSTALLATION INSTRUCTIONS FOR STAGE 2 INLET PIPE

2008+ Audi A3 2.0TSI, VW MK5 Golf, GTI, Jetta 2.0TSI

**These instructions are applicable to vehicles equipped
with either manual or DSG 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:

- Large opening pliers
- Torx T-25 socket tip
- Ratchet with extensions
- Flat head screwdriver

Kit includes:

- 1 – Carbon fiber main inlet section
- 1 – Ribbed rubber coupler
- 2 – 3" Stainless Steel Hose Clamps
- 1 – 2.5" Stainless Steel Hose Clamp
- 1 – M6 bolt
- 1 – Rubber backed washer

LABOUR ESTIMATE GUIDE

20 Minutes

The following installation instructions assume that a Carbonio Stage 1 intake system is currently installed. Use these instructions alongside Stage 1 instructions if you are installing both a Stage 1 and Stage 2 intake kit at the same time.

Step 1:

Remove the OEM engine cover. This is done by pulling up on the cover. No tools are needed.

Step 2:

Using pliers, compress the spring clip that connects the Mass Airflow (MAF) sensor to the OEM inlet tube and slide it back a few inches.

Step 3:

The OEM inlet tube is fixed to the engine by an M6 sized Torx headed bolt. Remove this bolt.

Next, using pliers, compress the spring clip that connects the OEM inlet tube to the coupler on the turbo. Be sure to disconnect the OEM tube where it meets the coupler and NOT where the coupler meets the turbo.



Step 4:

At this stage the OEM inlet tube can be lifted out of the car.

Note that once the OEM tube comes out a little that there is an additional breather tube to disconnect. This is done by depressing the ribbed portions of the connector and sliding fitting off the tube.



Step 5:

Replace the OEM spring clip that goes on the turbo connector (loosened in the previous step) for the included 2.5" stainless hose clamp. Make sure the clamp is loose on the turbo connector.

Step 6:

Take the included ribbed rubber coupler and slide one loose hose clamp over each end. Next slide one end of the coupler over the MAF and the other over the open end of the carbon tube.

Ensuring that all connections are loose, rotate the carbon tube into position making sure that the breather hose removed in Step 4 is re-attached to the fitting on the carbon tube.

DO NOT tighten the hose clamps at this time.



Note: It is essential that this flexible coupler be used and not substituted for any other coupler. Failure to do so will void all manufacturers warranty for both the Stage 1 and Stage 2 components.

Step 7:

Using the included M6 bolt and washer, fix the carbon tube to the OEM bracket from Step 3.

**Step 8:**

Tighten the hose clamps at the turbo coupler and at the ribbed rubber coupler. Be sure to check all connections before driving the vehicle.

Also the engine cover removed in Step 1 can be re-installed at this time.