



**INSTALLATION INSTRUCTIONS FOR  
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-20 socket tip
- Ratchet with extensions
- Flat head screwdriver
- Phillips head screwdriver
- 3 mm Allen head wrench

**Kit includes:**

- 1 – Carbon fiber main inlet section
- 1 – Carbon fiber inlet trumpet
- 1 – Cotton gauze air filter
- 1 – Silicone coupler
- 2 – Stainless Steel Hose Clamps
- 3 – Rubber backed washers
- 3 – Allen head bolts

The following is included as optional on some kits

- 1 – Small breather filter
- 2 – Plastic zip ties

**LABOUR ESTIMATE GUIDE**

**30 Minutes**

Currently there are two versions of the 2.0TFSI engine available. The Carbonio intake fits both versions however before beginning take the time to determine which engine you have. In the photo below there is an arrow that points to a hose on the airbox. If you have this hose then you have a CBFA engine. All other cars do not have this hose and are CCTA engines



**Step 1:**

Unclip the lid that leads to the forward scoop of the OEM airbox.



**Step 2:**

Using a T20 Torx socket tip remove the 2 screws that hold the forward airbox scoop in place. Save these screws as they are used later. At this time remove the OEM inlet scoop as shown.



**Step 3:**

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.

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



**Step 4 (applies only to CBFA engines)**

Referencing the image in Step 3, remove the small hose that leads to the OEM airbox lid. This is done by pressing on the two ribbed portions of the clip on the end of the hose and then pulling the hose off.

**Step 5:**

Remove the single screw that fixes the OEM airbox to the battery tray.



**Step 6:**

At this stage the entire airbox assembly can be lifted out of the car.

Note that a long drain hose will come out with the box and it will no longer be needed.



**Step 7:**

Using a Philips head screwdriver, remove the 2 screws that hold the MAF to the OEM airbox.

Once these screws are removed, pull the MAF out of the airbox.

**BE CAREFUL NOT TO DROP OR MISHANDLE THE MAF IN ANY WAY. THIS CAN LEAD TO DAMAGE TO THE MAF CAUSING A CHECK ENGINE LIGHT OR OTHER ENGINE PROBLEMS.**



**Step 8:**

Slide the included silicone adapter over the end of the MAF closest to the mounting tabs. **The MAF has an arrow on it and you want to make sure that the silicone adapter is on the end closest to the back of the arrow (NOT THE POINT)**

With the silicone adapter installed, re-install the MAF to the OEM inlet tube, re-position the spring clamp moved, and re-connect the wire removed, in Step 3. Once this is done, slide 2 loose hose clamps over the silicone adapter and leave them loose.

**Step 9:**

Unwrap the included air filter and attach it to the carbon fiber inlet trumpet. At this time tighten the band clamp on the filter.

Be careful not to over-tighten the clamp.



**Step 10:**

Assemble the final intake by connecting the inlet trumpet to the main plenum using the 3 screws provided.

Be sure to use the included washers making sure that the **RUBBER SIDE COMES IN CONTACT WITH THE CARBON**



### Step 11:

Using a Torx tip and an extension, install the carbon fiber inlet scoop in the location of the OEM scoop removed in Step # 1. Be sure to use the screws saved from Step # 1 at this time.

Also slide the round end of the carbon inlet into the silicone coupler attached to the MAF.

At this time you can tighten the hose clamps prepared in Step 8 ensuring that one clamp tightens over the MAF while the other tightens over the carbon inlet.



### Step 12 (Applies to CBFA engines only):

Included in your kit is a small breather filter and 2 plastic zip ties. Press the filter over the end of the 90 degree hose removed in Step 4. Then tie this hose to the battery tray or surrounding wires using the zip ties, Make sure that the location you choose for this assembly is not in the way of the carbon scoop, or any hot or moving parts.

### Step 13:

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 service it with a commercially available cleaning kit. These kits are very inexpensive and require that you wash the filter and oil it after it has had the opportunity to dry. **DO NOT OVER-OIL THE FILTER. BE SPARING WITH THE OIL AS EXCESSIVE OILING CAN LEAD TO DAMAGE TO THE MAF SENSOR.**