



INSTALLATION INSTRUCTIONS FOR 2006+ VW MK5 Rabbit, Jetta 2.5L

**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:

- Large opening pliers
- Torx T-20 socket tip
- Ratchet with extensions & 10mm socket
- Flat head screwdriver
- Phillips head screwdriver
- Vaseline or Dielectric Grease lubricant

Kit includes:

- 1 – Carbon fiber main inlet section
- 1 – Carbon fiber air pump fitting adapter
- 1 – Stainless steel MAF ring
- 1 – Air Filter
- 2 – Short silicone couplers
- 1 – Long silicone coupler
- 6 – Stainless Steel Hose Clamps
- 1 – Air filter bracket
- 1 – Self tapping screw

LABOUR ESTIMATE GUIDE

1-1.5 hours

Step 1:

Using a T-20 torx head socket, remove the 2 screws that hold the 90 degree inlet to the OEM scoop on the front of the car. Save these screws as they are used again later.



Step 2 (Does not apply to all cars):

Some vehicles have a temperature sensor on the 90 degree inlet. If your car has this sensor, unplug the wire that leads to it and leave the sensor in the inlet scoop.

This sensor will be reconnected later.



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.



Step 4:

Using pliers, loosen the spring clamp that connects the MAF sensor to the OEM inlet pipe.

Once this is done disconnect the inlet pipe from the MAF.

**Step 5:**

The OEM engine cover / airbox is held in place by 4 rubber grommets. Remove the engine cover / airbox by grabbing its sides and sharply pulling up. It may take a few tugs but it will come off. Once off. Make sure that the 4 mounting rubber grommets are still in the holes on the lid. Sometimes they separate from the lid and remain on the mounts located atop the engine. If this happens, remove the rubber mounts by hand and re-install them on the plastic engine lid.

**Step 6:**

Using a Phillips head screwdriver, remove the 2 screws that connect the MAF to the OEM engine cover / airbox assembly.

Remove the MAF by pulling it out and set it aside for later.

**Step 7:**

Using pliers, loosen the spring clamp that connects the OEM inlet pipe to the throttle body and disconnect the pipe from the throttle body.

On the OEM inlet pipe there are 2 hoses that lead to it. Disconnect these hoses by pressing on the ribbed clip on either side of the hose end then pulling apart.

At this stage the OEM inlet pipe can be removed and set aside.



Step 8:

Following the guidelines outlined in your vehicle owners manual, jack the left front corner and remove the wheel.

With the wheel removed, remove the 17 T-20 Torx screws that hold the inner fender liner (2 pieces) in place. Note that some of these screws are on the underside of the front bumper. With the screws removed, pull out the two pieces that make up the inner fender liner assembly.



Step 9:

Using a mild lubricant, lubricate the inside of the two short silicone couplers and slide them over the ends of the short carbon adapter.

Make sure that there is enough lubricant to allow the silicone couplers to be able to rotate on the carbon tube.

Slide 2 hose clamps on each end of the adapter. The assembly should look like the image left .



Step 10:

Connect the hoses removed in Step 7 to the adapter assembly making sure that the **LARGE** opening is above the small opening. Make sure that the hoses are all the way on.

Once the hoses are attached, slide one end of the assembly over the throttle body and tighten **ONLY THE HOSE CLAMP THAT ATTACHES TO THE THROTTLE BODY.**



Step 11a:

Take the MAF, removed in Step 6, and slide the long silicone coupler half-way over the end that originally connected to the OEM airbox. Make sure that the inside of the coupler is well lubricated.

NOTE THE ORIENTATION OF THE MAF. THE ARROW ON THE MAF MUST POINT TOWARDS THE ENGINE

Slide the other end of the MAF into the inlet assembly installed in Step 10 and finish the assembly with loose hose clamps over the long silicone coupler. The finished assembly should look like the one right.



Step 11b: INSTALLATION OF STAINLESS MAF RING

Included in the kit is a stainless steel MAF ring. Install this ring by sliding it into the open end of the large silicone coupler (refer to photo above) making sure that it rests flat against the plastic housing of the MAF.

Step 12:

On the chassis behind the headlight is a nut. Loosen this nut with a 10mm wrench and install the included filter bracket. The curved portion of the bracket must face down and away from the engine bay. The photo right shows what the completed assembly should look like.



Note #1 - Some cars have a group of wires leading to this nut. On these cars follow the following steps:

- 1 – Remove the nut
- 2 – Remove the wires
- 3 – Install the bracket as per Step 12
- 4 – Re-install the wires
- 5 – Re-install the nut

Note #2 – Some cars do not have this nut at all. In these instances, use the included self tapping screw to fix the bracket to the chassis. All other installation notes are to be observed.

Step 13:

Slide the end of the carbon tube that is closer to the bulge into the silicone coupler that is on the end of the MAF. Make sure that the carbon tube slides all the way in until it touches the stainless MAF ring installed in Step 11b.

The other end of the carbon tube goes next to the bracket installed in Step 12.



Step 14:

Approaching the car from the left front wheel well, install the filter by using the drawing and photo right as a guide and by following the following procedure:

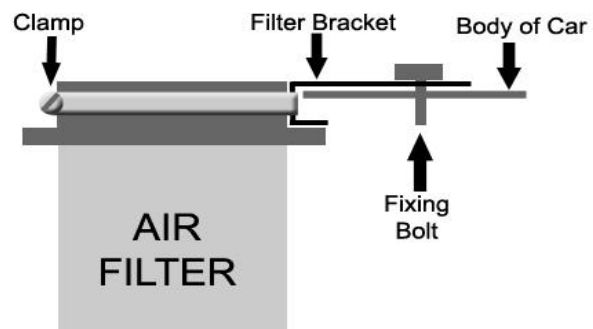
1 – Slide the clamp of the filter over the hooked end of the filter bracket.

2 – Slide the filter neck through the hose clamp ensuring that the rubber filter neck touches the side of the filter bracket

3 – Slide the carbon tube into the neck of the air filter ensuring that the end of the tube is fully in the neck.

4- Using a flat headed screwdriver, tighten the hose clamp around the neck of the filter.

This way the clamp is both fixing the filter to the filter bracket and is tightening the neck of the filter around the carbon tube



Step 15:

Returning to the engine bay, rotate the MAF so that its electrical fitting is facing the back of the car.

At this time, tighten the remaining 5 hose clamps that were left loose.



Step 16:

Re-connect the wire that leads to the MAF removed in Step 3.

MAKE SURE THAT THERE IS SLACK IN THE WIRE AND THAT THE WIRE IS IN NO WAY STRESSED.

STRESSED MAF WIRES CAN LEAD TO MAF FAILURES AND CHECK ENGINE LIGHTS. CARE AT THIS STAGE WILL ELIMINATE THESE PROBLEMS



Step 17:

Re-assemble the inner wheel well removed in Step 8. Re-install the wheel, lower the vehicle, and tighten wheel bolts to the correct specification.

Step 18:

Re-install the OEM engine cover / airbox assembly removed in Step 5 being sure to re-install the screws removed in Step 1. If your car is equipped with a temperature sensor, be sure to re-connect its wire that was removed in Step 2.

Step 19:

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.