



## **IE MK5 & MK6 TSI Cold Air Intake (IEINCC2) Install Guide**

This guide will walk you through the installation of the IEINCC2 cold air intake kit for the MK5/MK6 2.0T TSI engines. This can be installed on a completely stock car and does not require any additional parts to do so. We recommend having a qualified professional install this intake kit. Integrated Engineering is not responsible for any damage caused by incorrect installation.

### **Required tools:**

- Socket Wrench
- 7mm socket
- 10mm socket
- Torx T25
- 4mm allen wrench
- 8mm triple square
- Phillips screwdriver
- Hose clamp tool or pliers
- Small flat head screwdriver (optional)

### **Kit contents:**

- 1X Heat shield & velocity stack assembly
- 1X 5" high-flow filter & clamp
- 1X Intake tube
- 1X Intake tube to turbo coupler
- 1X intake tube to MAF coupler
- 1X MAF to velocity stack coupler
- 6X coupler hose clamps

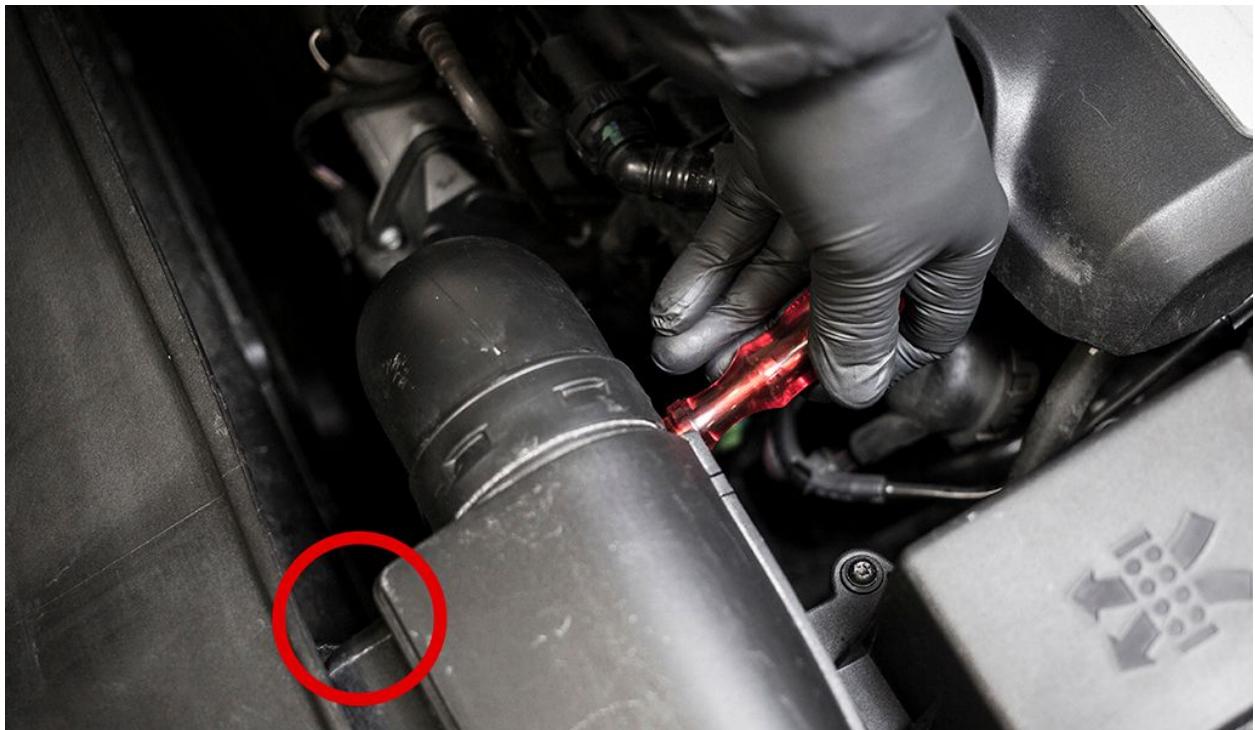
### **Before you begin:**

Park your car on level surface and apply the parking brake or rack your car on a auto lift. It is also recommended to allow the car to cool before beginning this install procedure.

Open your IE Cold Air Intake Kit, inspect all components, and verify their quantities.



Removing the factory air ducting to the airbox. Remove the Torx T25 screws that holds the duct to the radiator support. There will be one on each side of the air duct.



Unclip the plastic lid on the air duct.



Remove the air duct from the car.





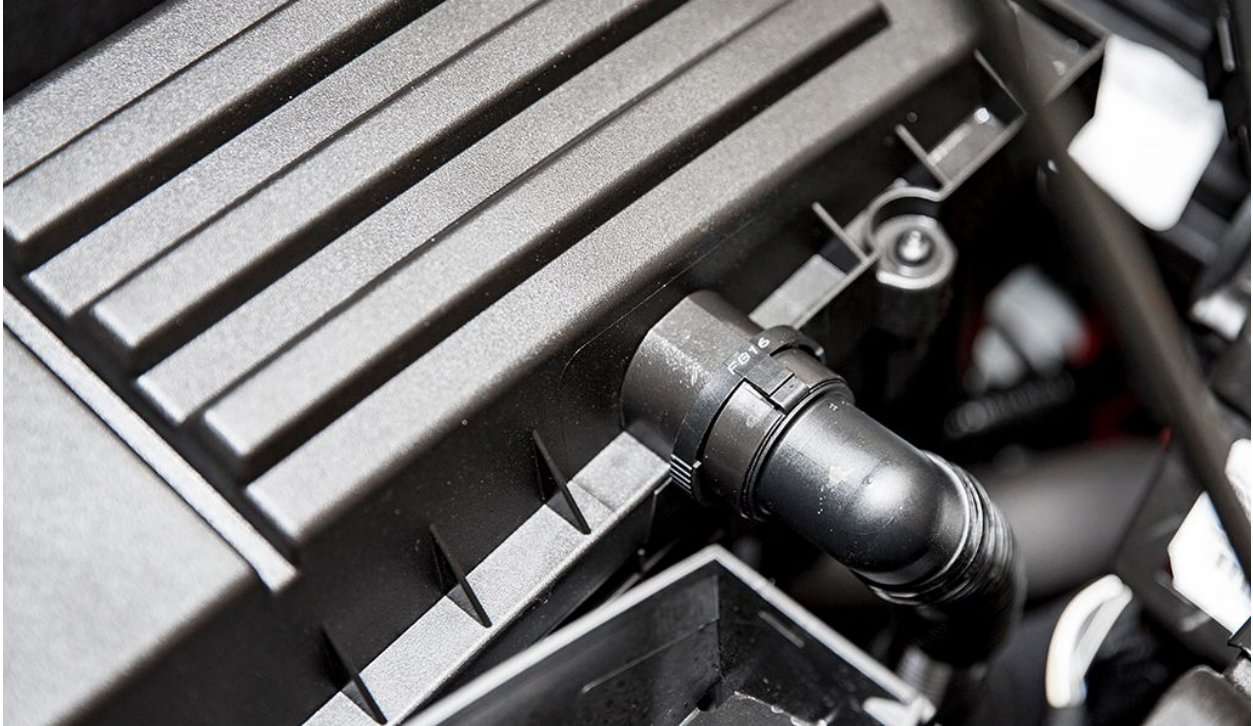
Unplug mass airflow sensor (MAF).



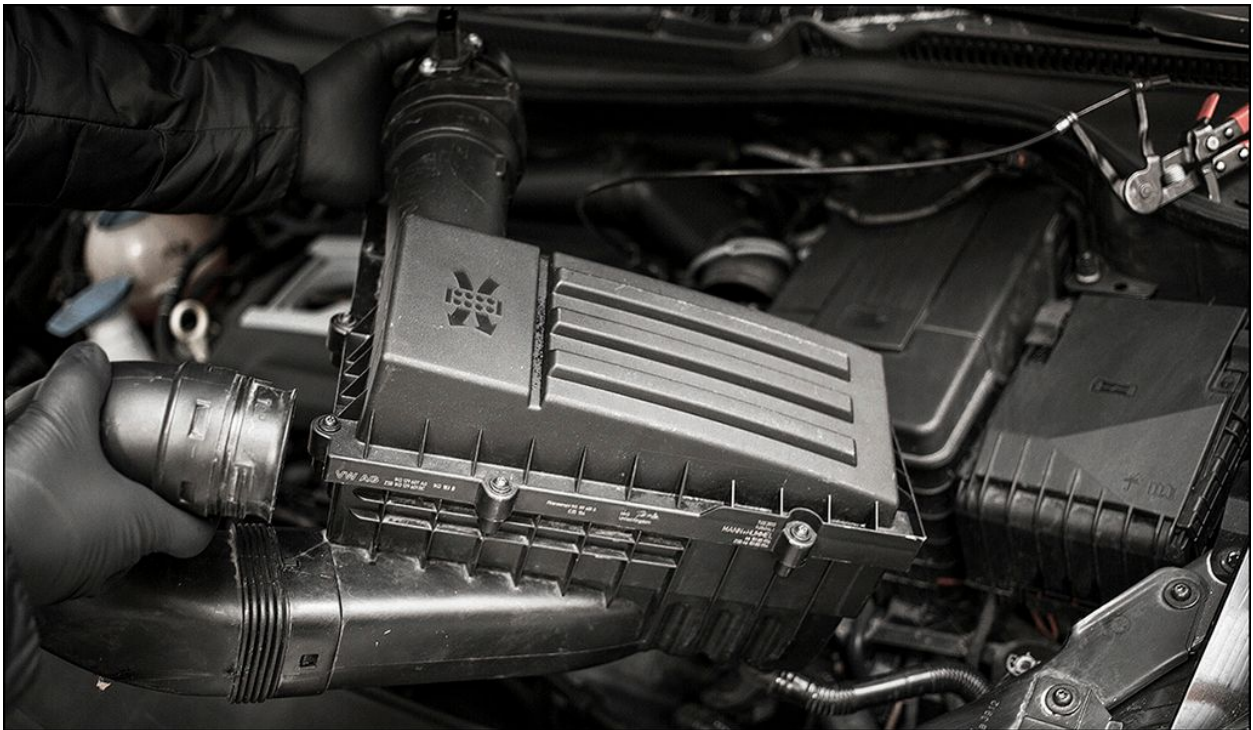
Using a hose clamp tool or pliers, remove the spring clip that holds the inlet pipe to the MAF. The clamp can be moved onto the pipe behind the MAF. Remove hose from MAF.



If your engine is equipped with secondary air injection, unclip and remove the SAI hose from the air box. Note: If you do not have SAI, skip this step.



Remove Torx T25 bolt securing the back of the airbox. Pull straight up to remove airbox.





Remove the two Torx phillips screws holding the MAF to the airbox. Slide the MAF out and carefully set it aside. This will be reused later

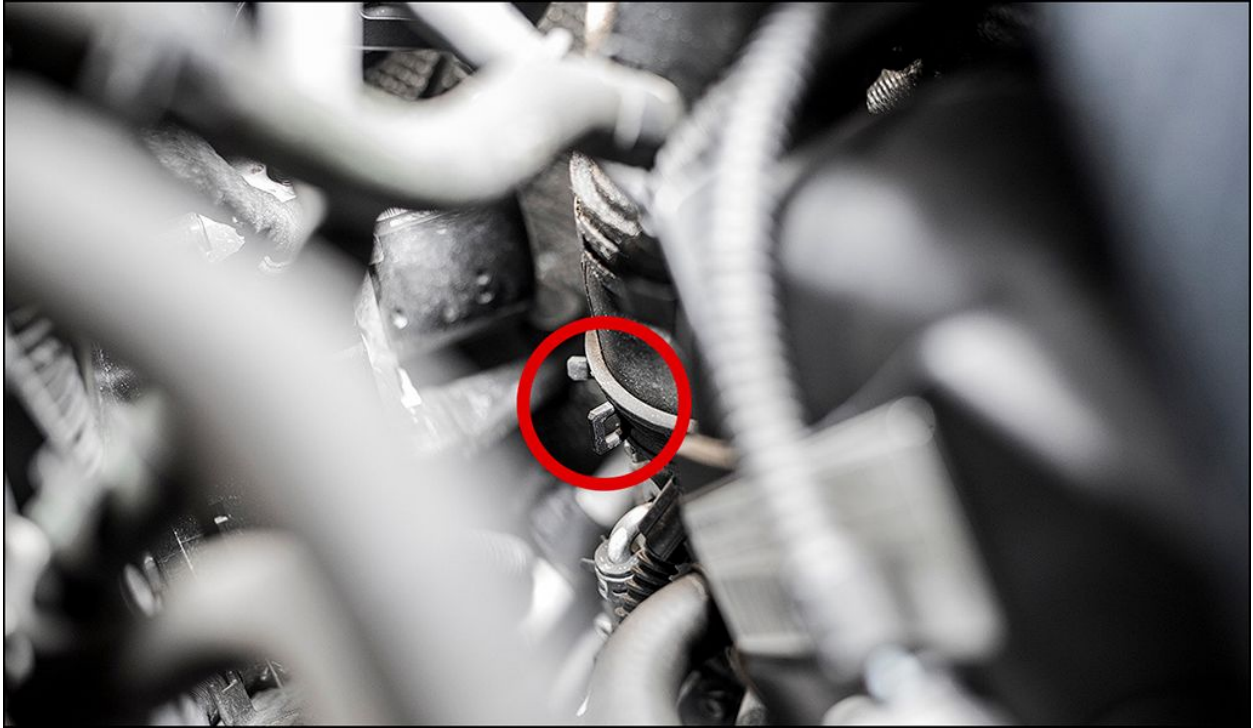


Remove the inlet pipe mount bolt from the bracket using an 8mm triple square.



Using a hose clamp or pliers, loosen the lower clamp on the inlet pipe to turbo coupler. Pull the inlet pipe

up slightly to allow access to the rear breather.



Carefully unclip the rear breather to remove from inlet pipe. Once this has been removed, the inlet pipe can be removed from the car.



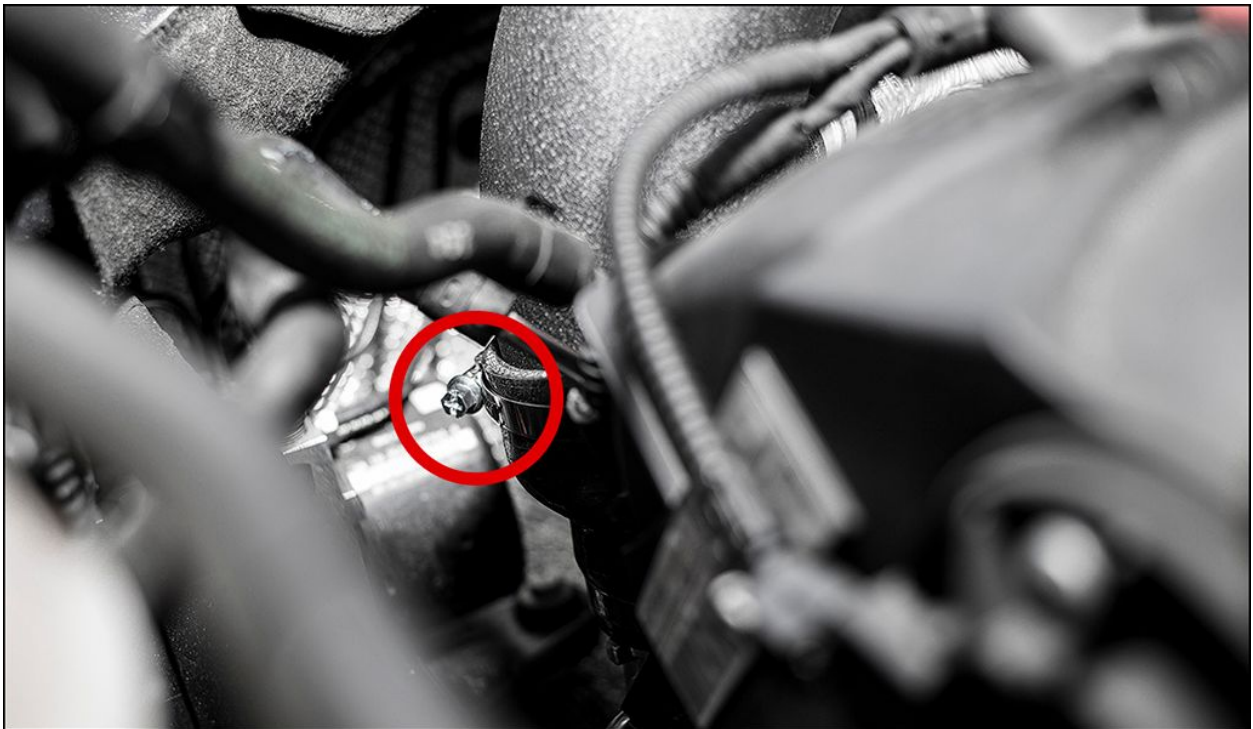
Loosely install the smallest reducing coupler onto the IE inlet pipe. Slide a 50-70mm clamp and 70-



90mm clamp onto the coupler. *Note: Do not tighten clamps in this step.*

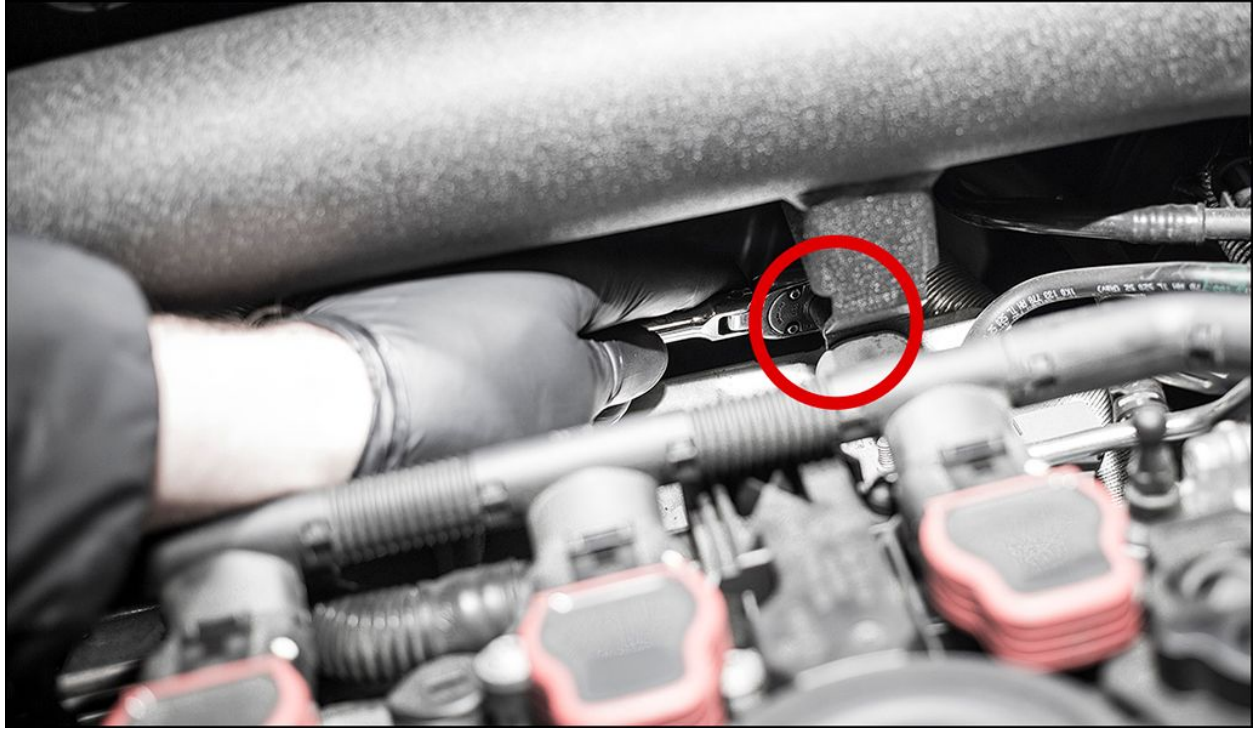


Push coupler onto the inlet of the turbocharger, confirming that the coupler is on entirely. Tighten lower hose clamp only with a 7mm socket.

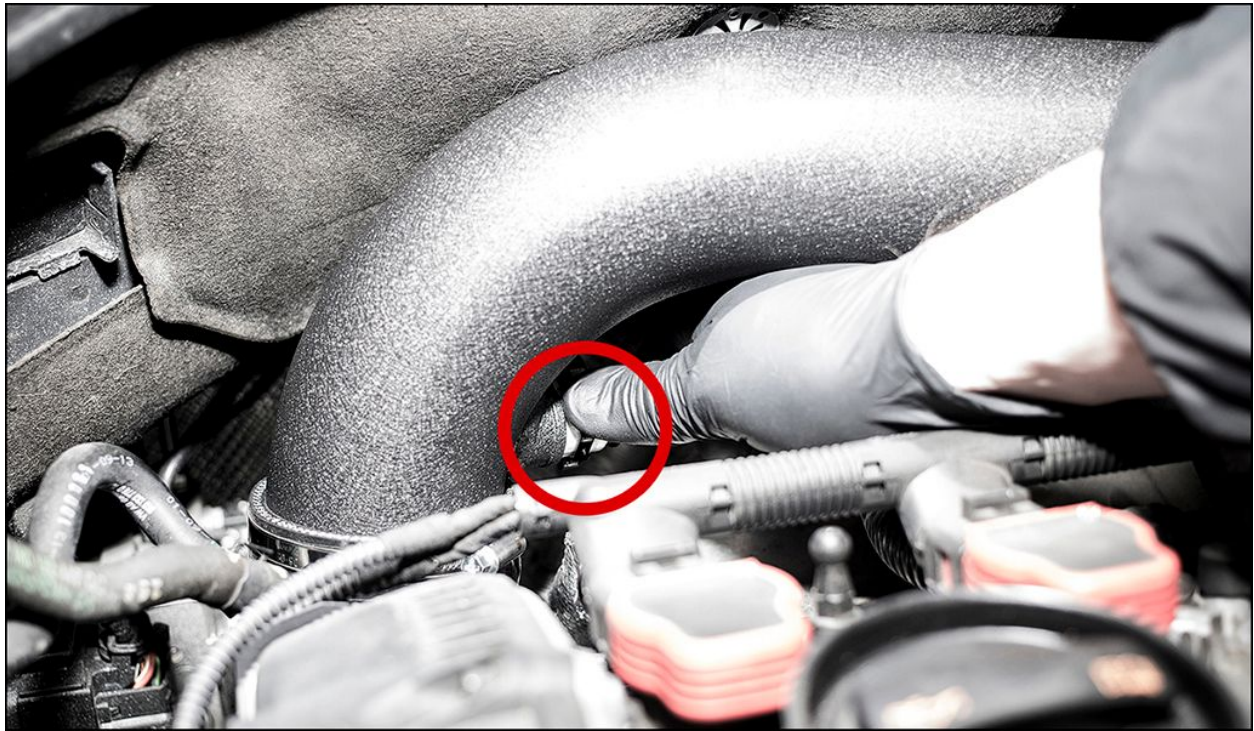


Reinstall the factory 8mm triple square bolt through the IE inlet pipe mount tab to the heat shield.

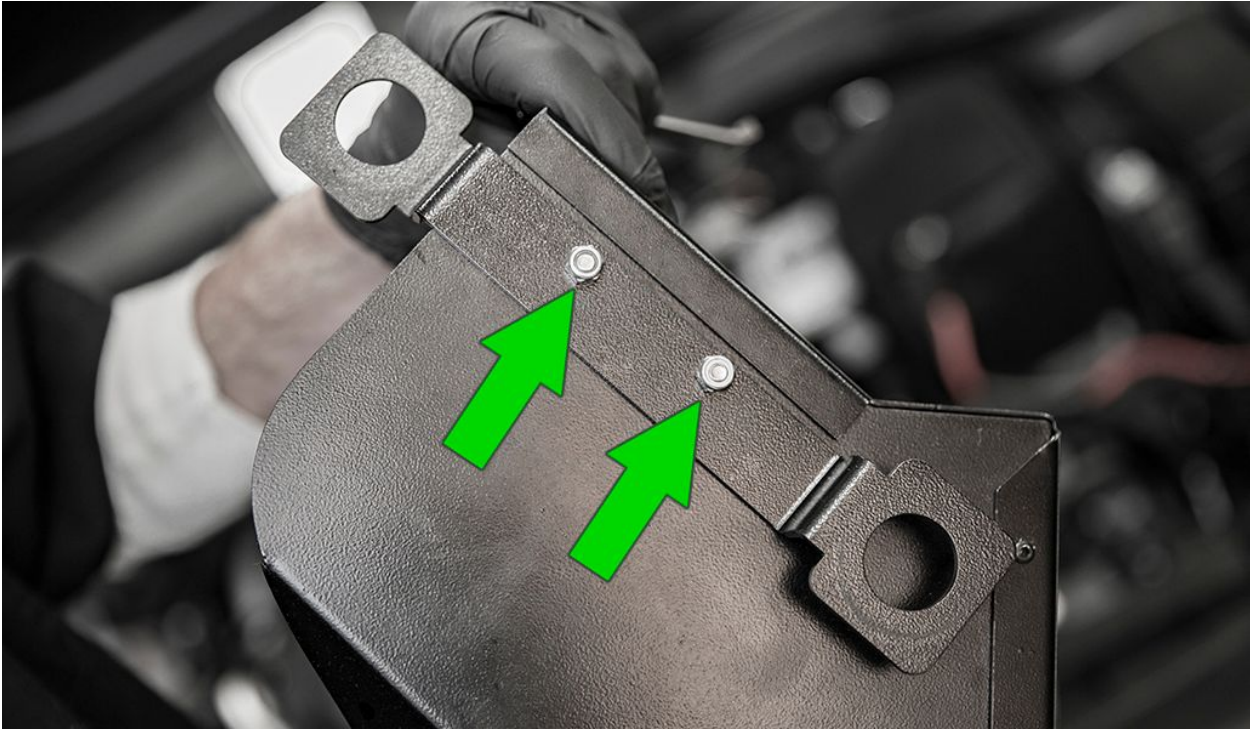




Clip the rear breather hose onto the machined barb on IE inlet pipe. It is suggested to lightly lubricate the o ring to aid installation.



Assemble the heat shield mount to the heat shield using the supplied button heads (2) and nylon lock bolts (2). Firmly tighten using a 4mm allen wrench and 10mm socket or crescent wrench.

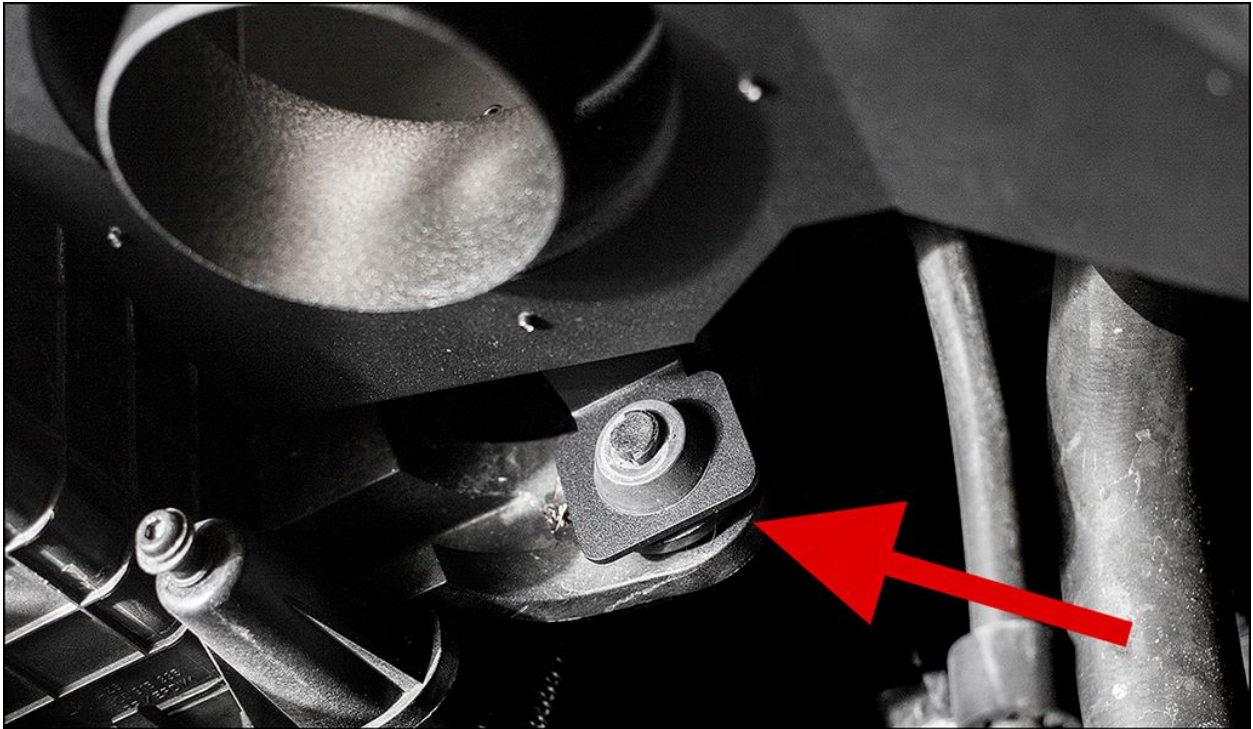




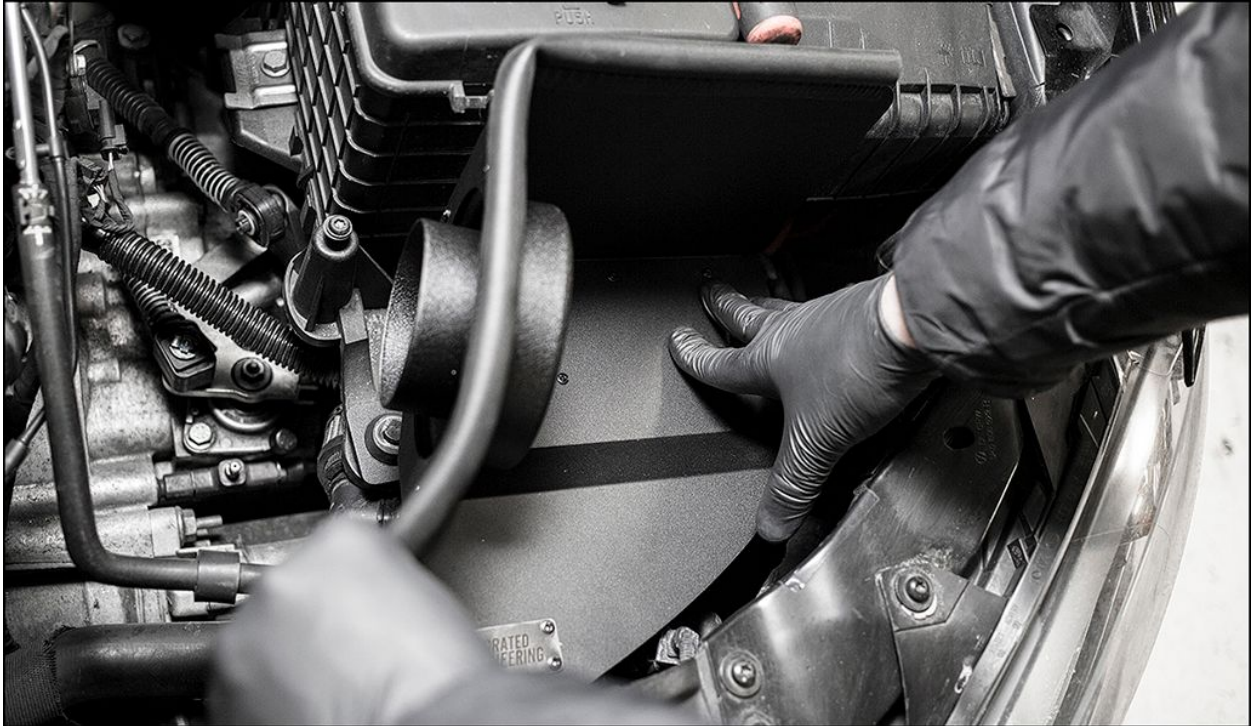
Press firmly to seat the included rubber grommets into the heatshield mount bracket. The flat side of the grommet with the IE part number will face down once installed.



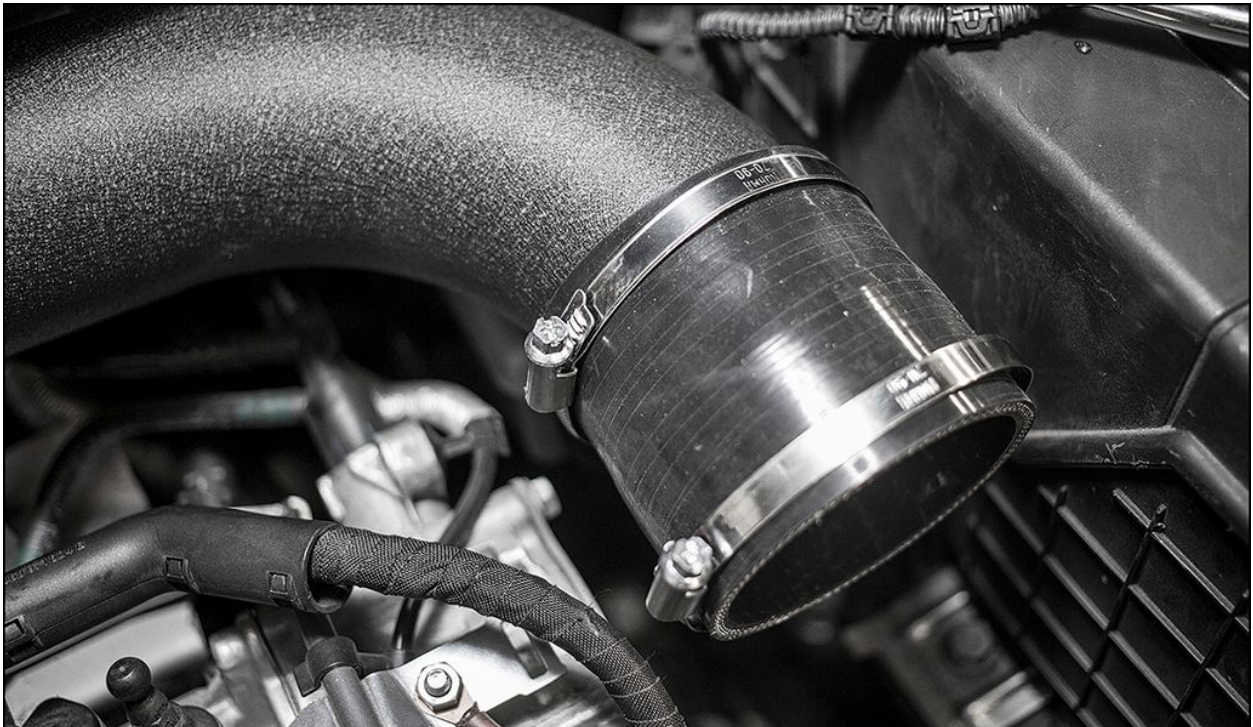
Line up the IE rubber grommets on the heat shield with the factory mount points.



Install heat shield onto the two mount posts, press down above the grommets to fully seat them.



Install the straight reducing coupler onto the open end of the inlet pipe. Install 70-90mm clamps on both ends of this coupler. *Note: Do not tighten clamps in this step.*

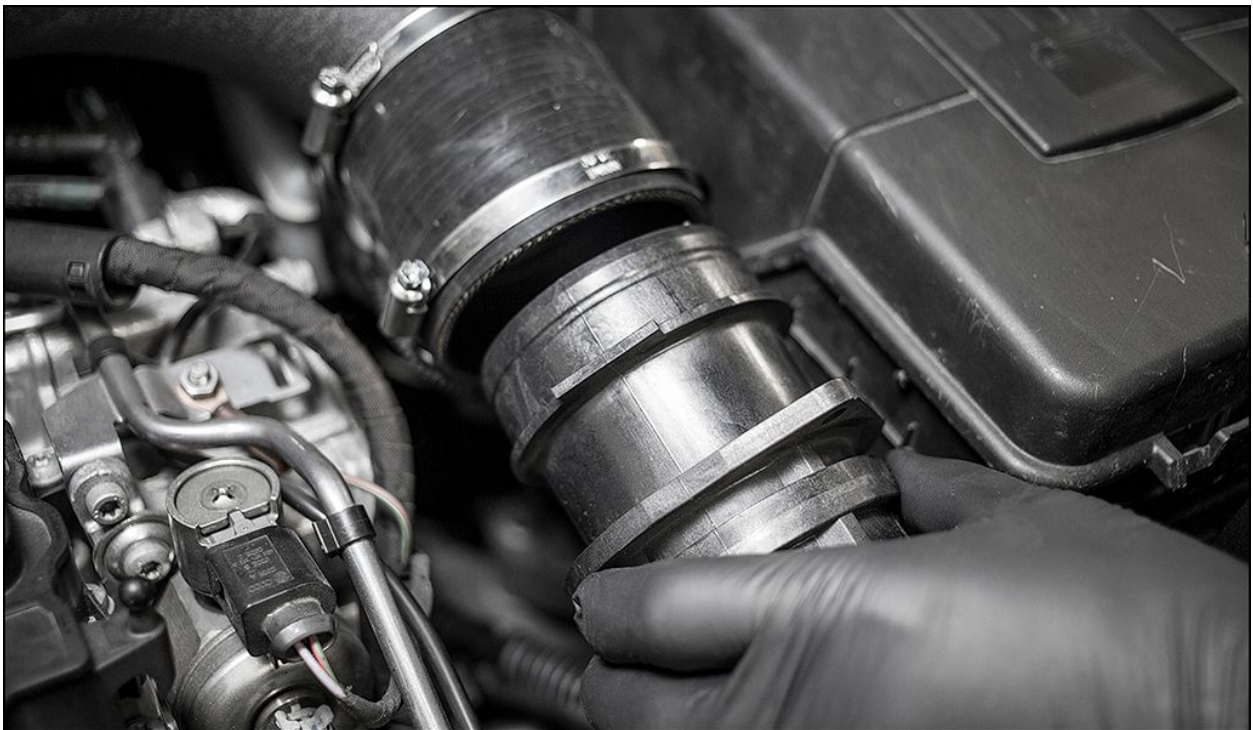




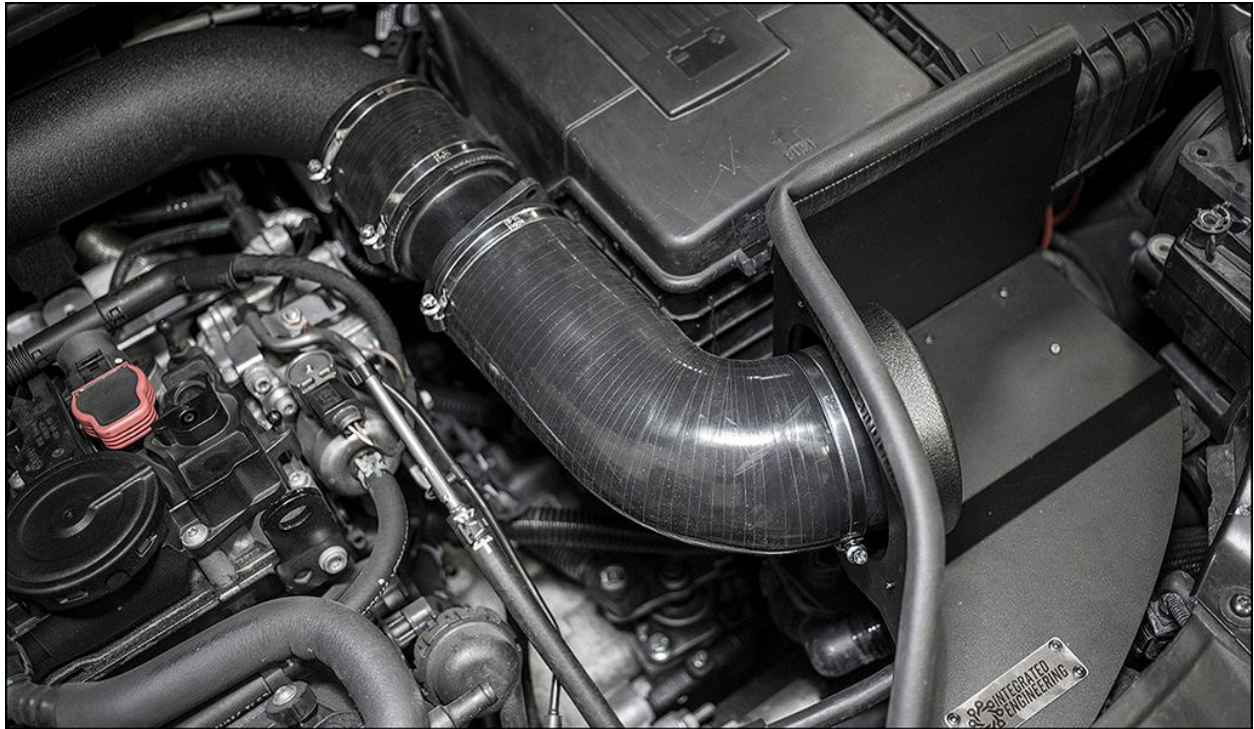
Plug in MAF sensor.



Slide MAF into coupler with the arrow facing backward. This is VERY important, as the car will not operate unless it is installed properly. We recommend installing the MAF with the wiring on the bottom side as a visual preference.



Install large elbow coupler and 80-100mm clamp between velocity stack and MAF.



Ensure everything sits in place, relaxed, and without tension. Once you are happy with the intake position, firmly tighten all the hose clamps.





Install the air filter and included clamp onto the velocity stack.



Rotate air filter so IE logo is facing upward. Tighten clamp firmly to velocity stack.



Verify all bolts, nuts, and harness clips are installed and tightened, all hose clamp connections are tight, and that your heat shield is fully installed. Start the car and inspect for any leaks or rubbing components. Enjoy the performance, looks, and sound of your new IE Cold Air Intake!



***For SAI cars only***

If your car is equipped with SAI (secondary air injection), it will require an SAI filter kit (sold separately) to complete the install. Follow the steps in the SAI filter guide (found on the IE product page for your intake) to complete the installation of your IE cold air intake now.





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