



PERFORMANCE BY
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ENGINEERING**

**Integrated Engineering Audi B8/B8.5 (2009-2015) A4 & A5 2.0T Cold Air Intake Install
IE Part Number: IEINCG1**

Thank you for purchasing another high-quality Integrated Engineering product! This instruction guide is used for installation of Integrated Engineering's Cold Air Intake Kit for Audi B8 & B8.5 A4 or A5 with 2.0T engines. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Cold Air Intake Contents:

- (1) Heatshield w/velocity stack
- (1) Heatshield front air scoop
- (3) 10mm M6 button head bolts w/washers
- (1) MAF extension harness
- (1) Turbo inlet silicone coupler
- (1) Heatshield silicone coupler
- (4) Silicone coupler worm clamps
- (1) 5" high-flow air filter w/worm clamp
- (1) Intake trim seal
- (1) Front support bracket w/ rubber grommet
- (1) Front support bracket bushing
- (1) 6X20 T30 Screw
- (2) Grommet mount pins
- (2) 16mm M5 socket head bolts
- (2) M5 lock-nuts

Required Tools:

- Flathead screwdriver
- Phillips screwdriver
- Socket wrench
- 8mm socket
- T30 torx driver
- T20 torx driver
- 4mm allen wrench

Before you begin, open your IE Cold Air Intake Kit, inspect all components, and verify their quantities.



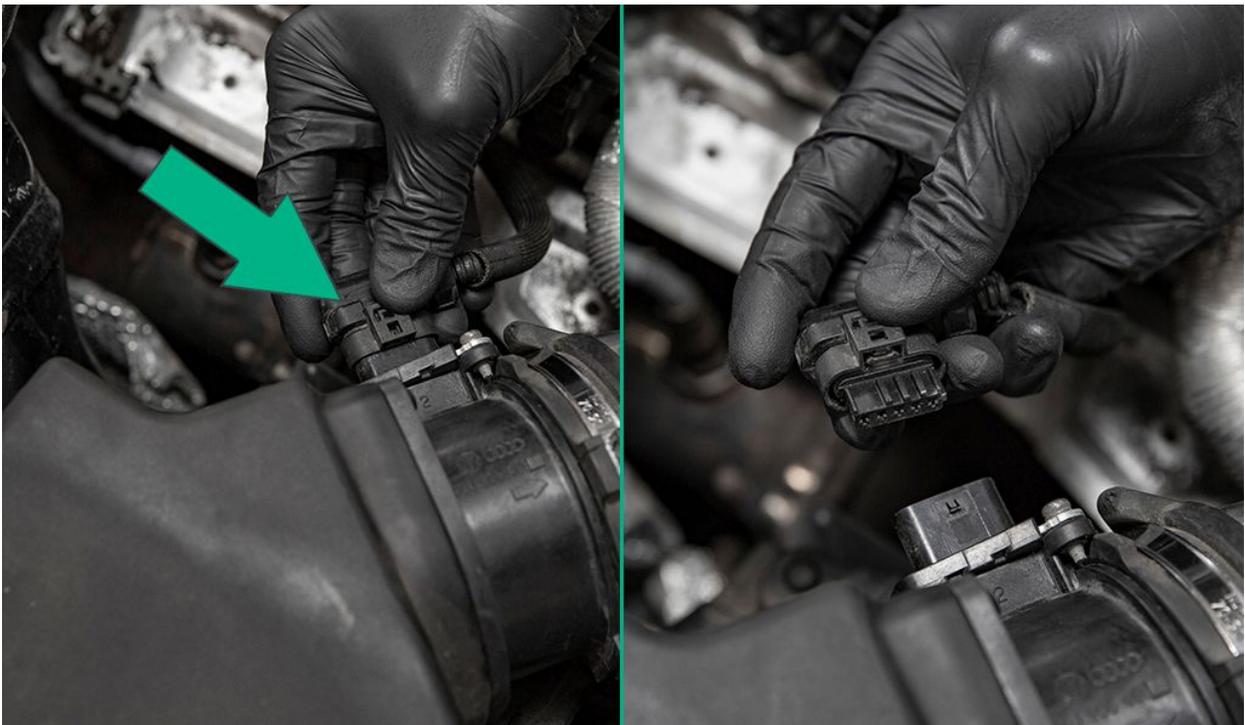
Park your car on level surface and apply the parking brake. It is also recommended to allow the car to cool before beginning this install procedure.



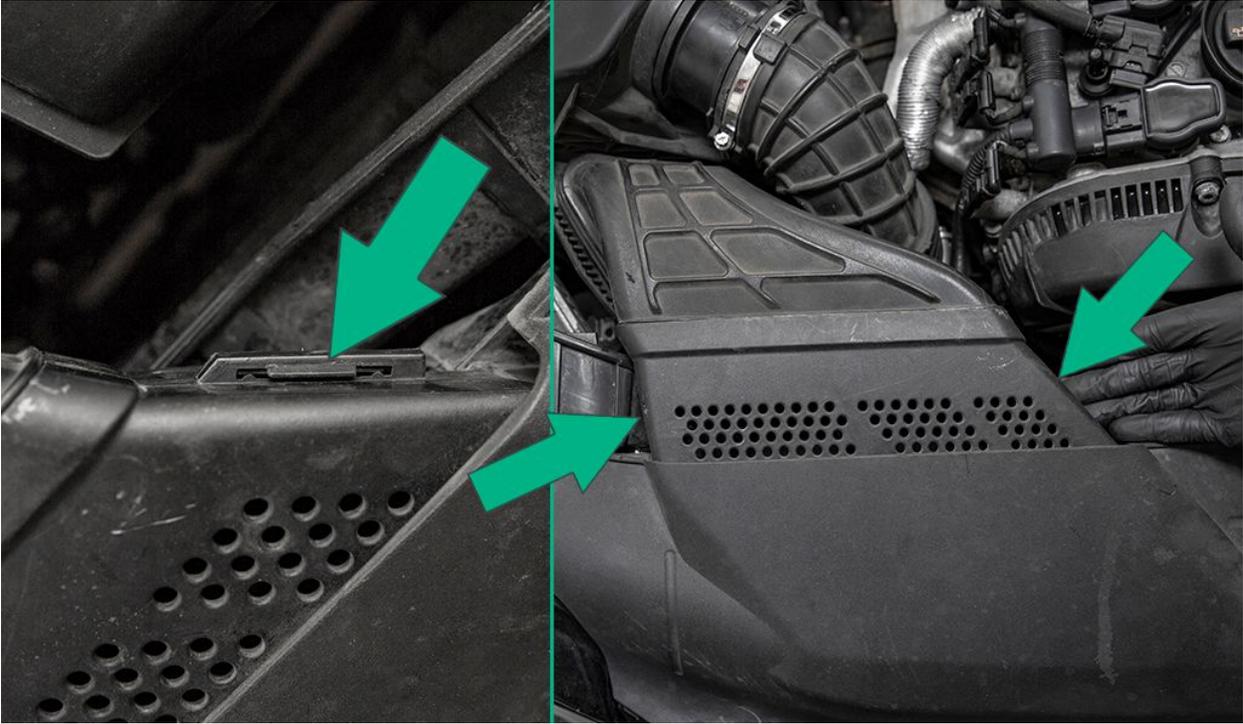
Start the installation procedure by removing the stock engine cover, pull up on the corners to release the grommets and set aside.



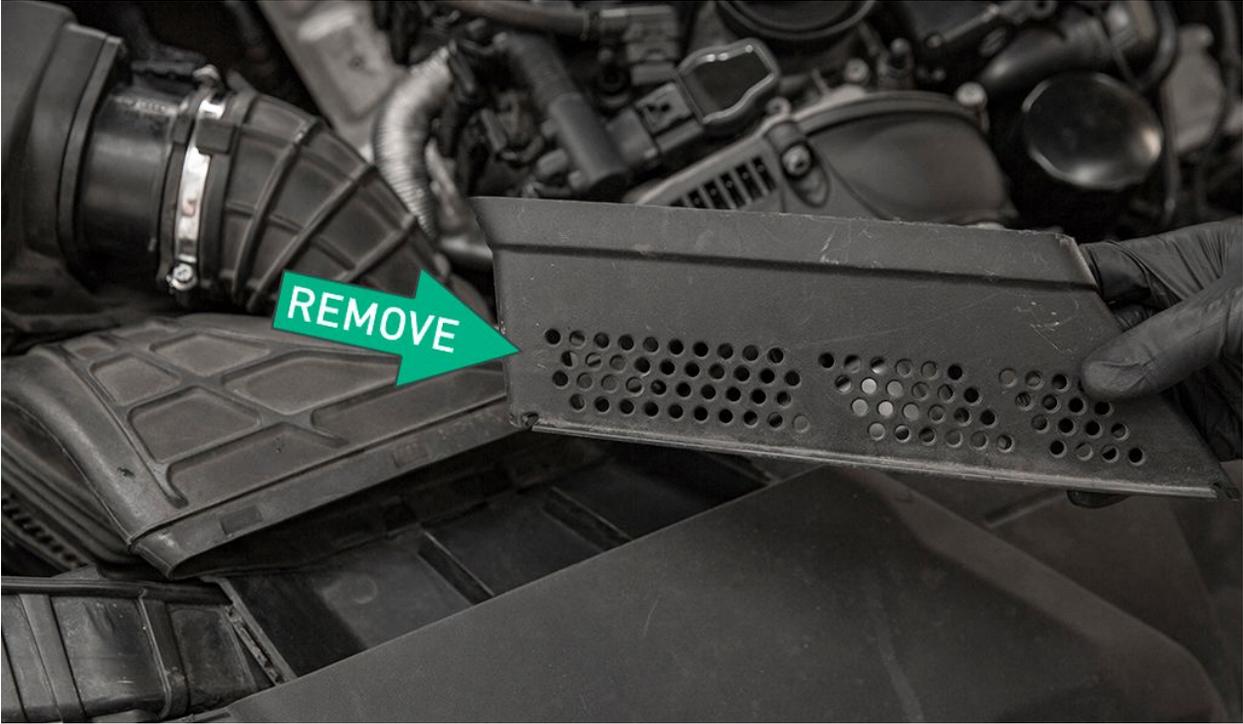
Carefully disconnect the MAF harness from the MAF housing by pushing down on the clip and pulling back.



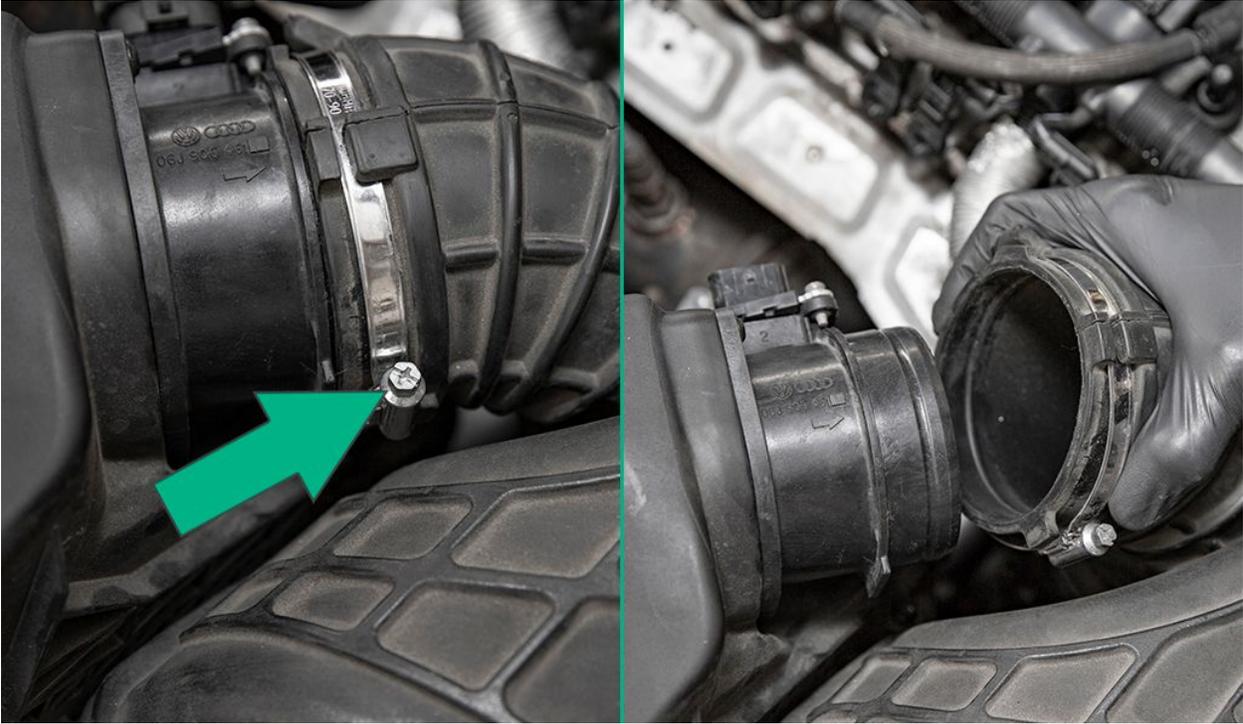
Disconnect the tabs on both sides of the air scoop cover, do this carefully as this part will be reused and the plastic is fragile.



Once both tabs are disconnected, carefully release it from the inlet duct and remove it from the vehicle.



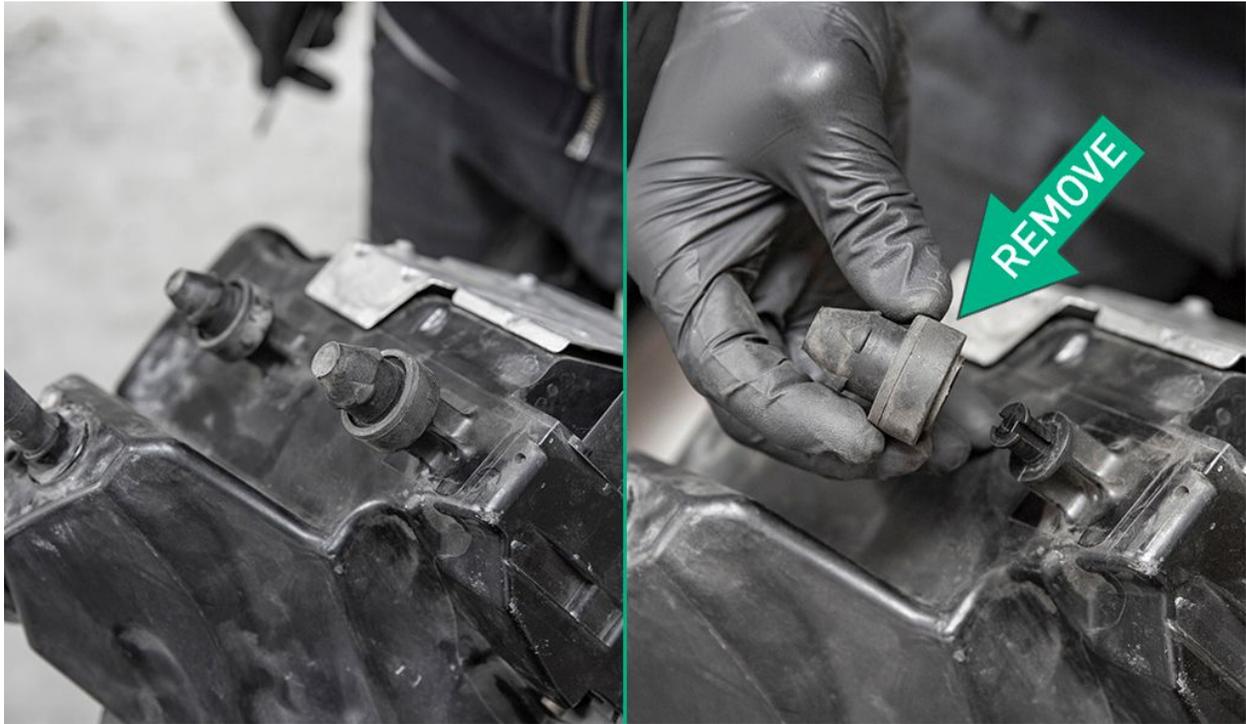
Using a flat-head screwdriver, loosen the factory turbo inlet silicone clamp then pull back to disconnect it from the MAF housing.



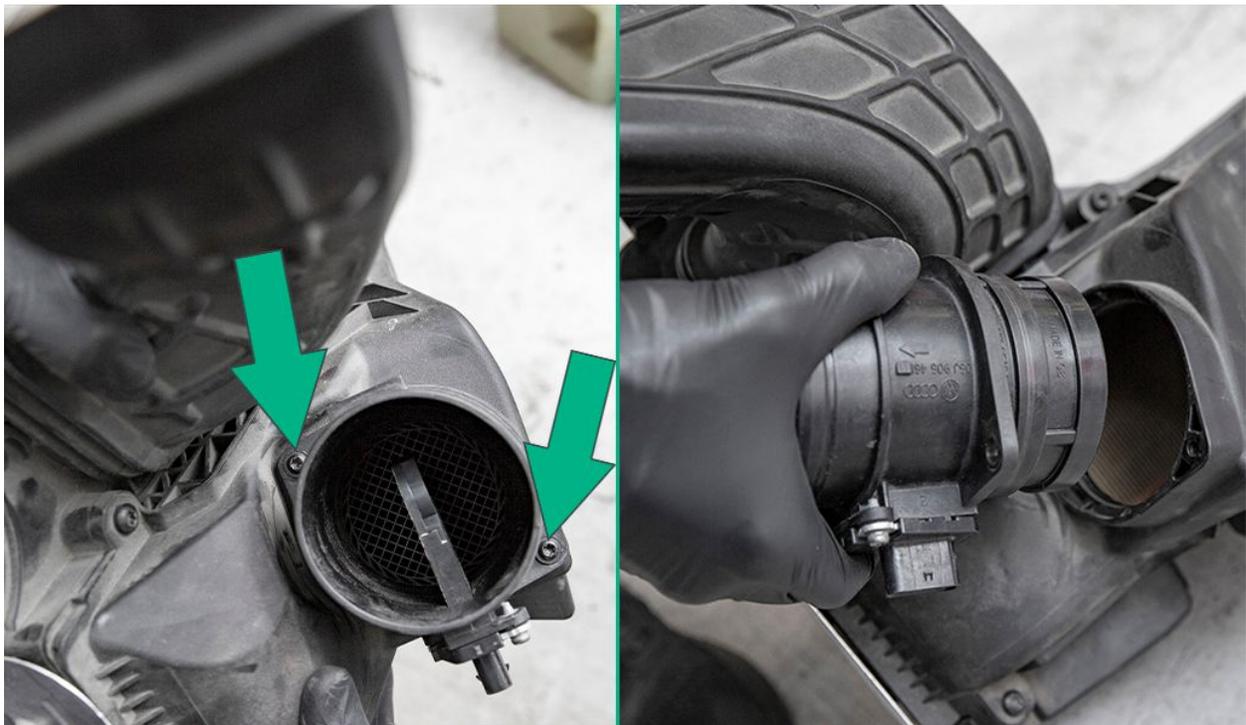
Pull to disconnect the airbox from the fender clip, then pull up to remove the entire airbox from the vehicle.



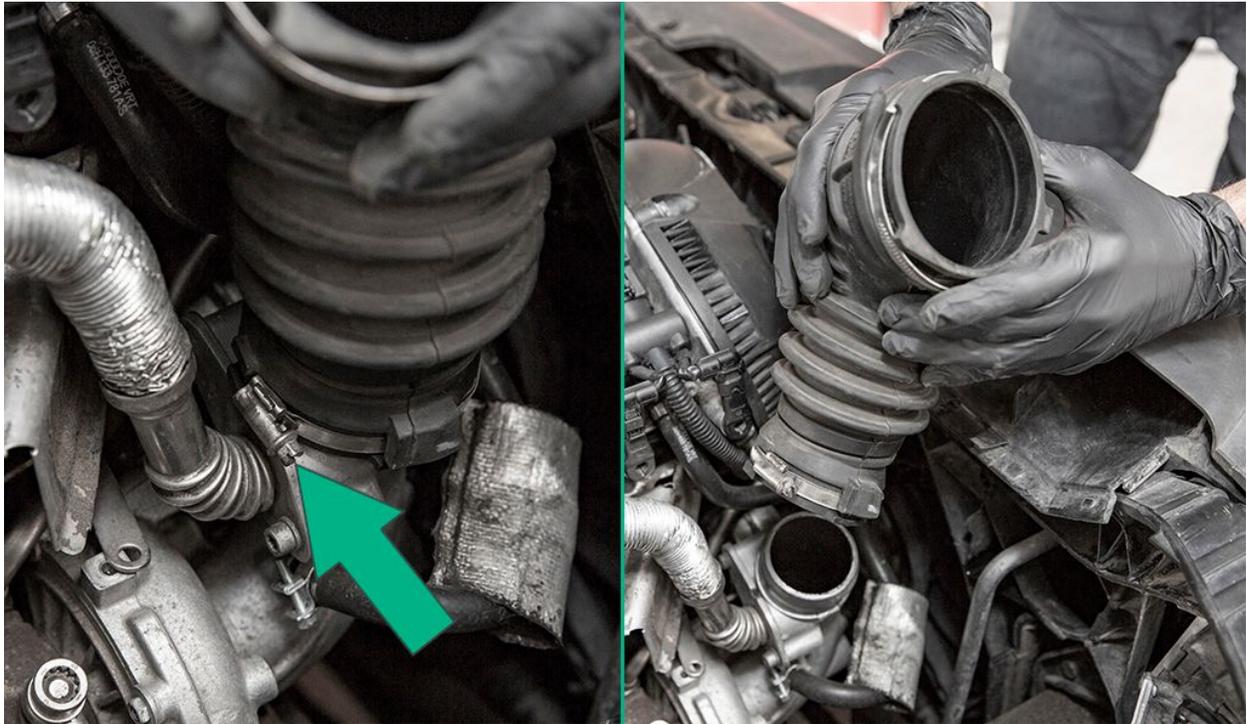
Pull to remove both factory rubber grommets from the bottom side of the airbox. Set these aside as you will reuse them later.



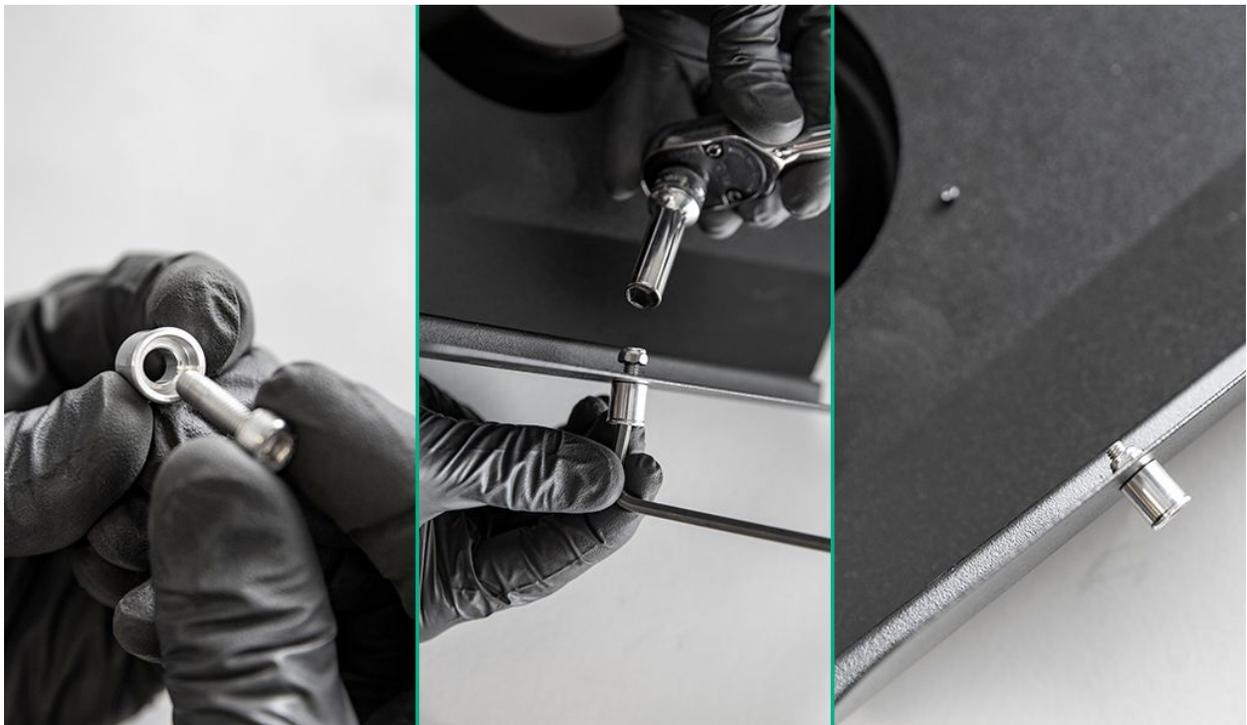
Using a T20 Torx driver, remove both screws from the MAF housing and remove it from the airbox. Set aside for reinstall.



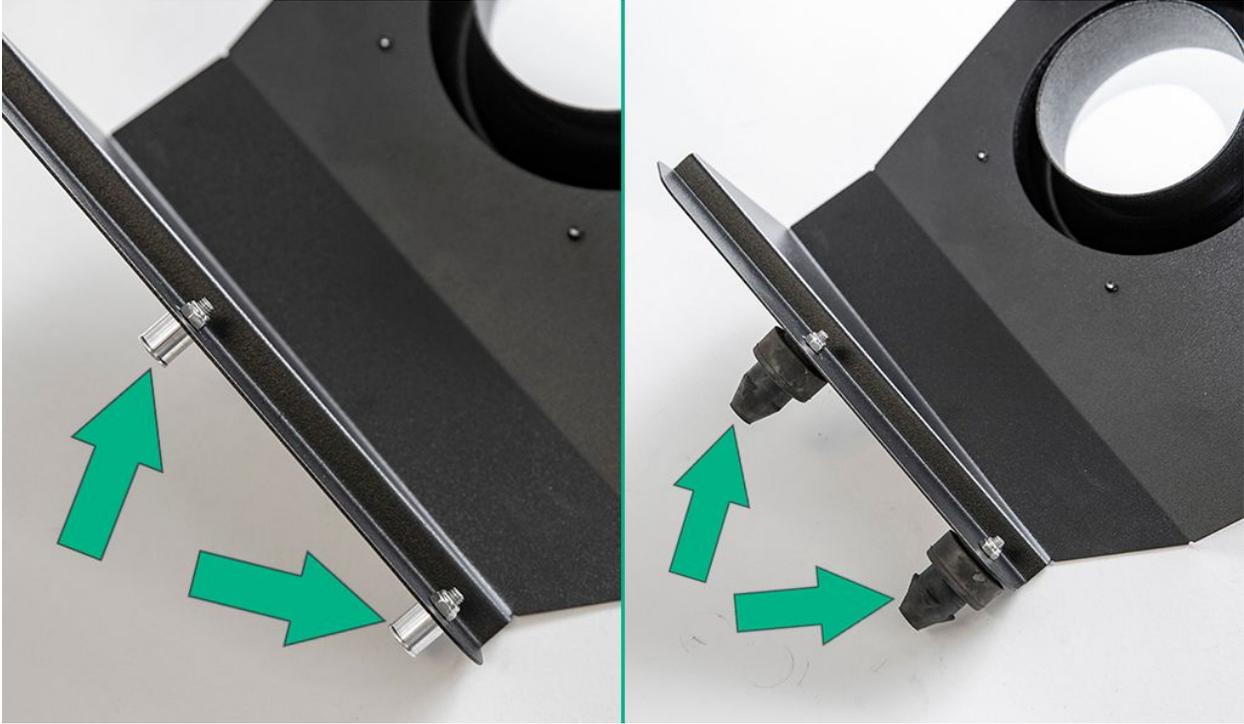
Loosen the lower turbo inlet silicone clamp and remove it from the vehicle.



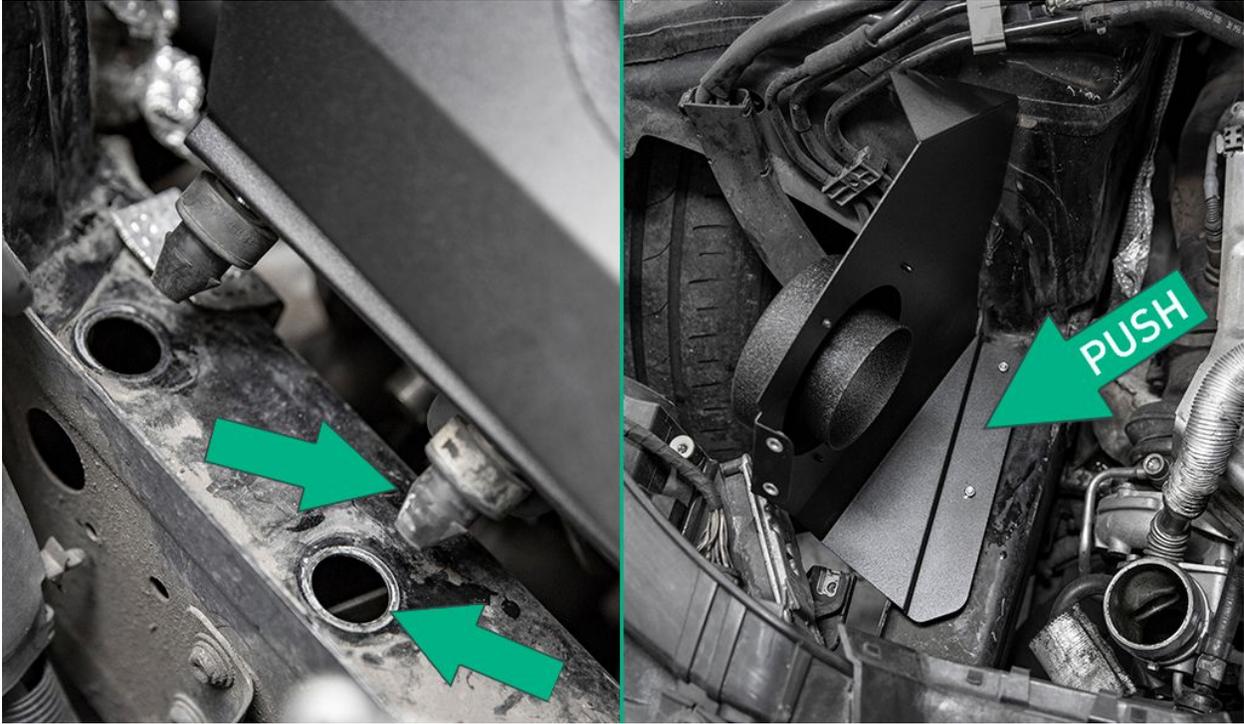
Using a 4mm allen and 8mm wrench, assemble the grommet mount pins to the IE heat shield using the included M5 allen bolts and locknuts as seen below.



Once both grommet mount pins are assembled and tightened, push the stock rubber grommets over the pins.



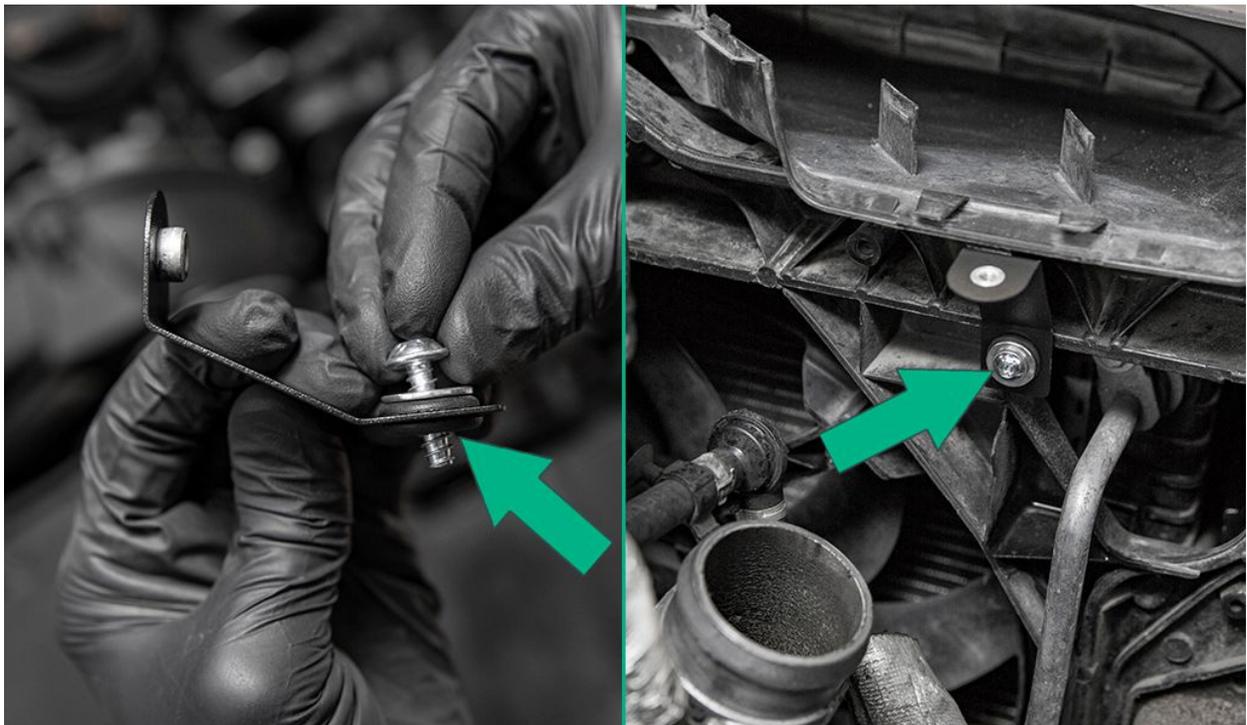
Line up the heat shield and grommets with the install location on the frame rail. Push down on the heat shield and lock in the grommets.



Push the front support bracket bushing into the rubber grommet on the front support bracket assembly. *This may already be done, if so, skip this step.*



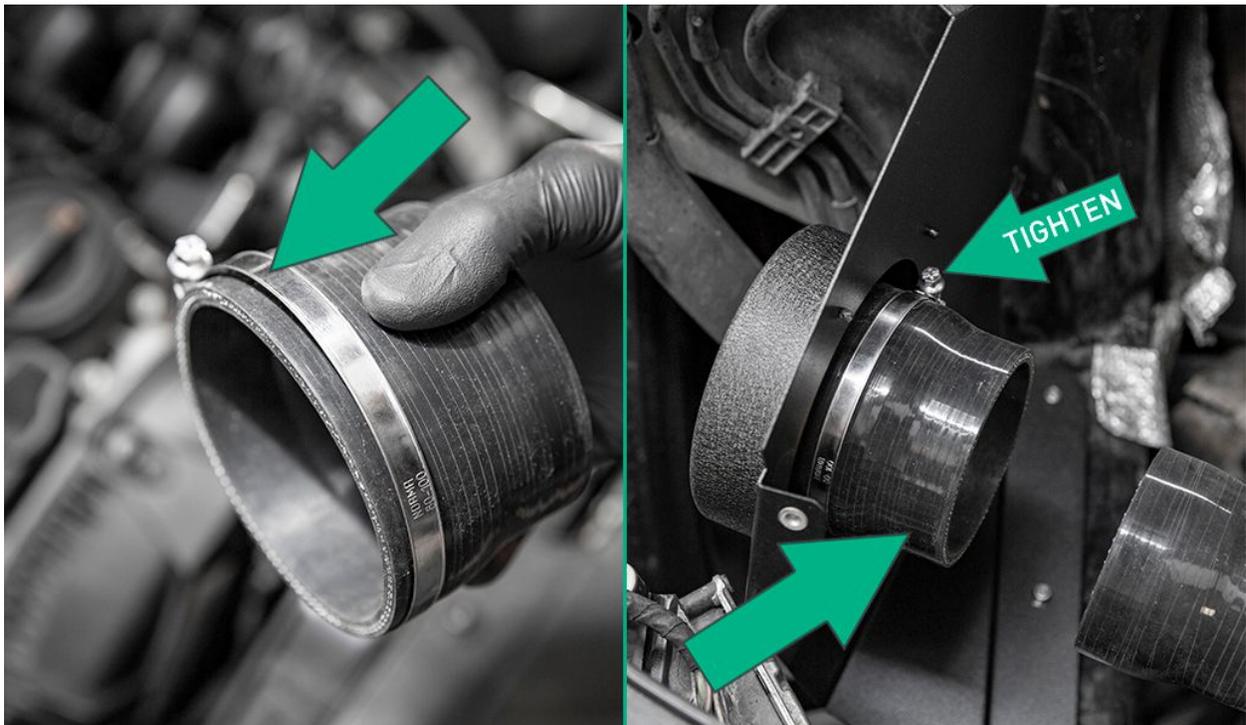
Using a T30 Torx driver and included screw, install the front support bracket to the radiator support as seen below.



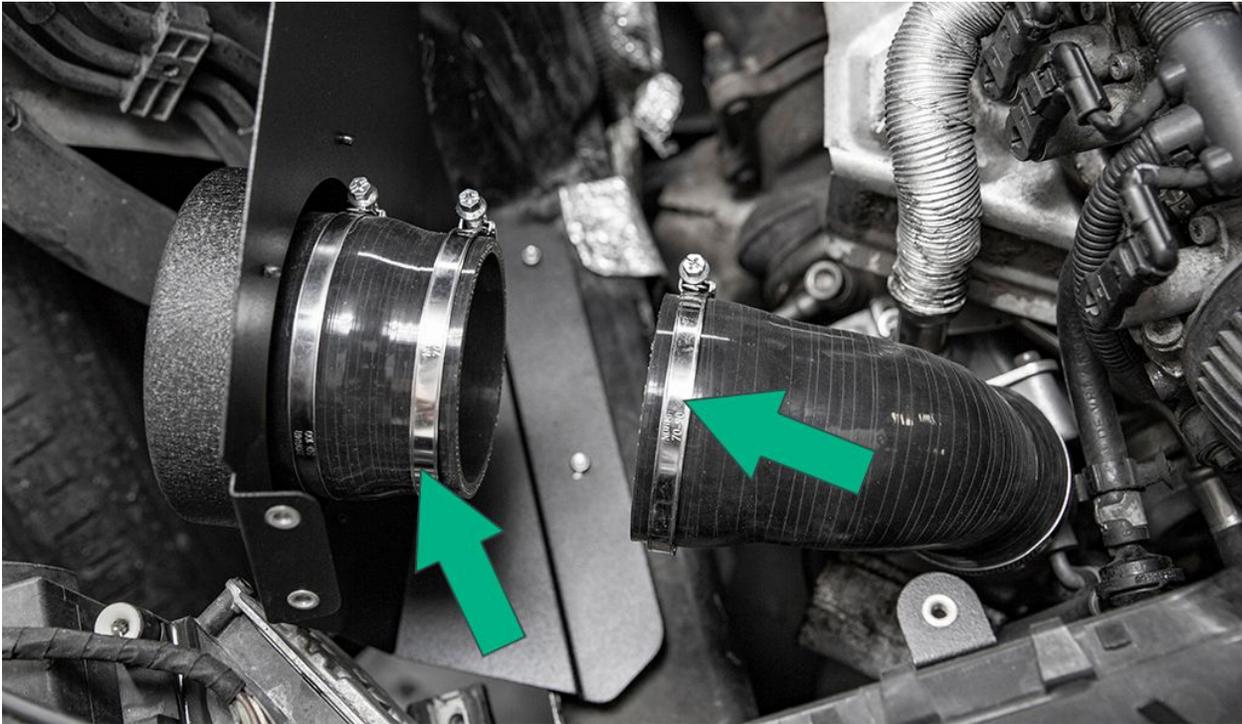
Loosely install the 50-70mm clamp onto the small side of the turbo inlet silicone and install onto the turbocharger. *Do not tighten clamp in this step.*



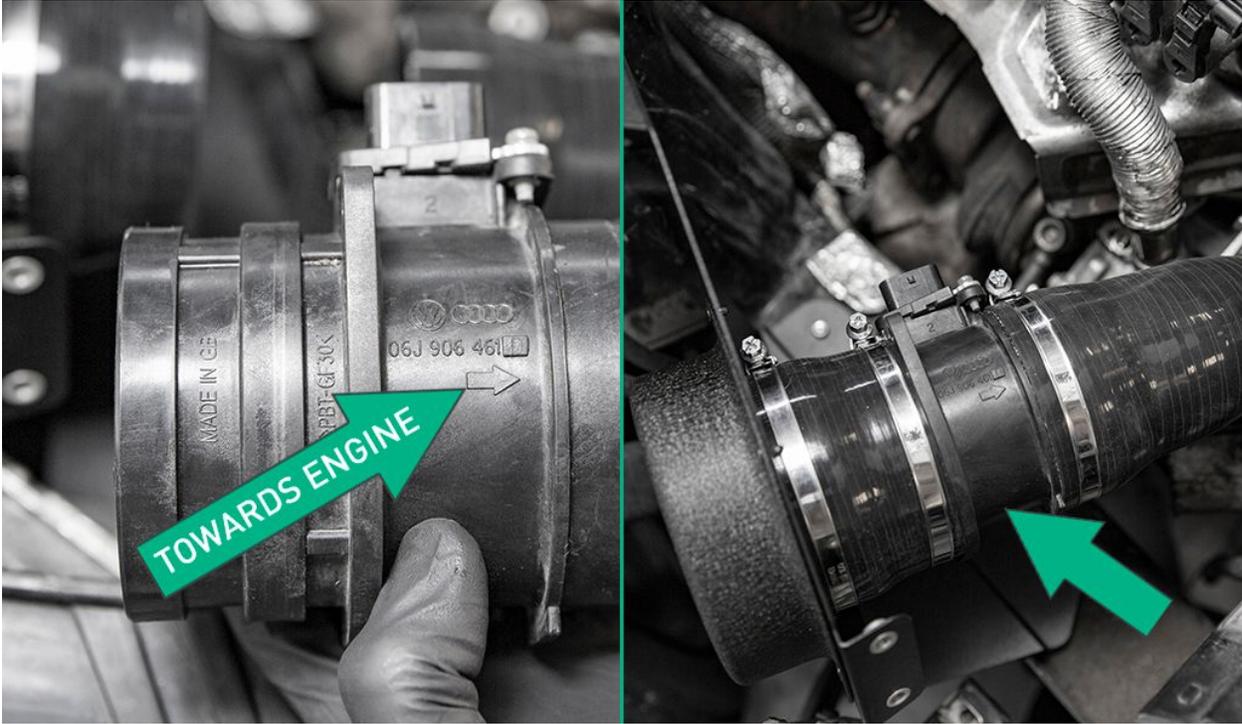
Install 80-100mm clamp onto the large side of the heatshield silicone and place onto the velocity stack. Tighten clamp with screwdriver.



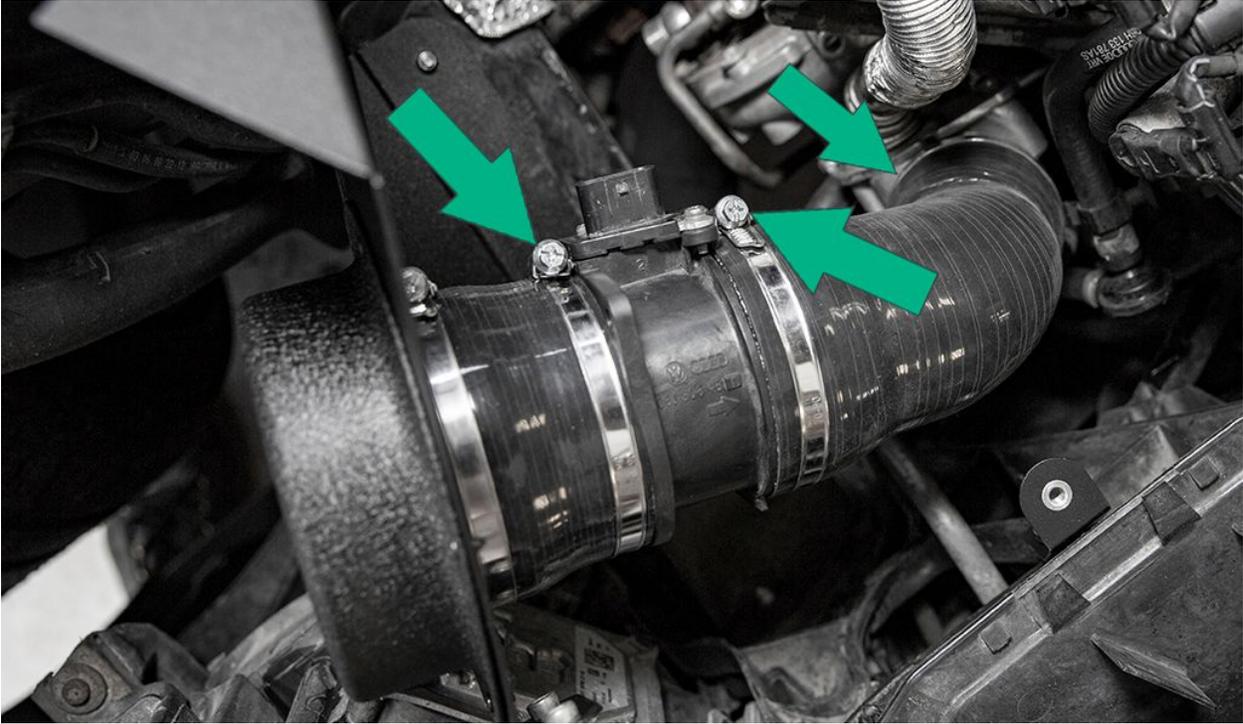
Loosely install both 70-90mm clamps onto the remaining silicone coupler ends.



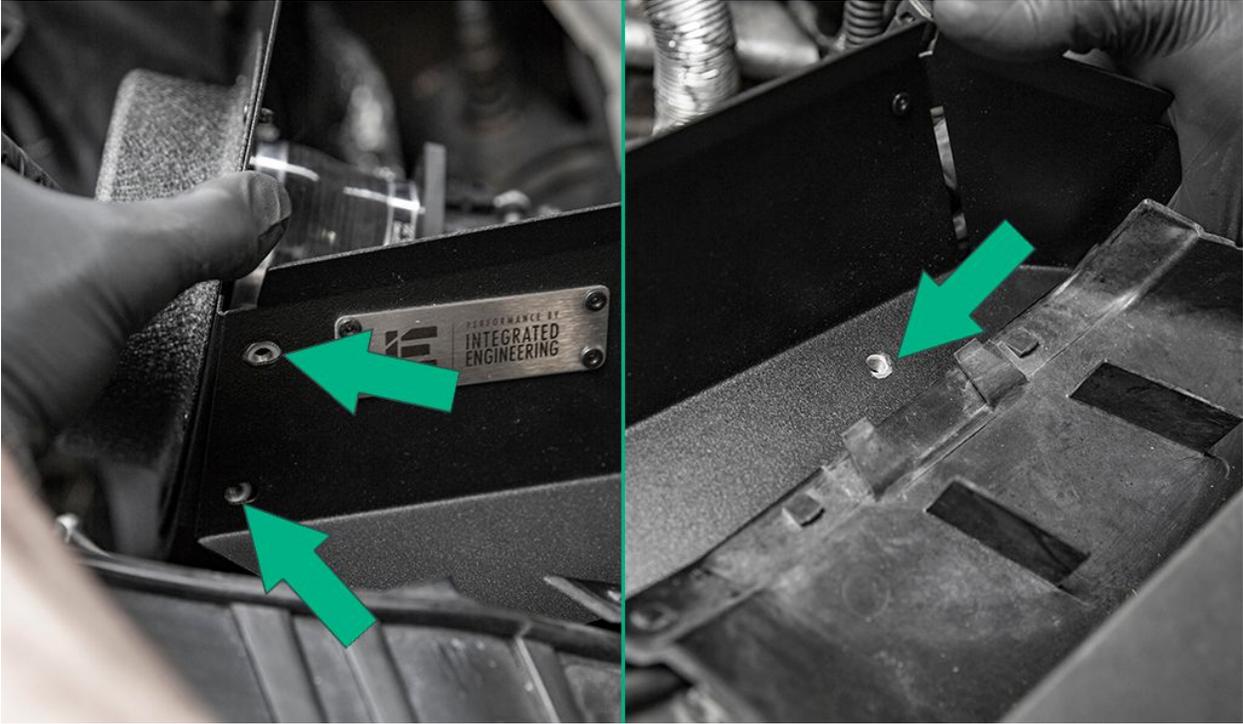
Line up the MAF housing so the arrow is pointing toward the engine. Install the MAF housing into the silicone couplers. *It is very important the MAF is placed facing the correct direction!*



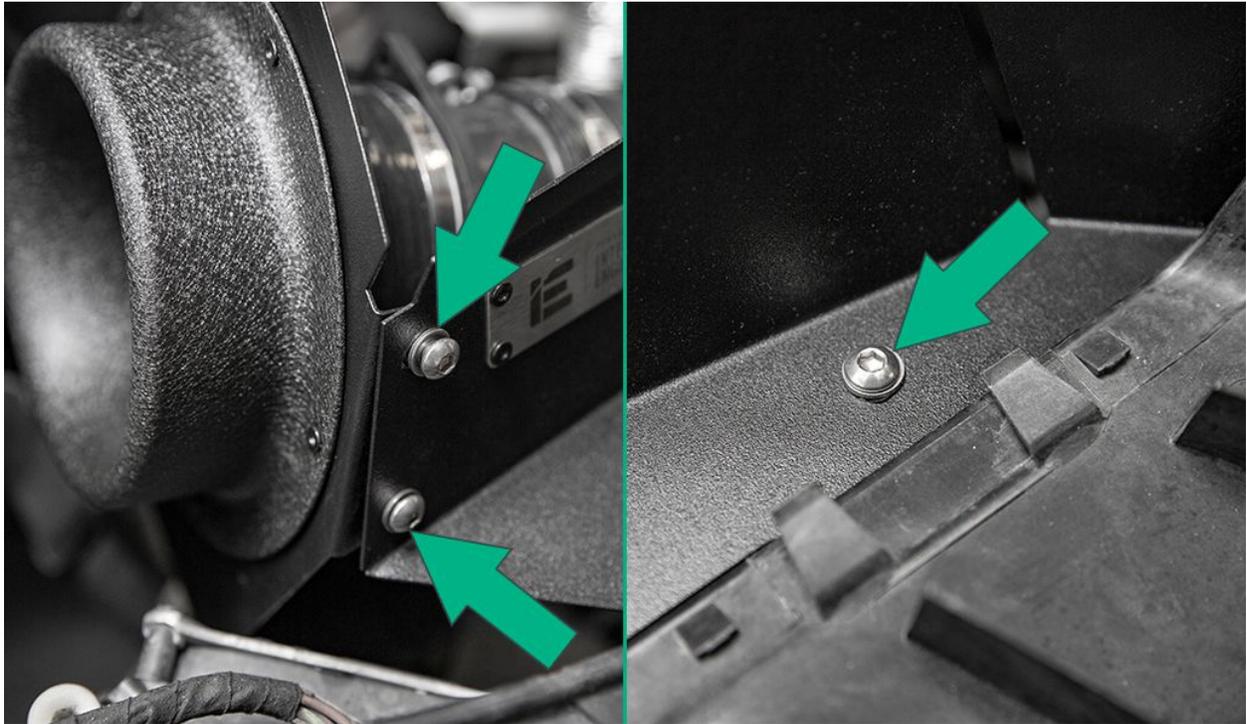
Ensure everything sits in place, relaxed, and without tension. Once you are happy with the silicone positions, firmly tighten the 3 clamps.



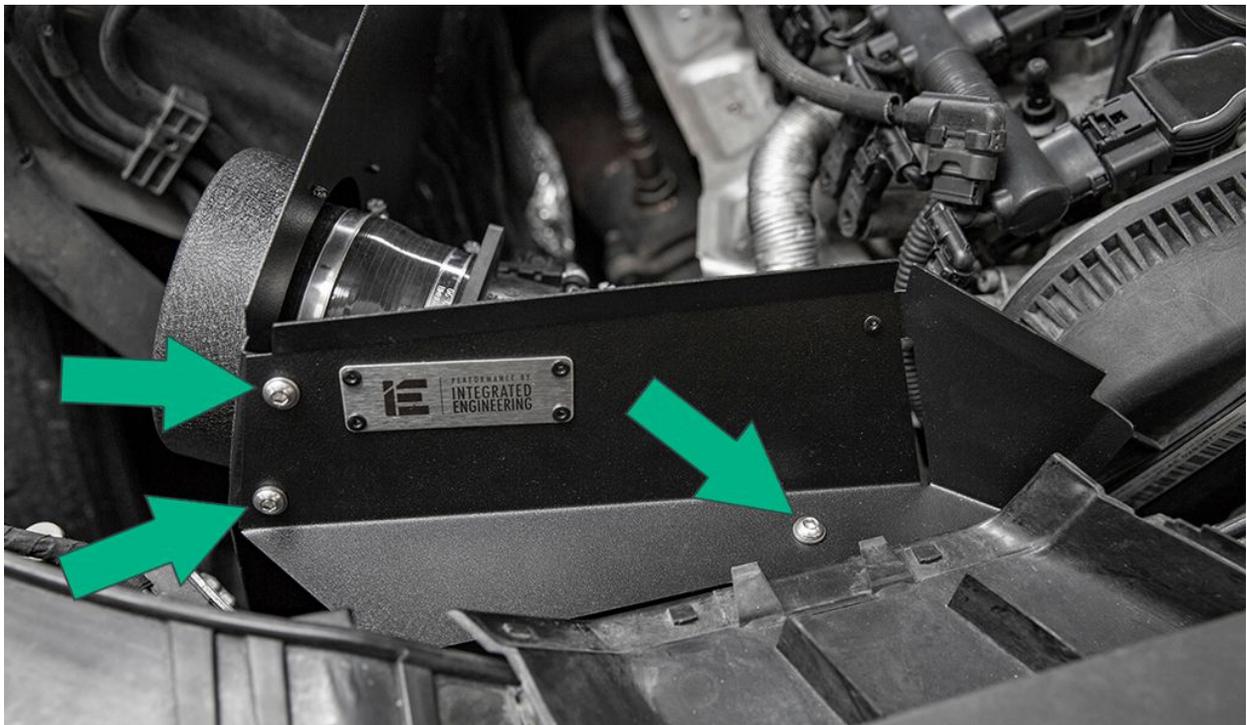
Align the front air scoop with the two threaded holes on the heatshield and the single threaded hole on the front support bracket.



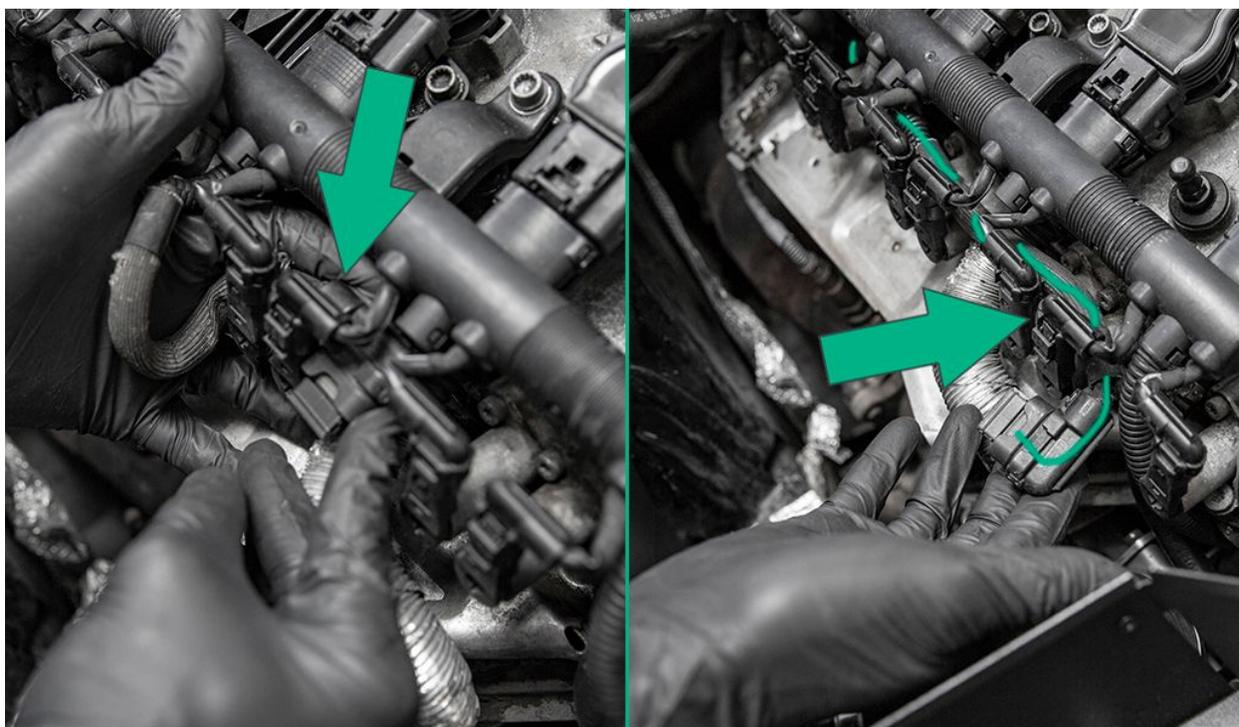
Loosely thread in the 3 M6 button head bolts and washers by hand only.



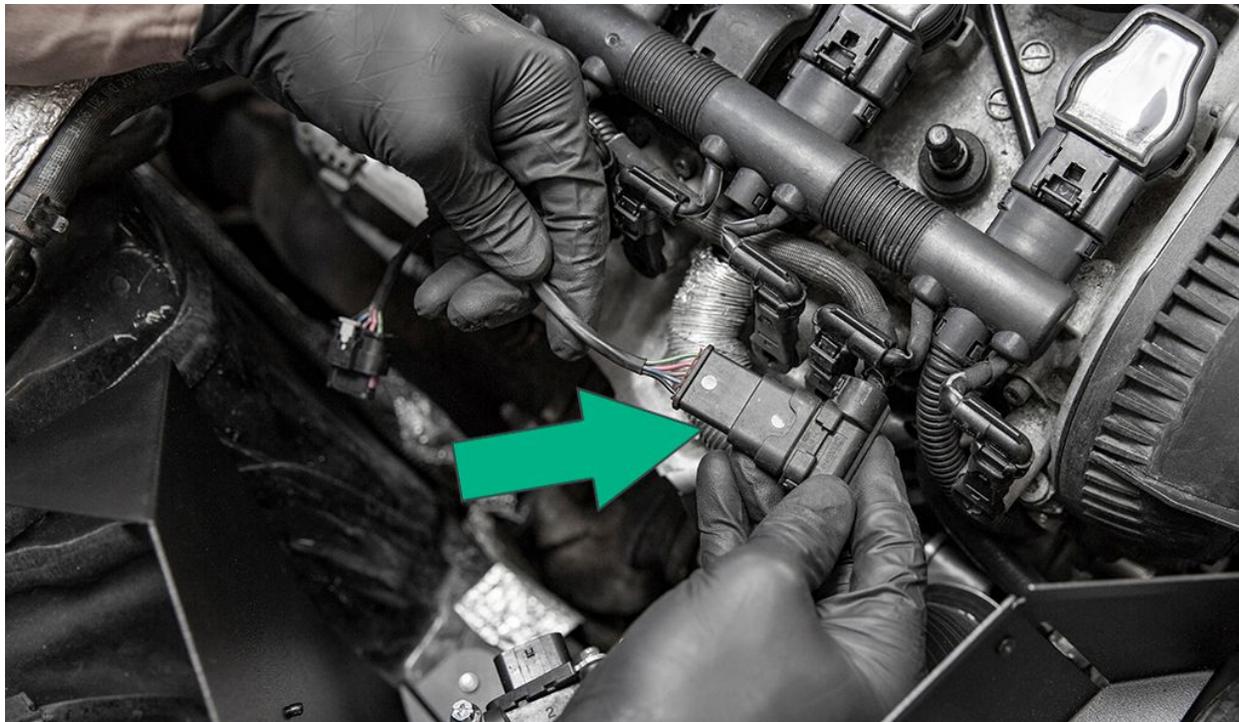
Make sure the air scoop is properly aligned and sitting flush with the heatshield then tighten all 3 button head bolts with a 4mm allen wrench.



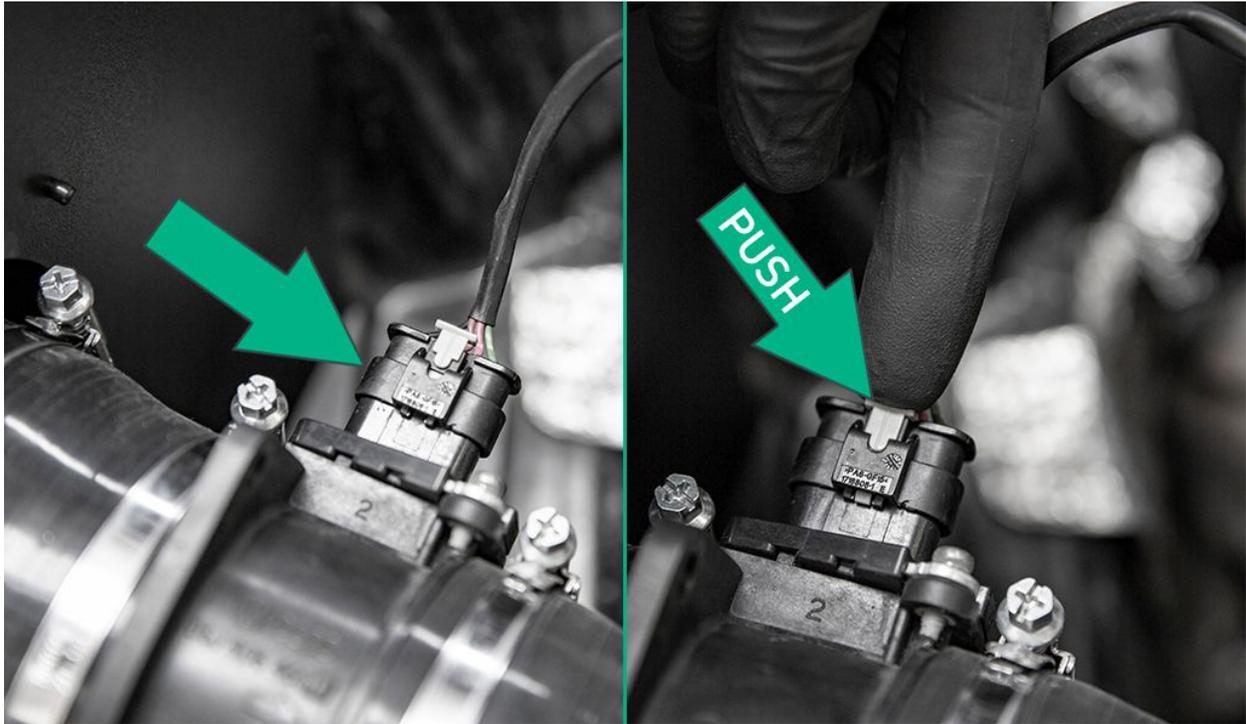
Run the factory MAF harness between the coilpack harness and tensioner solenoid harness.



Install the included extension harness to the factory MAF harness.



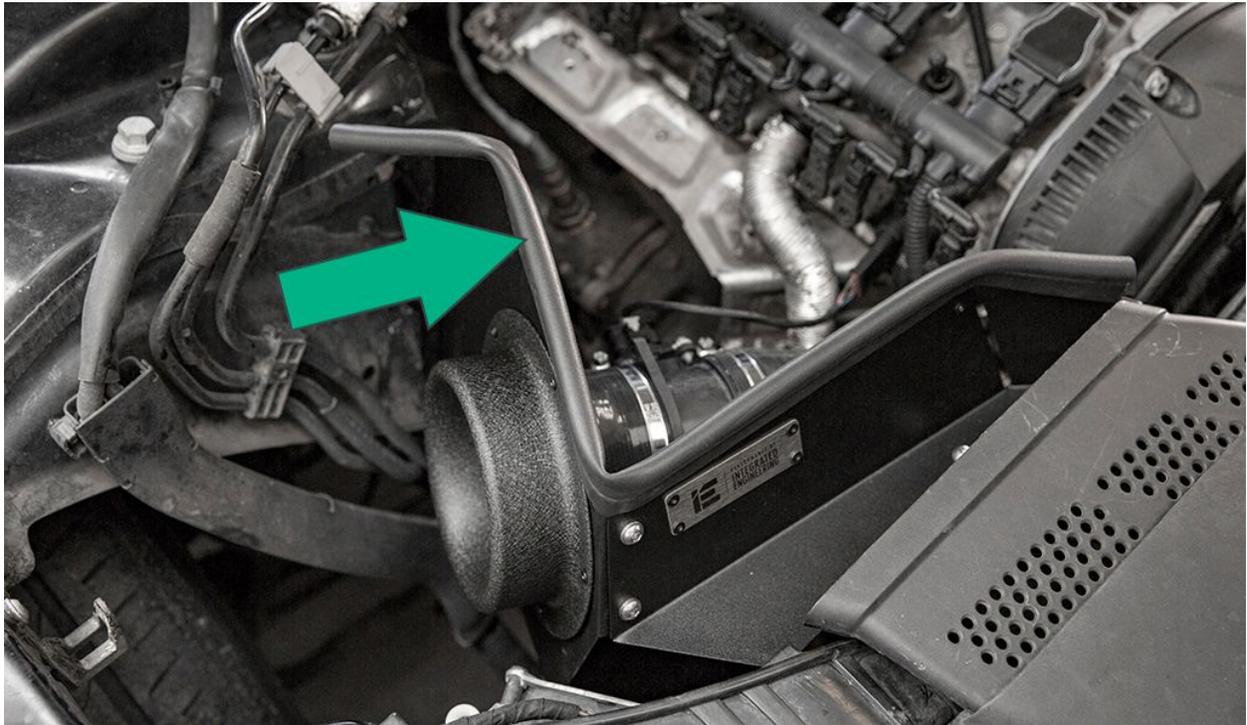
Install the extension harness onto the MAF housing, then push down the grey pin to lock the harness in place.



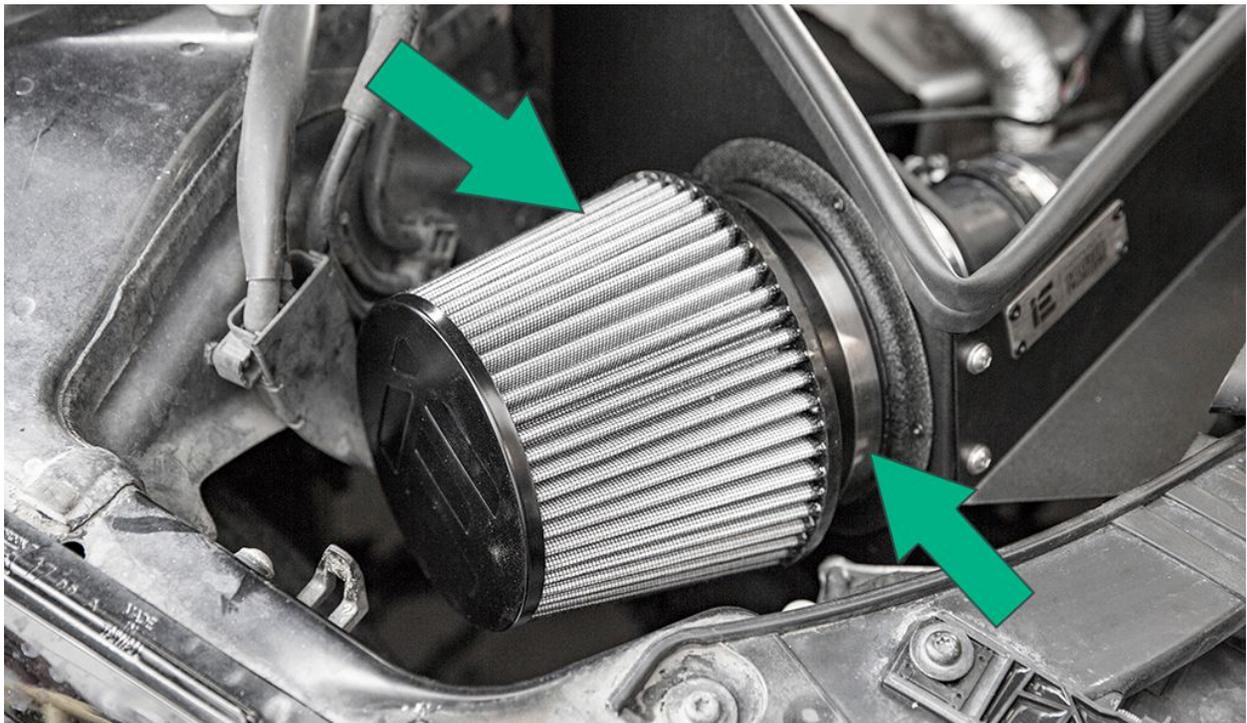
Line up the factory air scoop cover with the clips and push down to reinstall.



Install the trim seal at one end of the heat shield and push down firmly on the seal to lock it into place around the edge.



Install the air filter and clamp onto velocity stack. For maximum horsepower output, make sure the IE logo on the filter is positioned into a legible position before tightening the hose clamp.



Reinstall the valve cover, verify all hose clamp connections are tight, and that your intake 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!.



Thank you for purchasing another Integrated Engineering product. We are dedicated to serving your VW/Audi engine and performance needs. Please check our website frequently for new product releases. If you have any questions or concerns about this product please do not hesitate to contact us.

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