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Integrated Engineering Audi RS3 8V & TTRS 8S Cold Air Intake Install Guide IEINCQ1

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 RS3 (2017+) and TTRS (2016+) 2.5T applications. This kit needs to be installed by a professional or an experienced technician. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Important note: 2019 and newer model years are equipped with a factory revised diverter valve. These engines require an IE Diverter Valve Adapter IEINCQ1-16 (sold separately). If you have a 2019+ do not attempt installation without this part.

Kit Contents:

- (1) Carbon intake box
- (1) Carbon inlet pipe
- (1) Inlet pipe heat shield
- (1) Intake to turbo silicone w/ 2 clamps
- (1) Intake box to Inlet pipe silicone w/ 2 clamps
- (1) Inverted cone air filter w/ clamp
- (1) Airbox bottom plate
- (2) IE Factory style push-grommets
- (4) Bottom plate allen bolts
- (1) Front mount allen bolt w/ washer

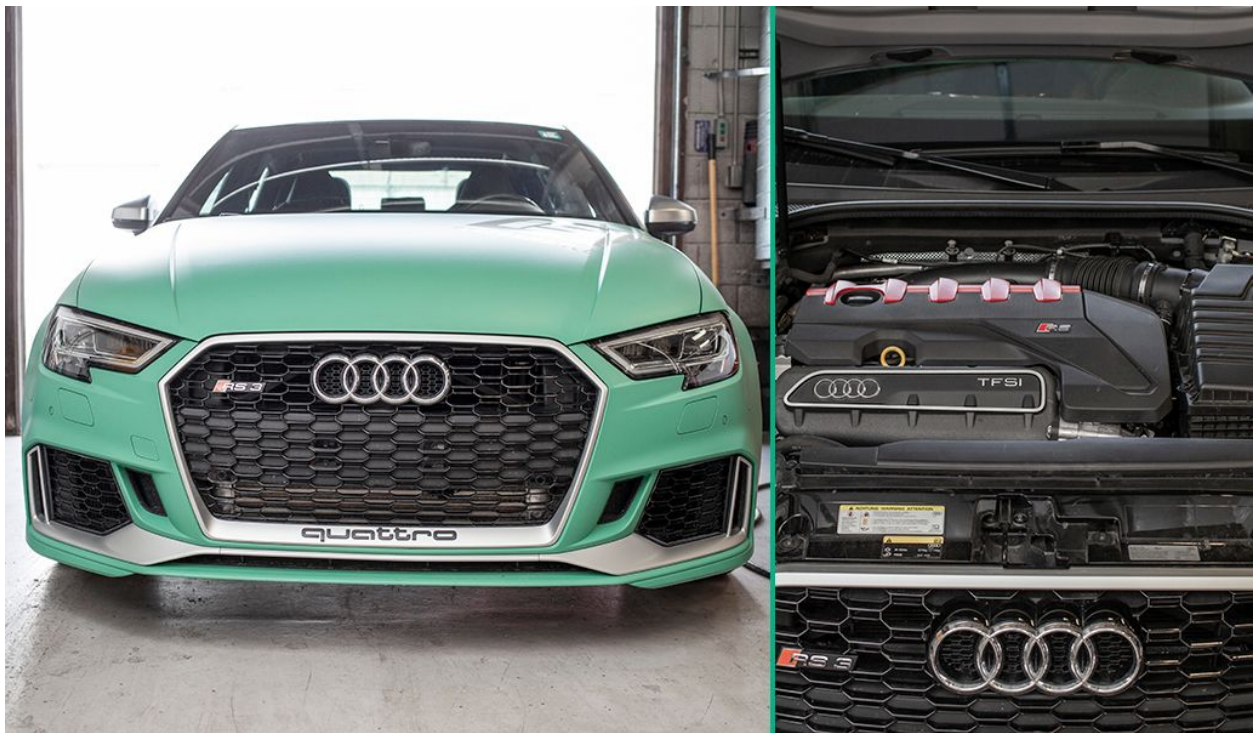
Optional Components:

- (1) 2019+ Diverter Valve Adapter Kit (sold separately)

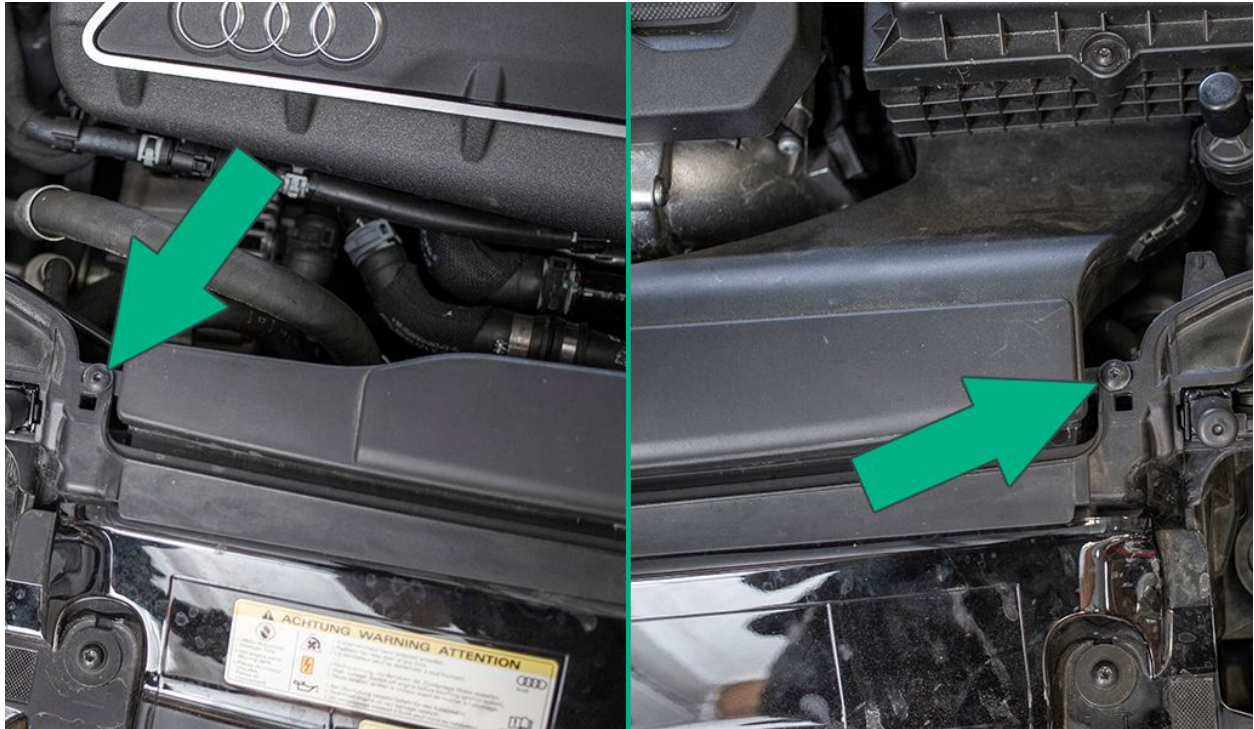
Open your IE Cold Air Intake Kit, inspect all components, and verify their quantities.



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



Start the installation procedure by removing the two bolts from factory airbox snorkel using a T25 torx bit.



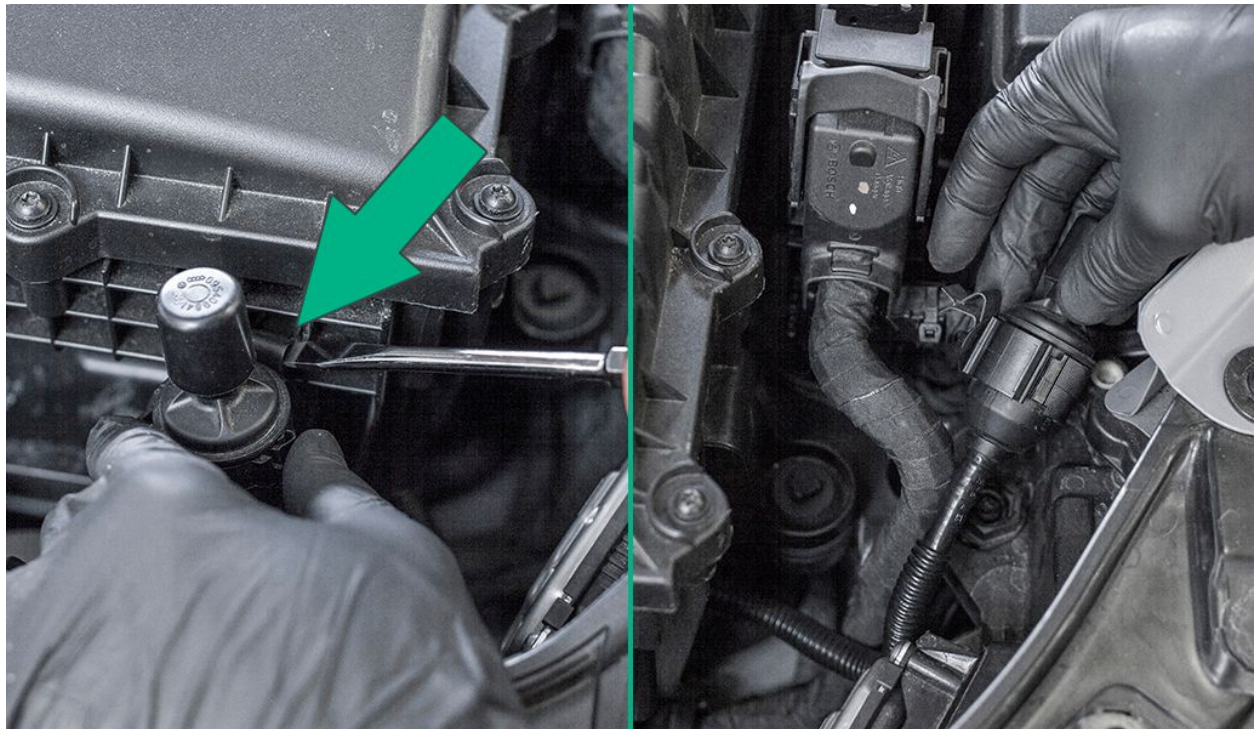
With the bolts removed, pull back and lift to remove the entire snorkel assembly.



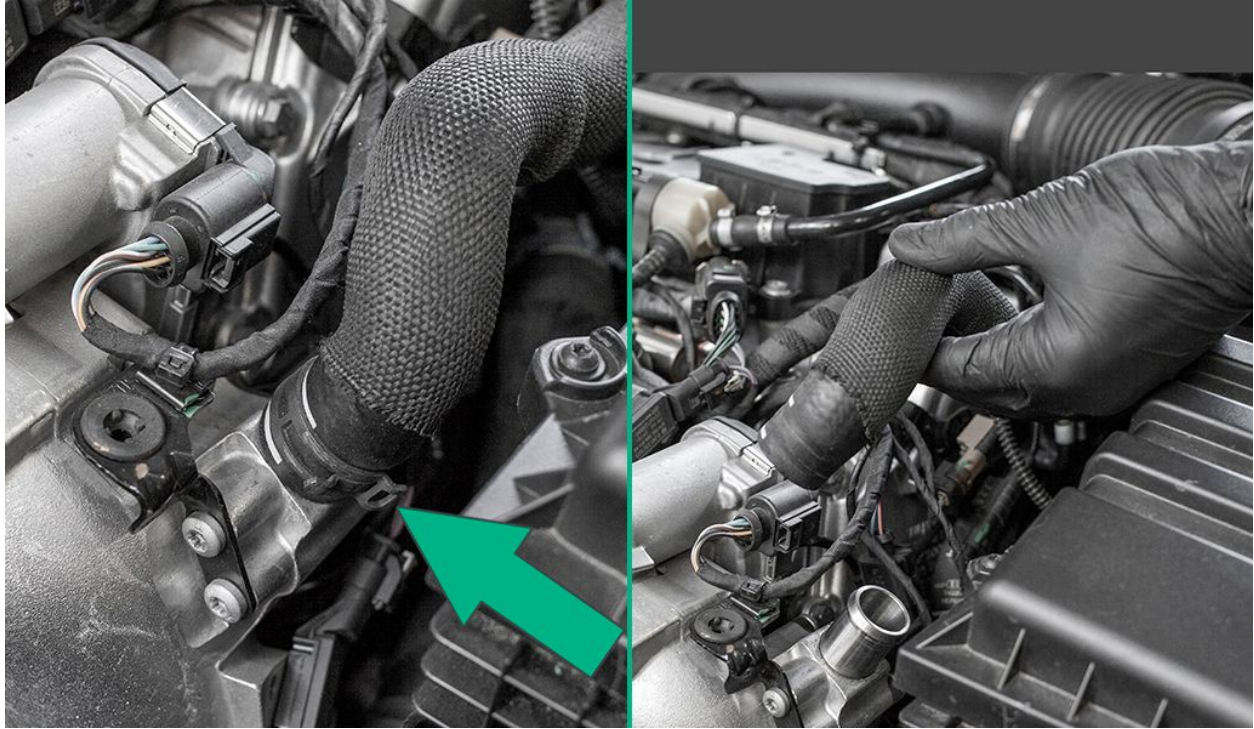
Carefully remove the engine cover by pulling up on the sides firmly to release it from the push-grommets.



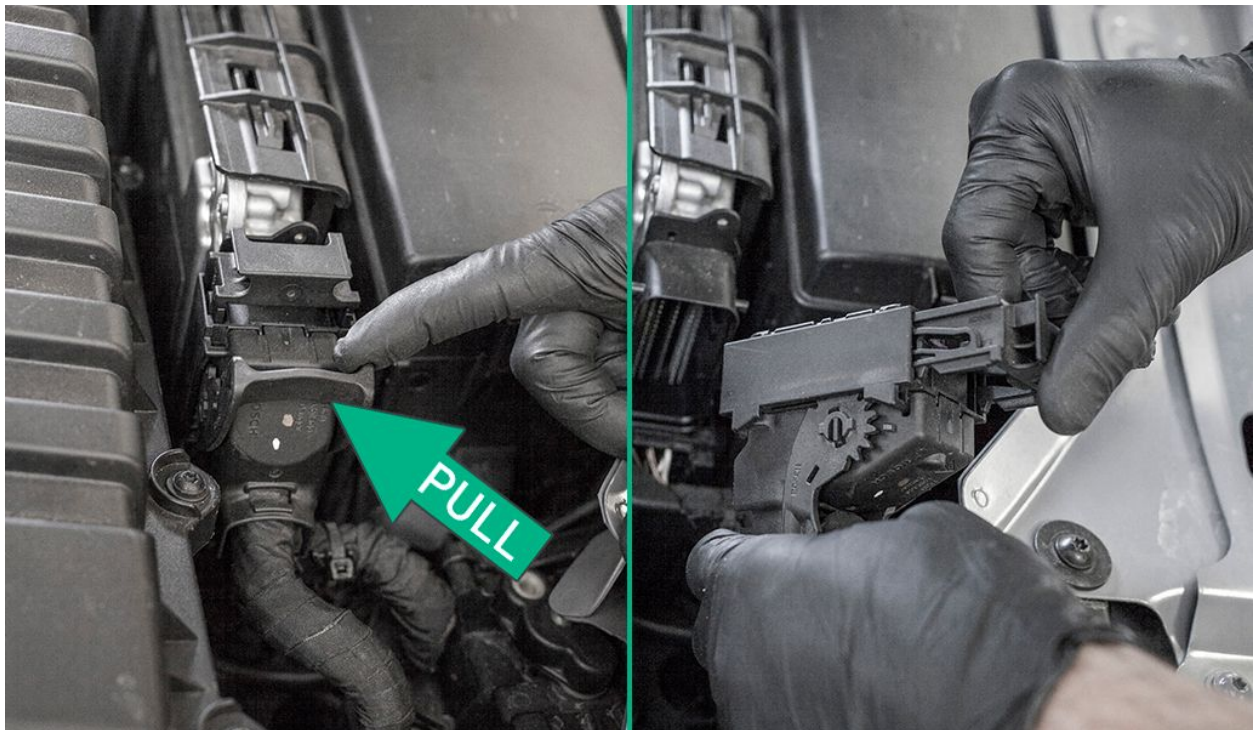
Using a flathead screwdriver, carefully pry to disconnect the vent filter from the airbox, place off to the side.



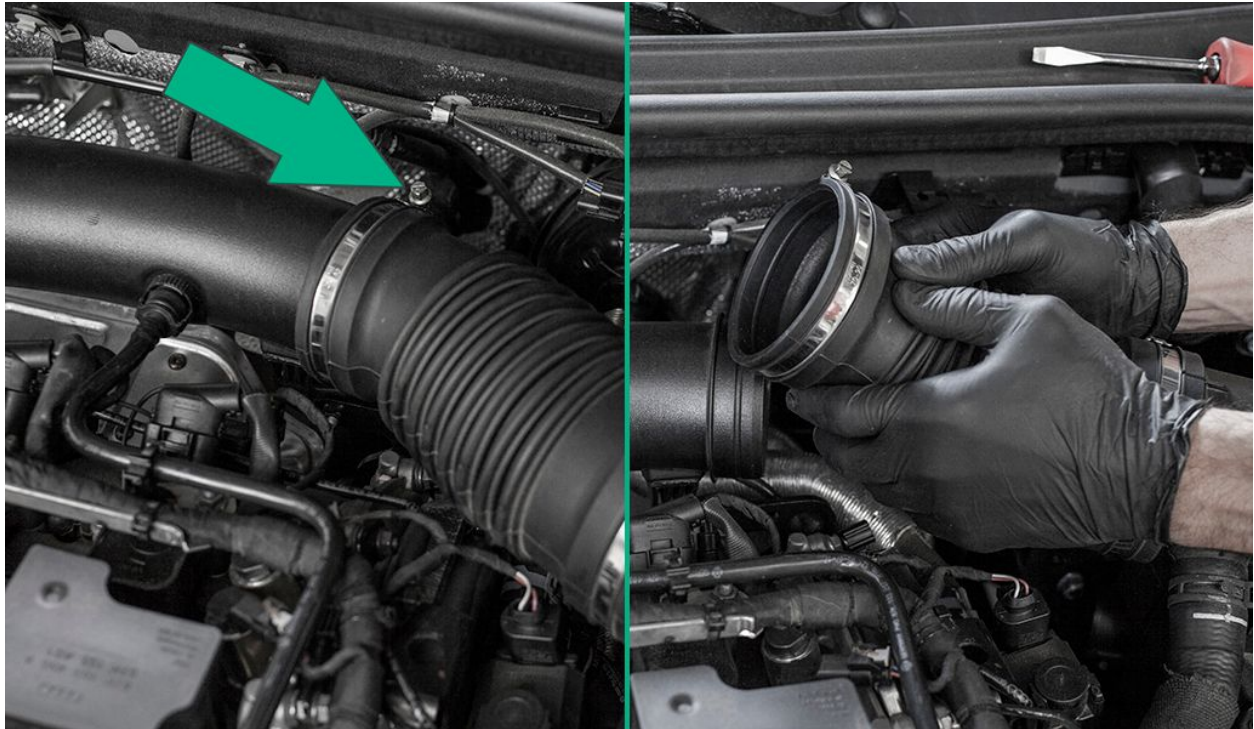
Remove the intake diverter valve hose from the DV housing by releasing tension on the hose clamp using a hose clamp tool or a pair of pliers.



Pull back on the ECU harness disconnect lever to fully release the clip. Pull to remove harness from ECU and set off to the side.



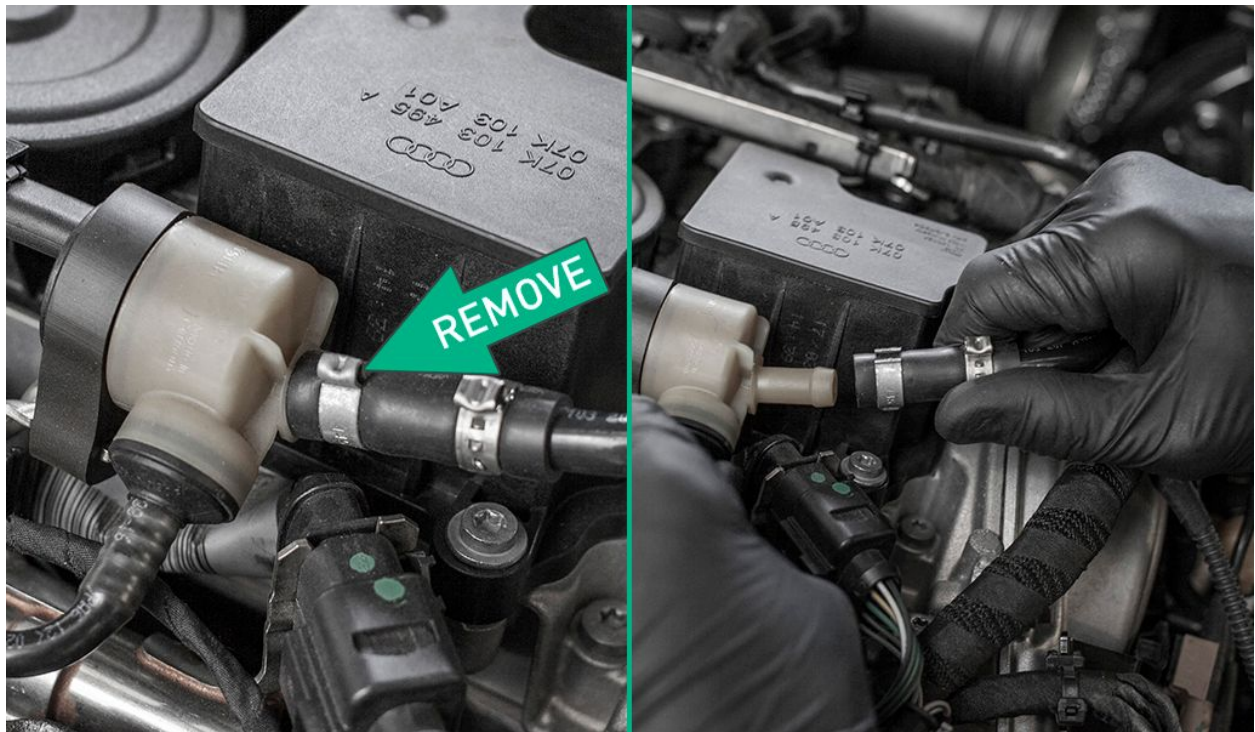
Loosen the hose clamp on the airbox to turbo inlet pipe then pull back to disconnect.



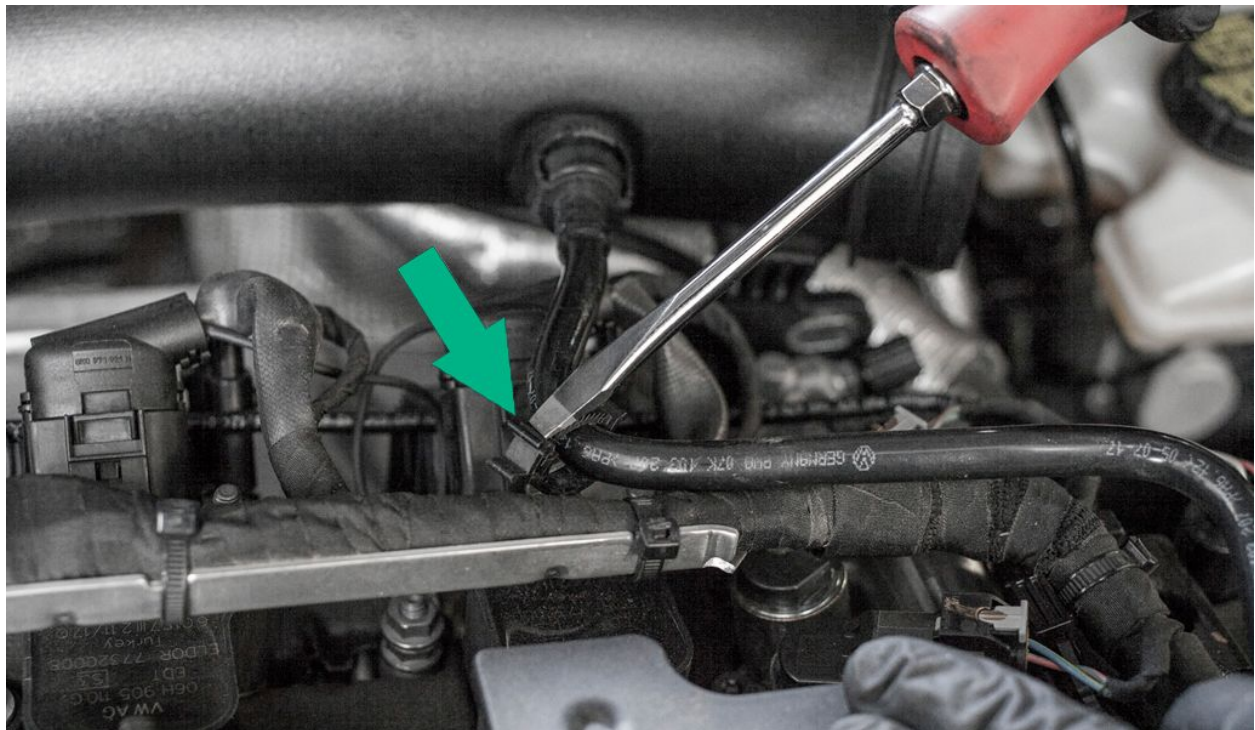
Pull up around the edges of the air box to release it from the push grommets, then remove it from the vehicle.



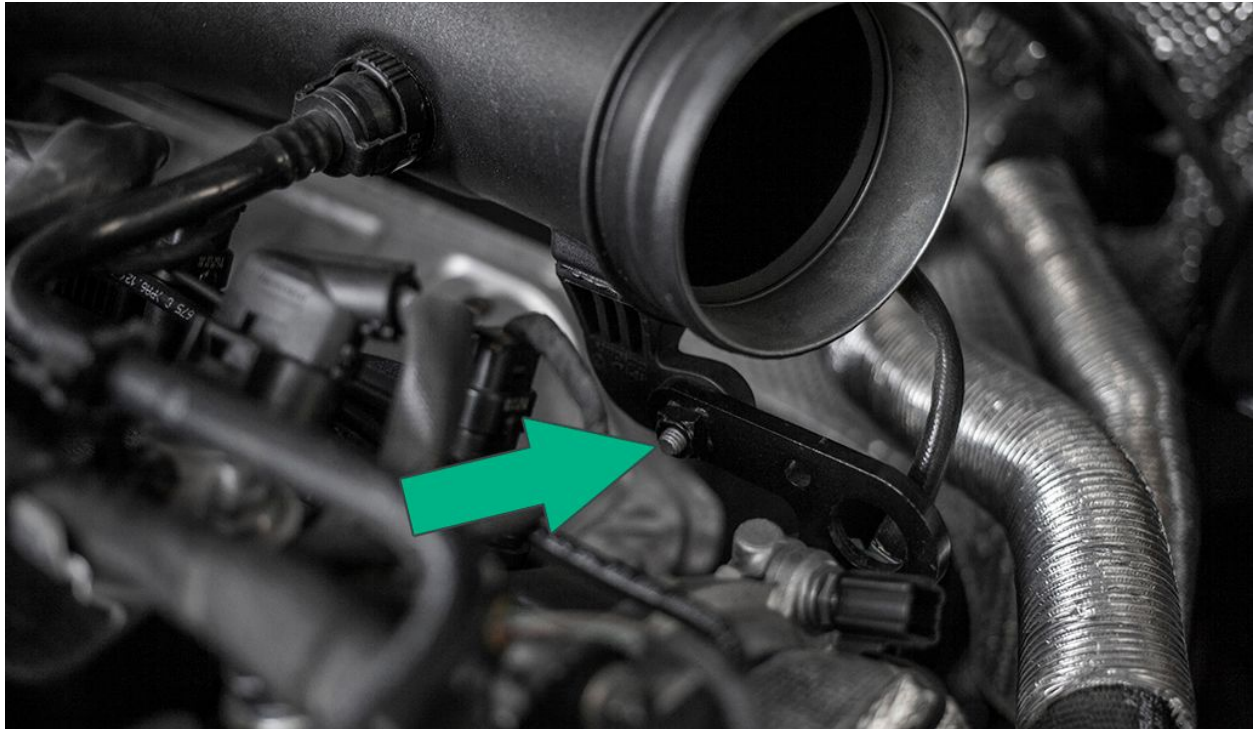
Using a sharp pair of dikes, cut the hose clamp from the intake to evap breather hose and remove it from the one-way valve.



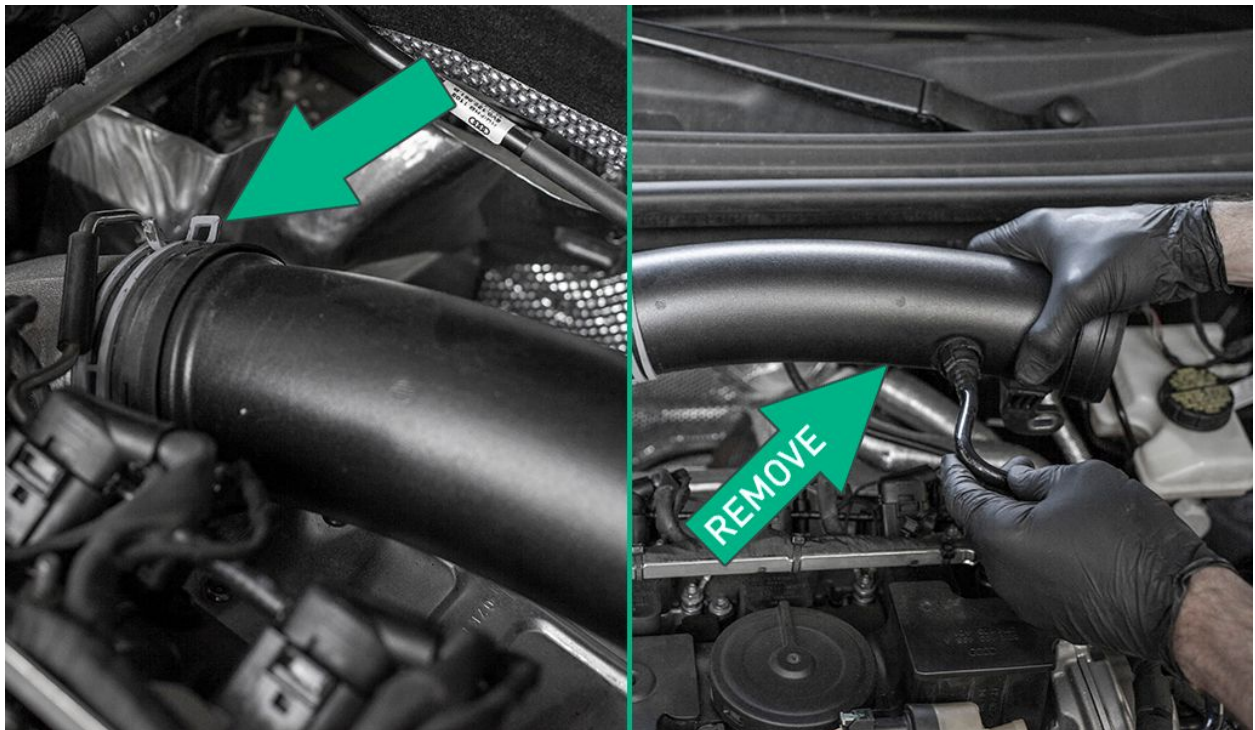
Unclip evap breather line from the coilpack harness using a flathead screwdriver.



Remove the turbo inlet pipe mount bolt from the mount using a T30 torx bit.



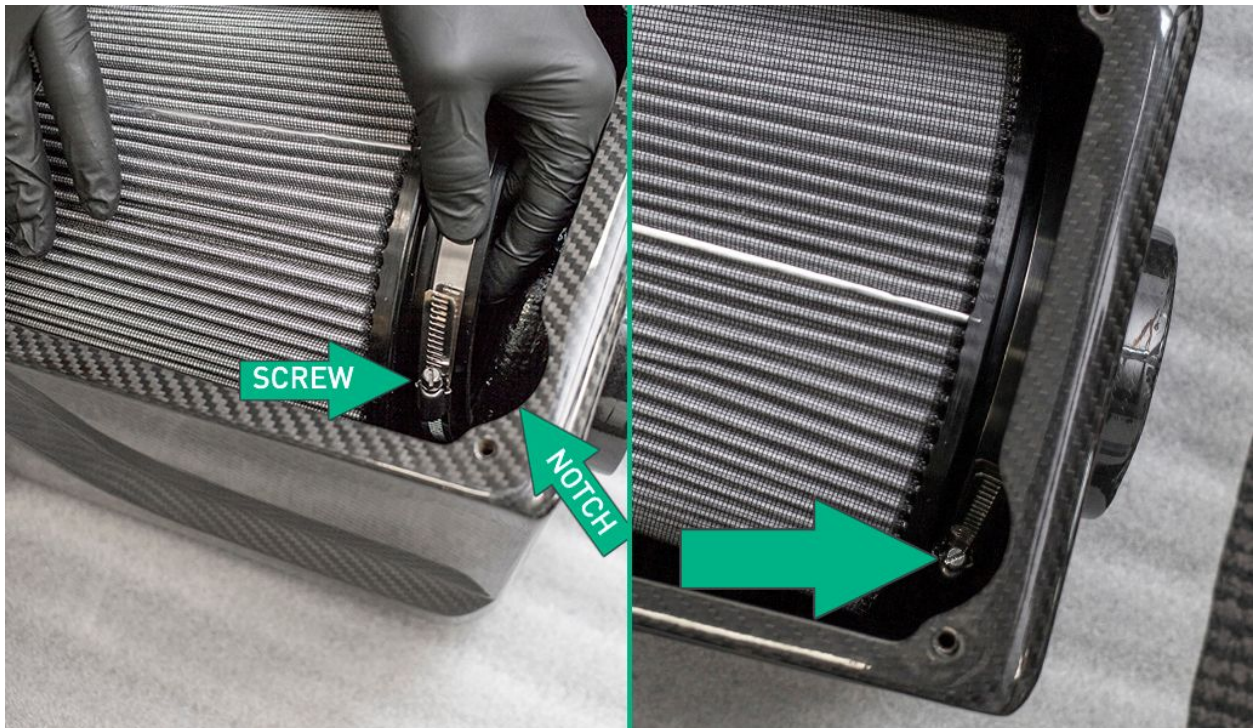
Using a hose clamp tool or pliers, release tension from the turbo to turbo inlet clamp and remove turbo inlet pipe & silicone from vehicle.



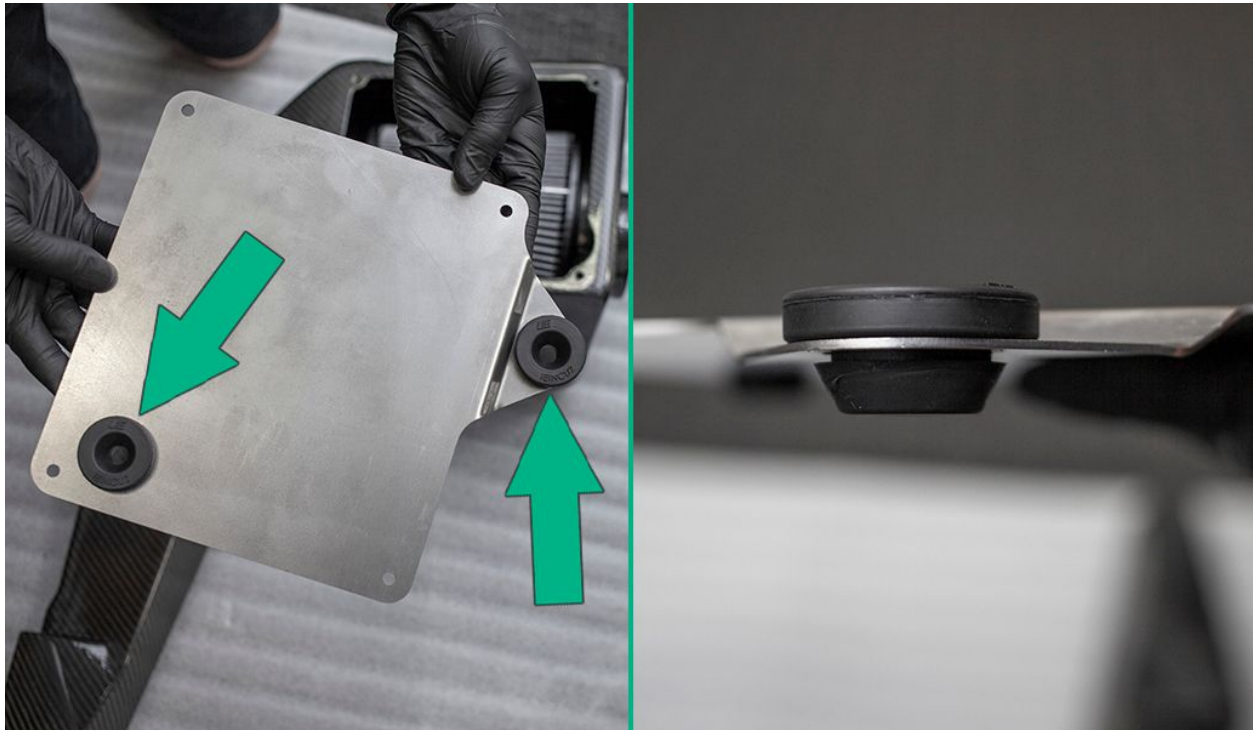
Lay your IE carbon intake onto a clean and soft surface. Avoid pressing, dragging, or moving the intake to protect it from marring or scratching the clearcoat on the top surface.



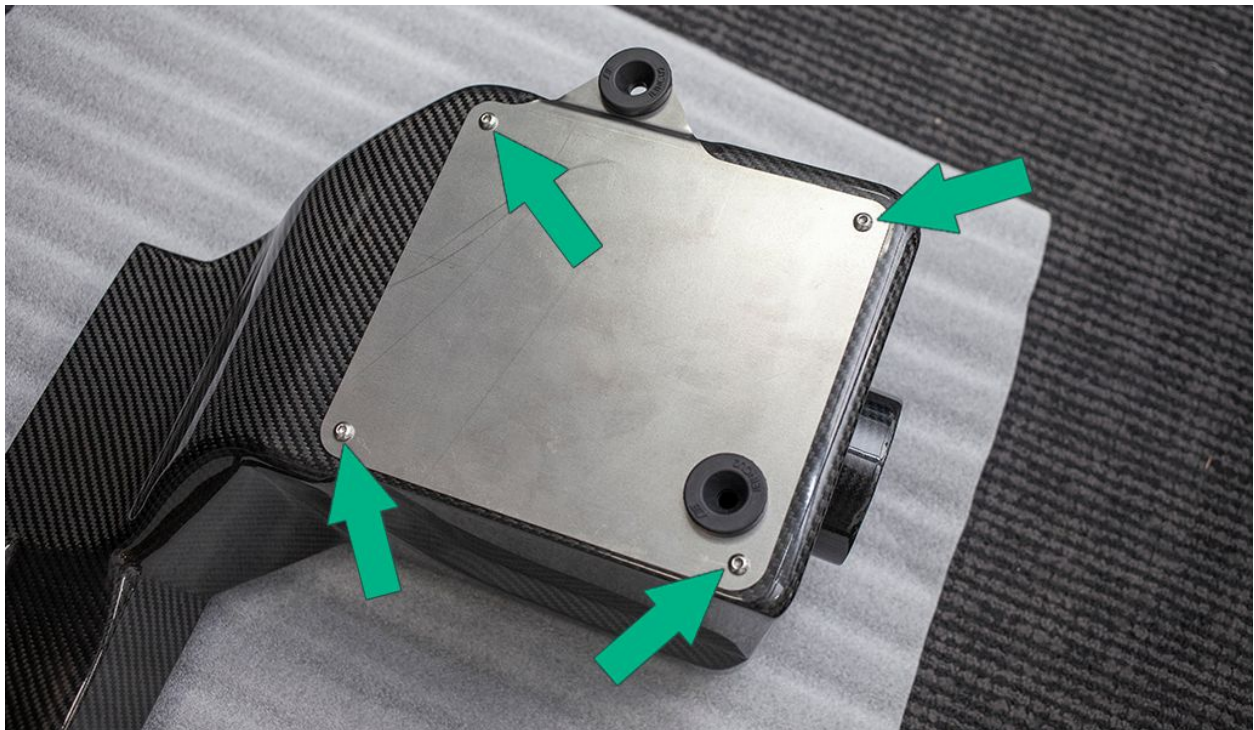
Insert the air filter & clamp oriented so that it will lineup with the notch cut out on the airbox as seen below. Carefully slide the intake filter over the velocity stack and firmly tighten the filter clamp with a flathead screwdriver.



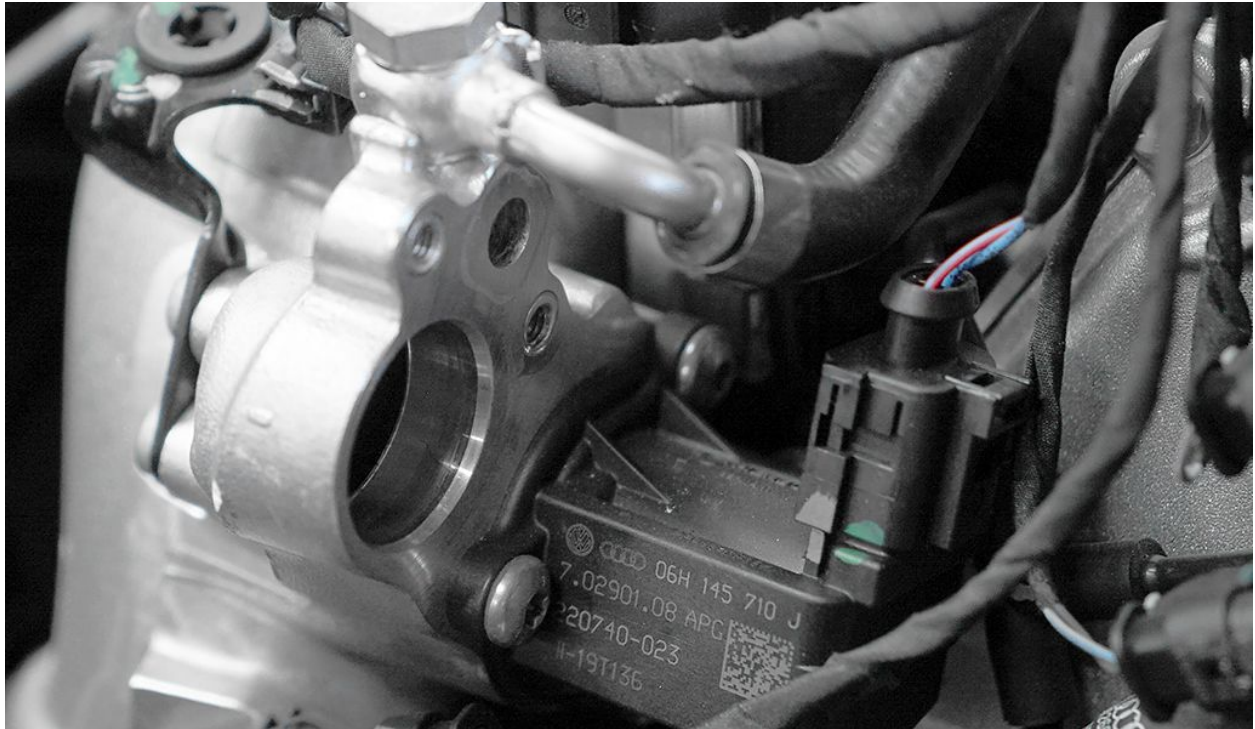
Insert the new IE push grommets into the intake bottom plate as seen below. The flat side of the grommet with the IE part number will face down once installed.



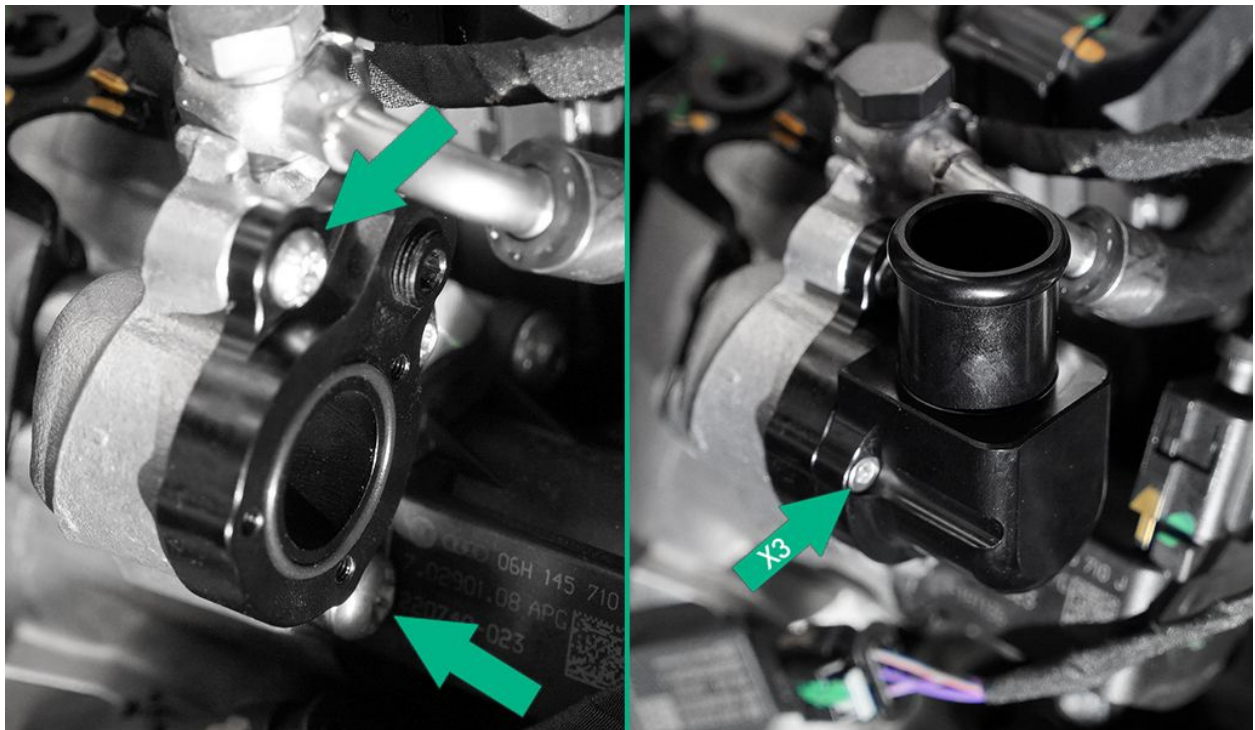
Place the bottom plate onto the carbon intake box, align the plate with the notch as seen below. Tighten the 4 included matching button head bolts with a 4mm allen wrench.



2019+ model years only - Remove the factory diverter valve adapter assembly.



2019+ model years only - Install the first half of the IE diverter adapter with the two included button head bolts and a 4mm allen. Install the second half of the adapter using the included 3 allen head screws and a 3mm allen.



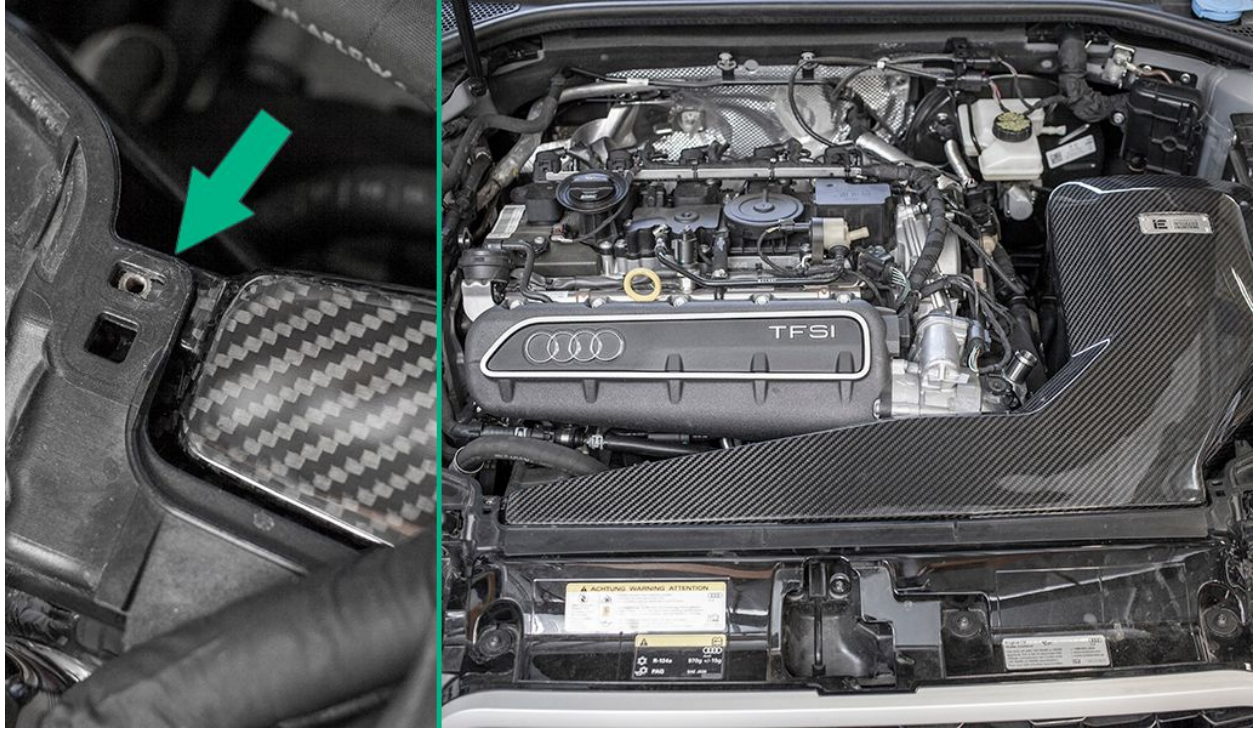
Begin placing the intake into the vehicle by sliding the front snorkel intakes into the vehicle's front cowl.



Line up the bottom intake plate push grommets with the factory mount posts, push down on the intake carefully to seat into place.



Verify the intake snorkel mount is under the factory cowl at the end to verify proper air box installation & fitment.



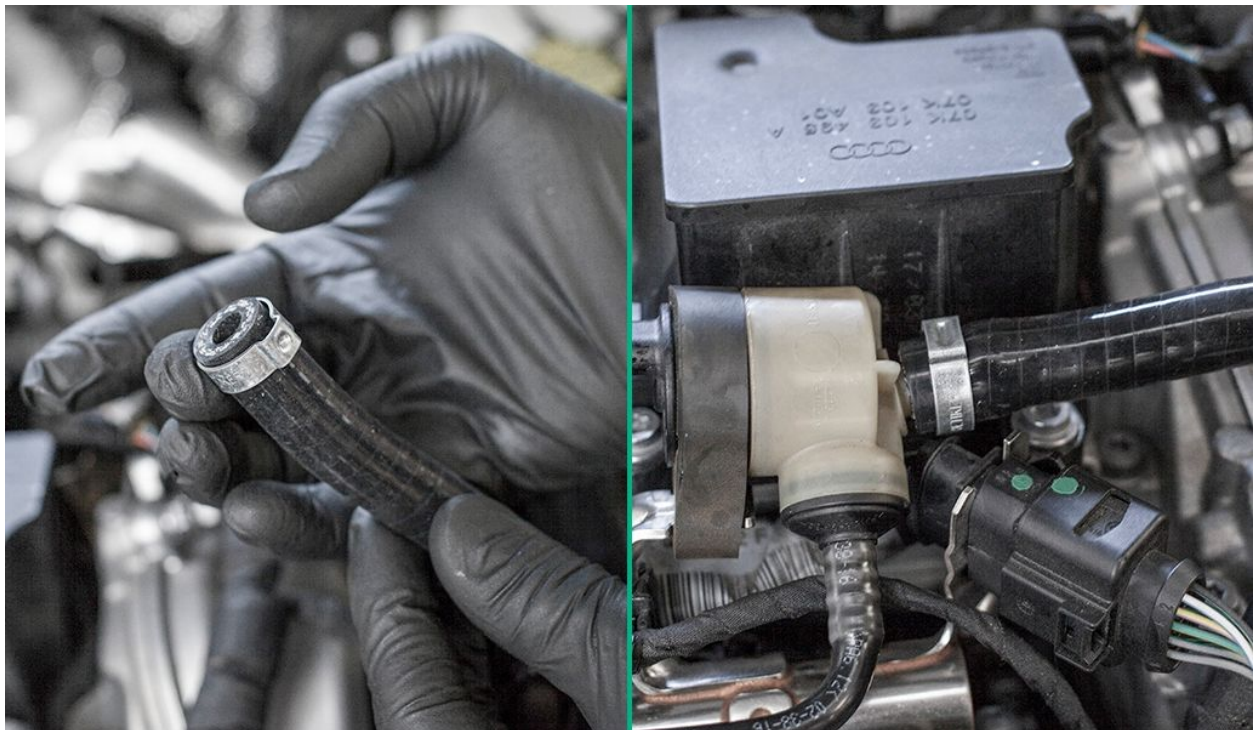
Loosely place the included 90-110mm hose clamp onto the airbox end of airbox silicone and install onto the rear of the integrated velocity stack. ***Do not tighten clamp in this step.***



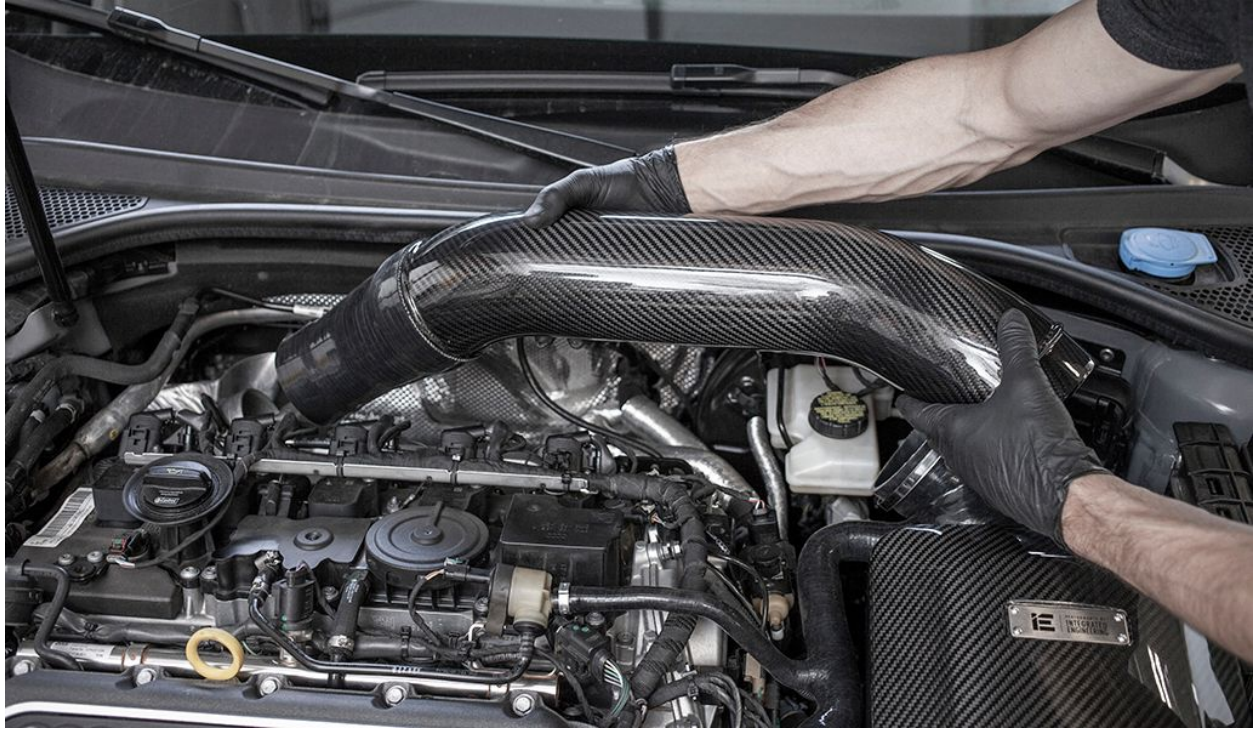
Install the small hose clamp onto the diverter silicone leg and install onto the diverter housing or (2019+ only) onto IE diverter adapter. ***Do not tighten clamp in this step.***



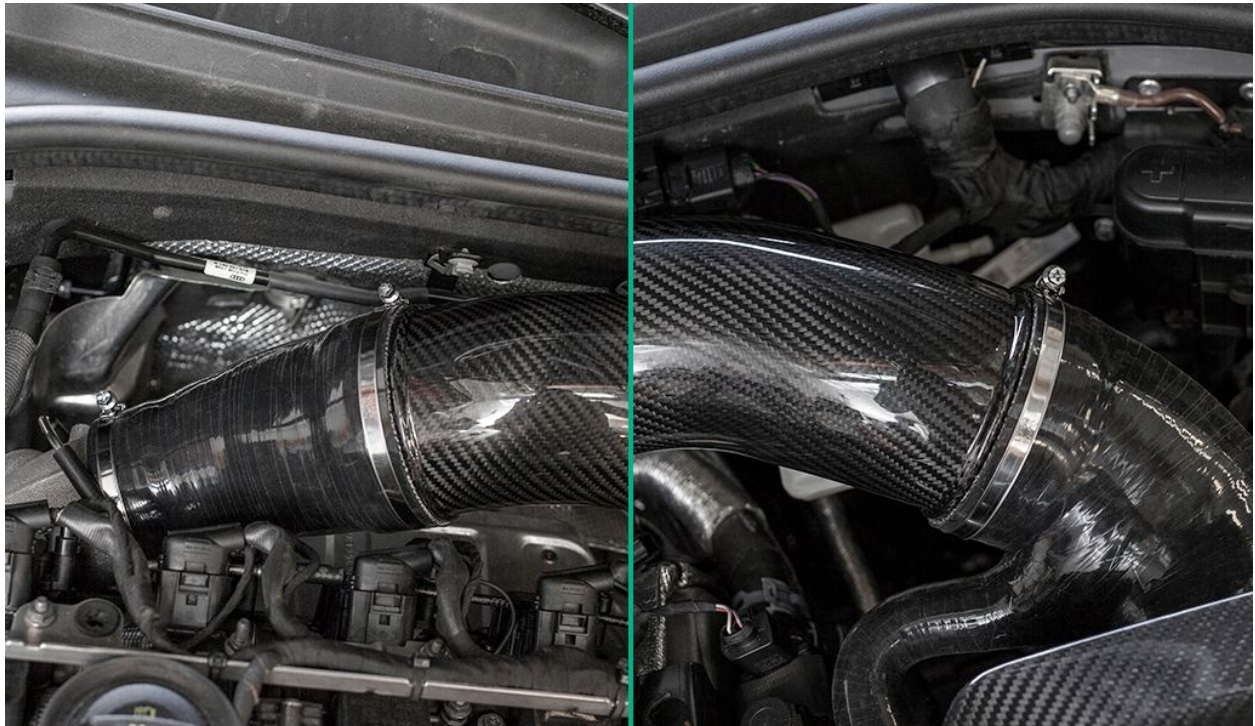
Install the OE-style clamp onto the evap breather silicone leg and install onto one way valve barb. ***Do not tighten clamp in this step.***



Install turbo to inlet pipe silicone to the carbon turbo inlet pipe and line up placement on vehicle to test angles.



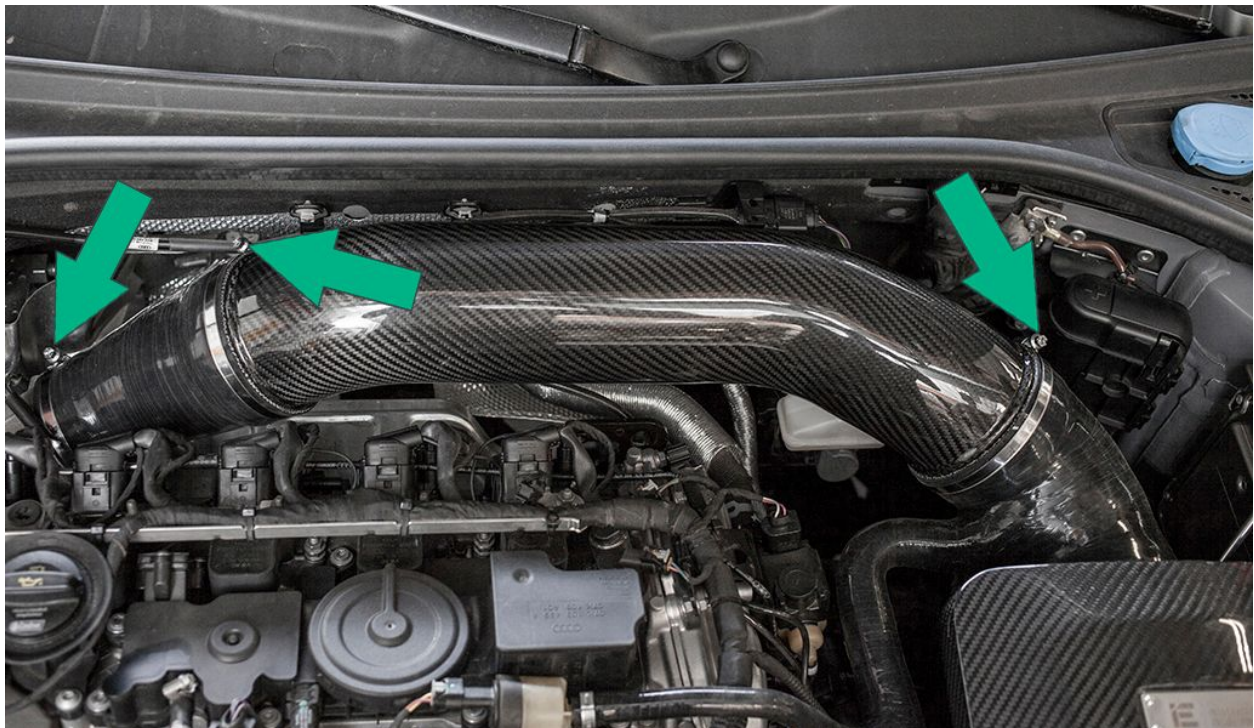
Loosely install the 3 remaining hose clamps to silicone couplers. Insert the intake pipe into the installed air box silicone coupler and push the opposite side silicone onto the turbo. ***Do not tighten clamps in this step.***

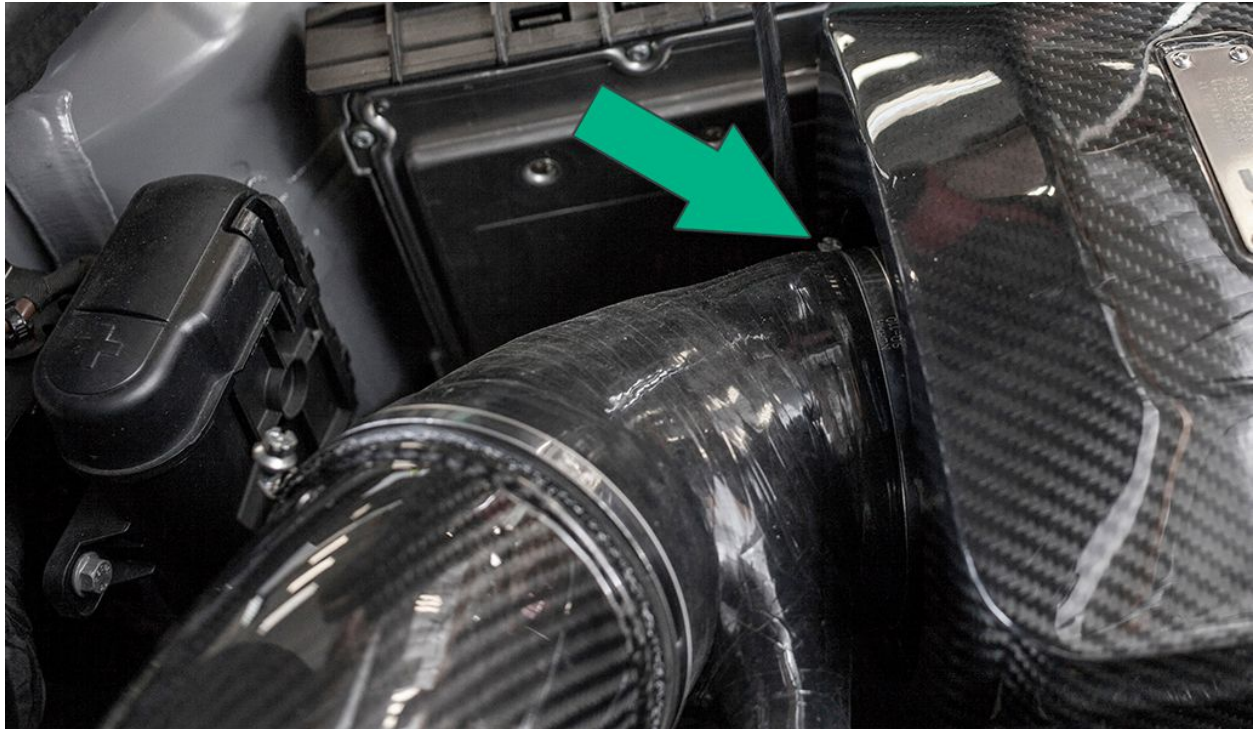


Re-align silicone couplers and turbo inlet pipe as needed so everything sits in place relaxed and without tension.



Once you are happy with the intake position, firmly tighten all 4 silicone hose clamps. ***Do not over tighten hose clamps, doing so can damage your carbon fiber inlet.***

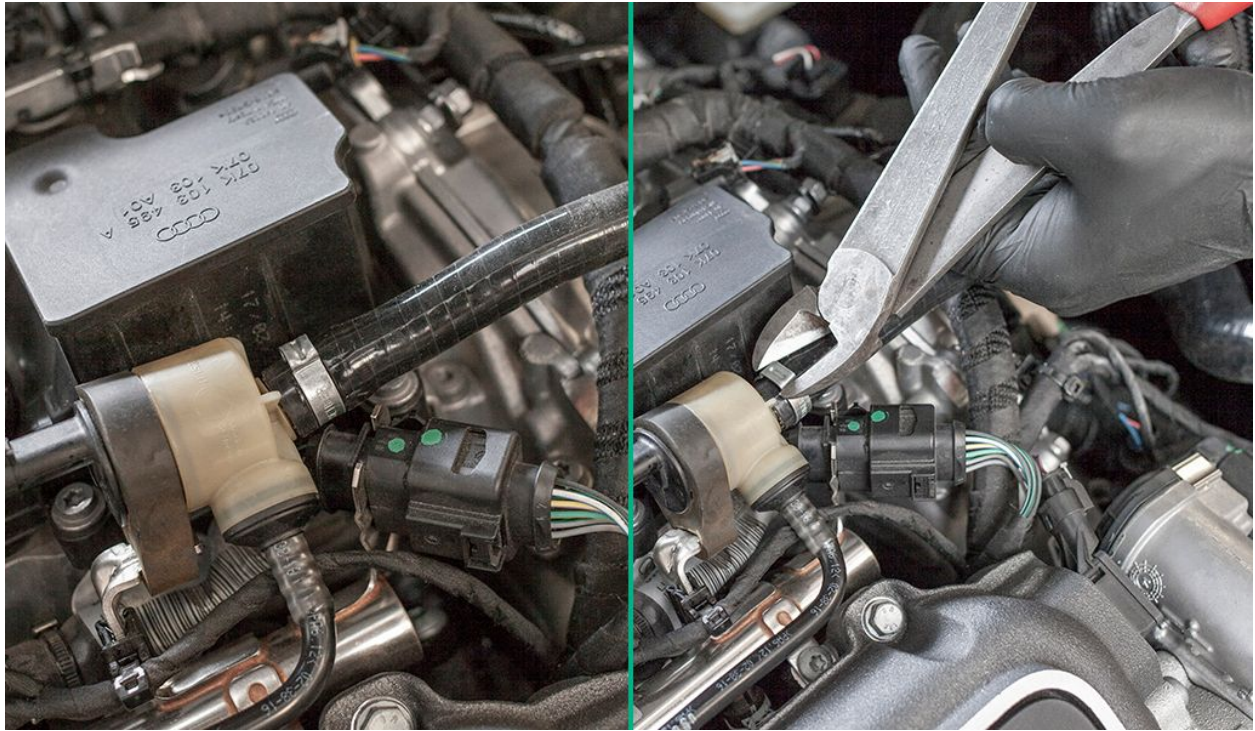




Tighten diverter valve silicone hose clamp.



Using a pair of dikes, tighten the OE style hose clamp on the evap silicone line.



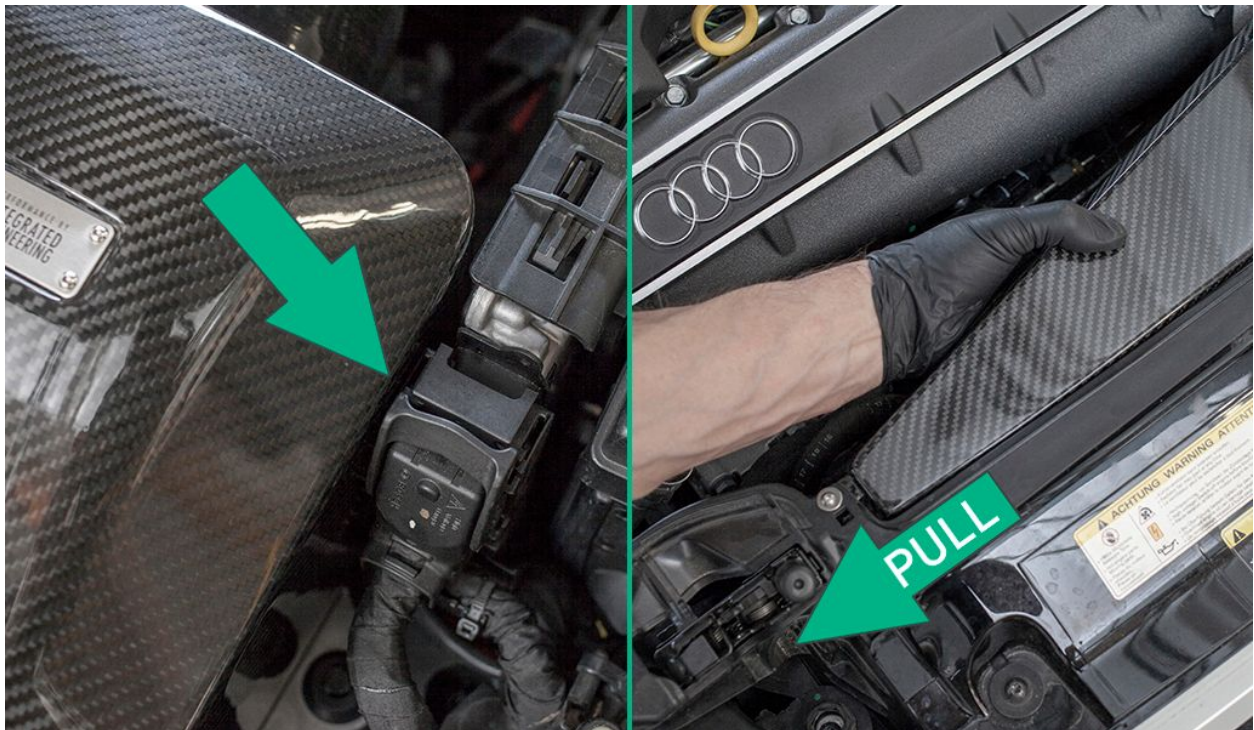
Install the remaining button head bolt and included washer through the front clip and into the intake mount tab threads. Tighten firmly with a 2.5mm allen wrench.



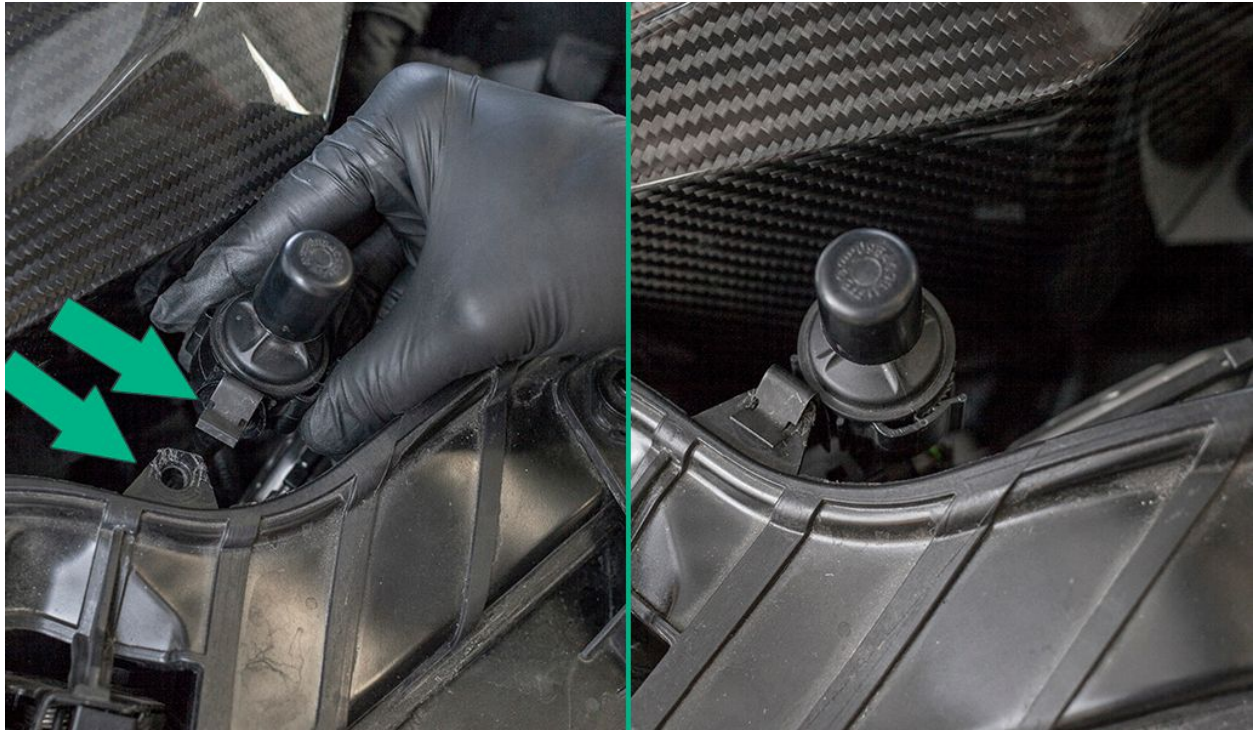
Reinstall ECU harness and push to seat the disconnect lever.



Check space between the ECU harness and air box, the fitment is tight. If they look to be making contact, loosen the mount tab bolt and pull the intake to free up some room.



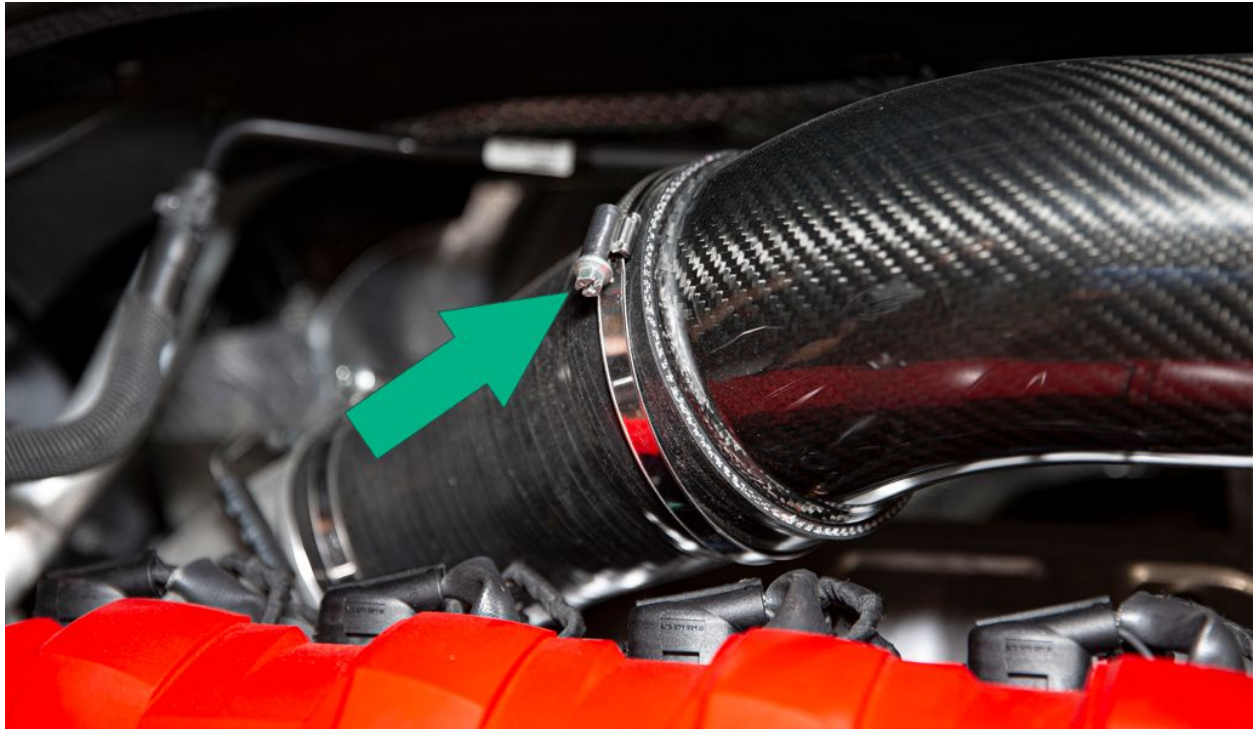
Simply line up the filter with the unused tab on the front rad support cowell, push it on to seat clip.



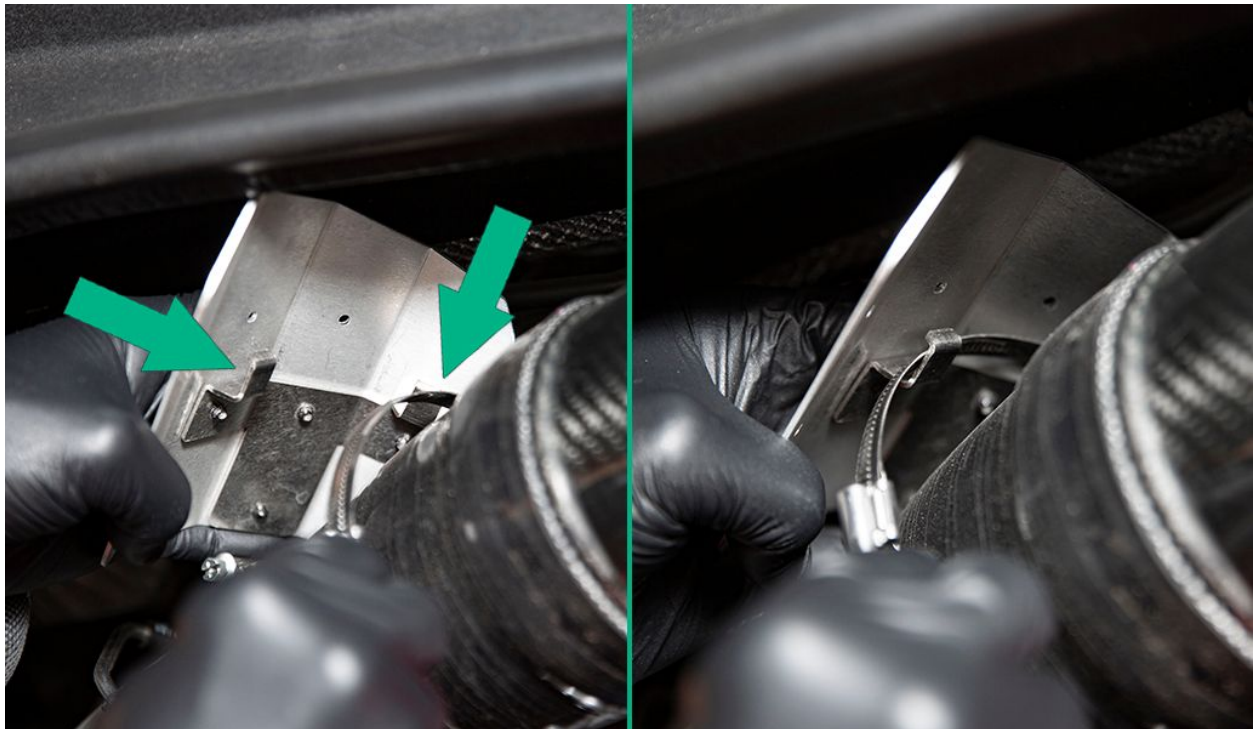
Line up the factory engine cover with the mount tabs, then push firmly to seat push grommets.



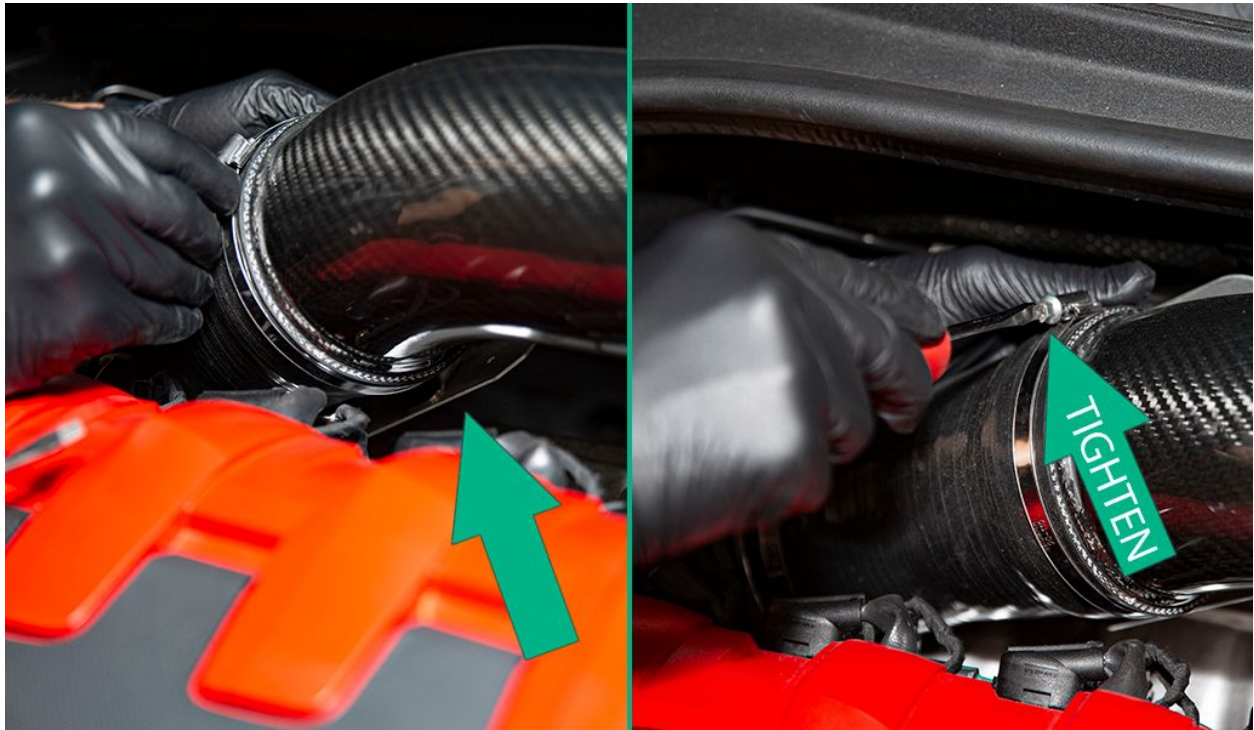
Loosen the inlet pipe to throttle body silicone hose clamp



Slide the included inlet pipe heat shield brackets under the hose clamp



Rotate the heat shield under the inlet pipe, position it to protect the carbon pipe from the radiant heat coming off the turbocharger and manifold and tighten the hose clamp. ***Do not overtighten clamp, over tightening the clamp can cause damage to your carbon fiber inlet pipe.***



Verify all hose clamp connections are tight and that your intake is fully installed. Start the car and inspect for any air leaks or rubbing components.



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. -Enjoy the performance, looks, and the sound of your new IE 2.5T Carbon Cold Air Intake!

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