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ENGINEERING**

**Integrated Engineering MK7/MQB Cold Air Intake (V2) Install Guide**  
**IE Part Numbers: IEINC111 & IEINC112**

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 MK7/8V 1.8T & 2.0T TSI 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.



*Open your IE Cold Air Intake Kit(s), inspect all components, and verify quantities.*

**IEINCI11 Kit Contents:**

- (1) Heat shield assembly (A)
- (1) Heat shield assembly (B)
- (5) M6 button head bolts
- (5) M6 washers
- (1) 5" cone air filter
- (1) Air filter clamp
- (1) Turbo inlet pipe
- (1) Turbo inlet long silicone coupler
- (1) Heat shield short silicone coupler
- (3) 80-100mm hose clamps
- (1) 60-80mm hose clamp
- (1) Silicone coolant hose
- (2) Coolant hose pinch clamps
- (2) Coolant barb caps
- (1) SAI filter adapter bung
- (1) SAI inlet plug (for vehicles without SAI)
- (1) SAI adapter/plug 20-40mm hose clamp
- (1) 90 degree vacuum line fitting
- (1) Rubber trim seal

**IEINCI12 Kit Contents:**

- (1) Carbon fiber lid
- (1) M6 button head bolt
- (1) M6 washer
- (6) M4 button head bolts
- (6) M4 washers

**Required Tools:**

- Pliers or hose clamp tool
- Phillips screwdriver
- Flathead screwdriver
- 4mm allen wrench
- 2.5mm allen wrench (*If installing IEINCI12 CF lid only*)
- T25 screwdriver

**Important Note:** Installation of this product requires removal and installation of a coolant system line. To avoid pressurized spills and possible burns, it is extremely important to allow the vehicle to completely cool before starting the installation process.



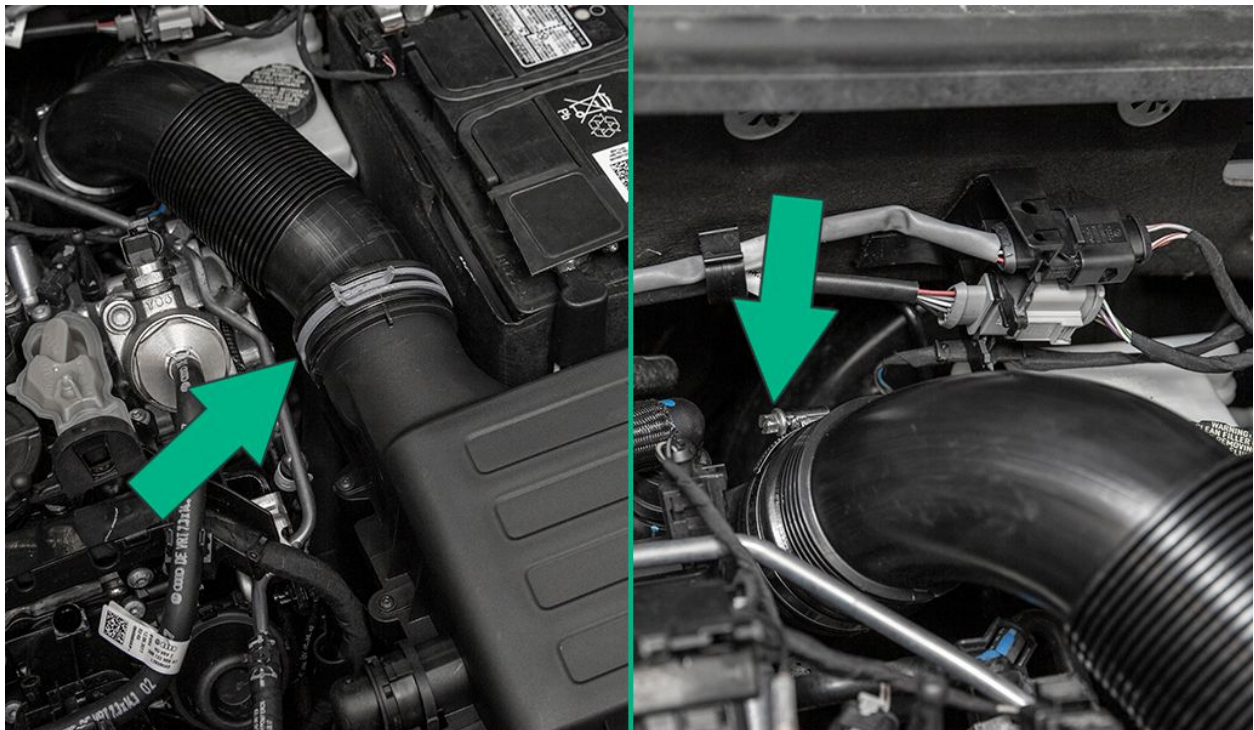
Park your car on level surface and apply the parking brake. Gain access to the engine bay by opening the hood, making sure it is securely propped open.



Start the installation procedure by carefully pulling up at the corners to remove your engine cover.



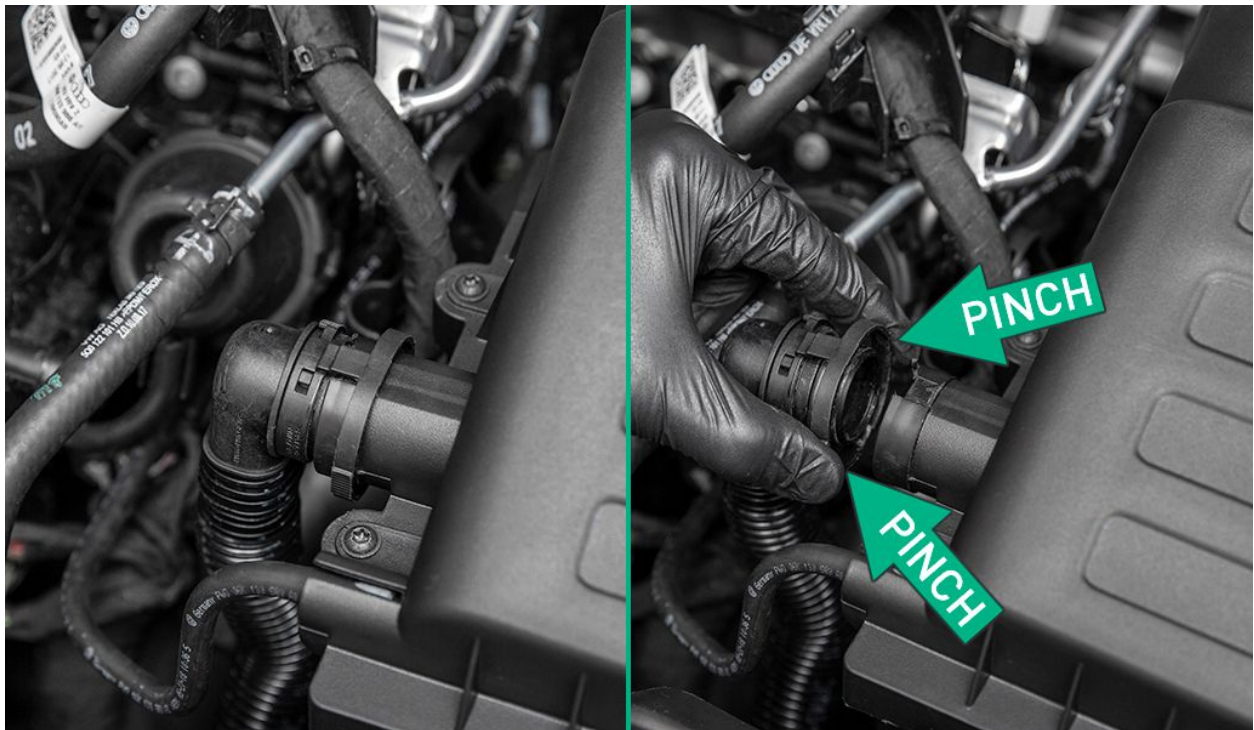
Using a pair of pliers or hose clamp tool, remove the hose clamp from the airbox side of the turbo inlet hose. Use a screwdriver to loosen the turbo side hose clamp.



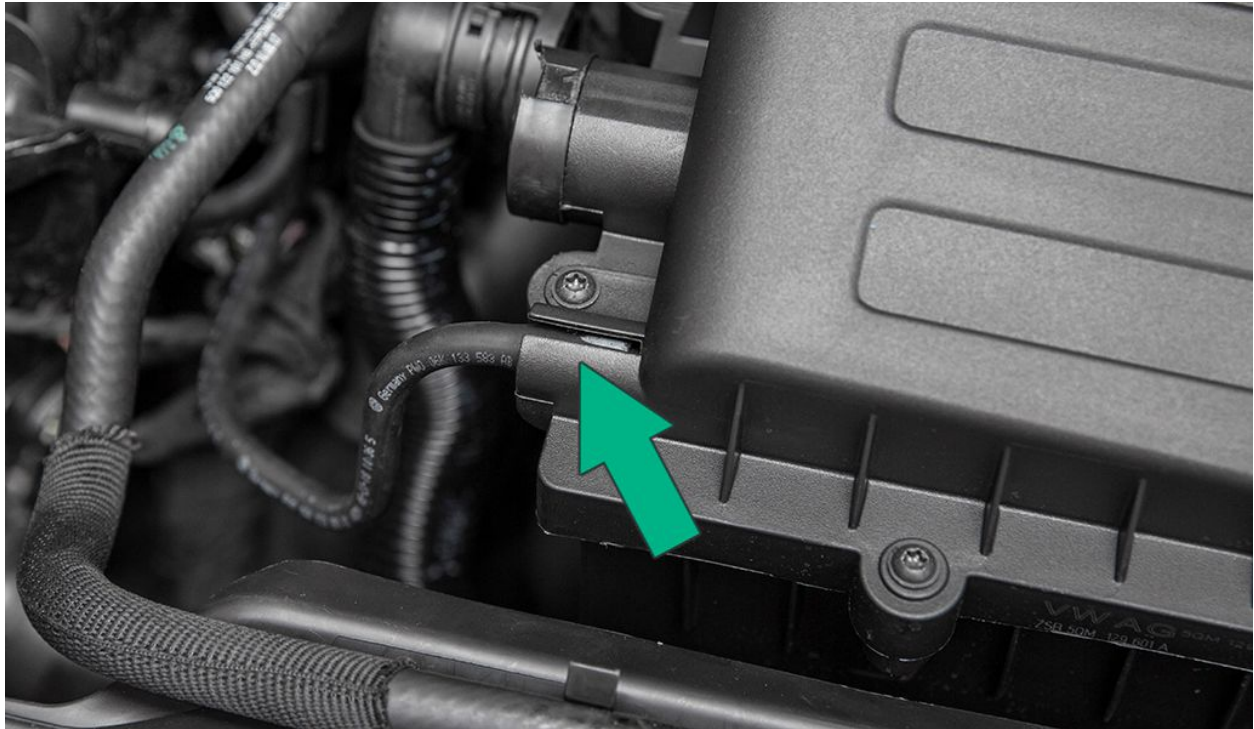
Completely remove the turbo inlet hose from the vehicle.



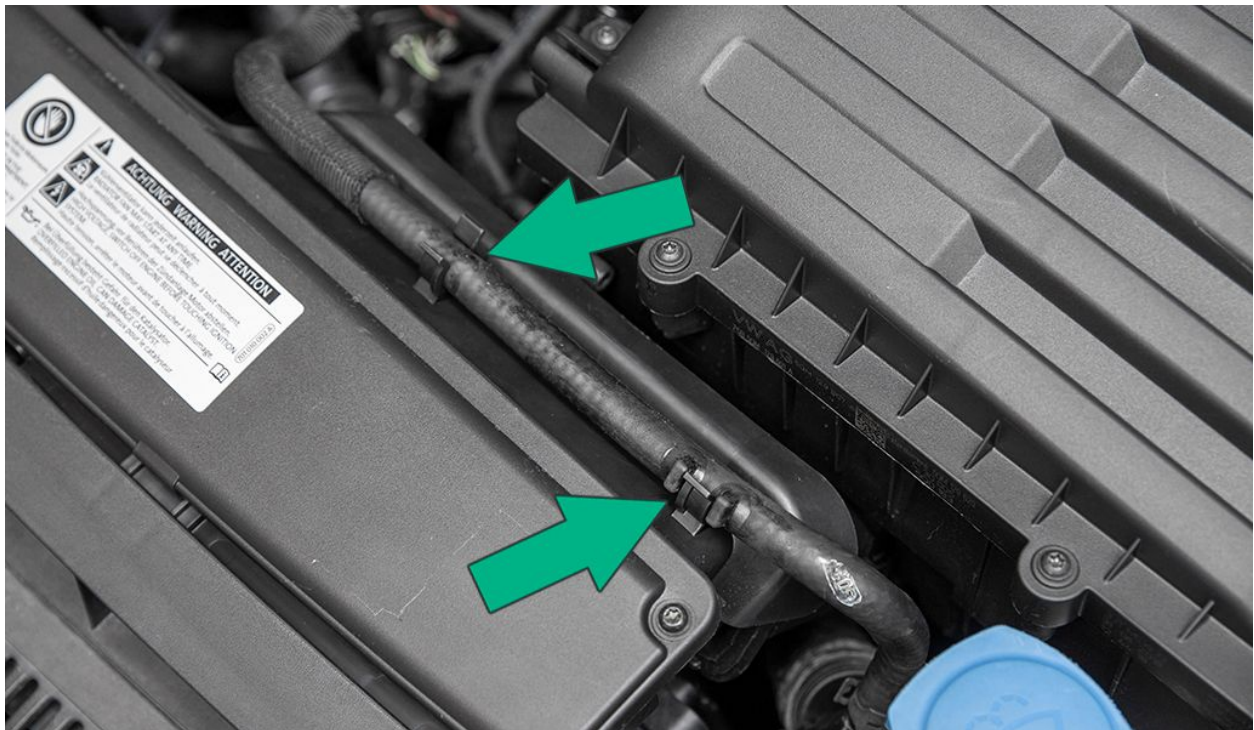
If your vehicle is equipped with secondary air injection (SAI), pinch the sides of the lock ring and pull back to disconnect it from the air box.



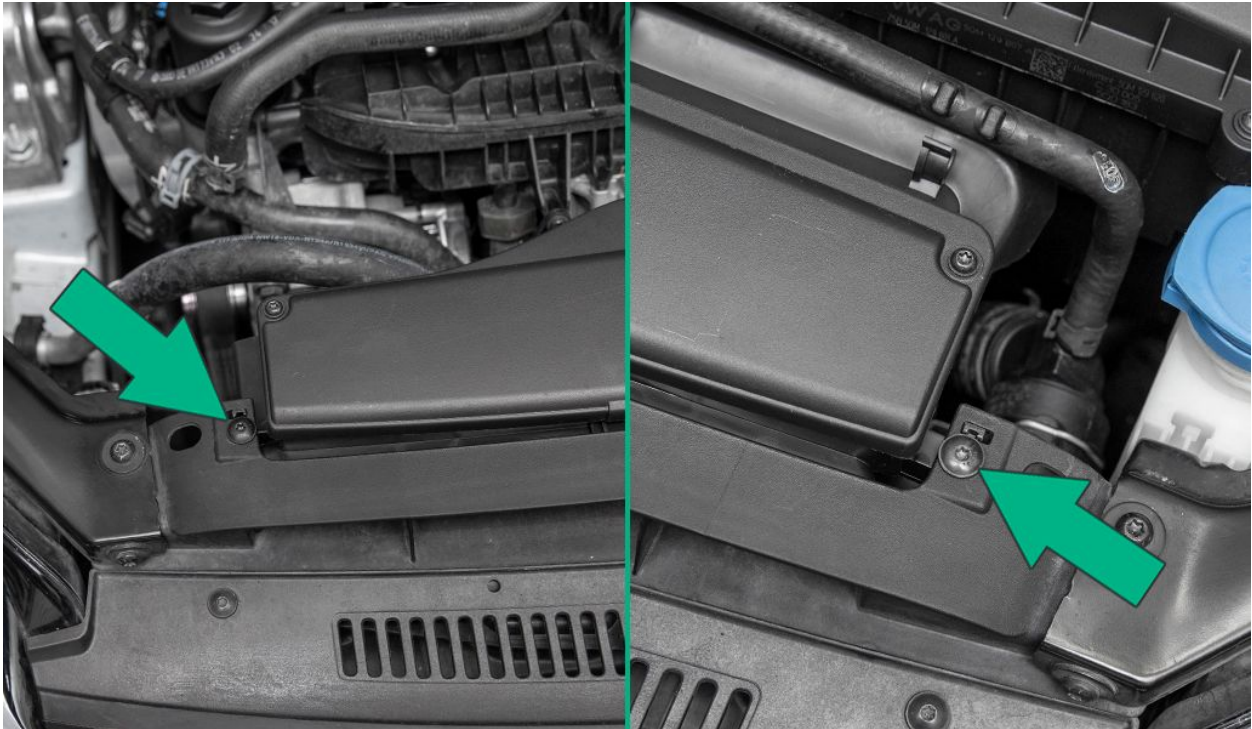
Carefully pull to remove the vacuum line from the airbox. *Do not stretch or tear this line, it will be reused.*



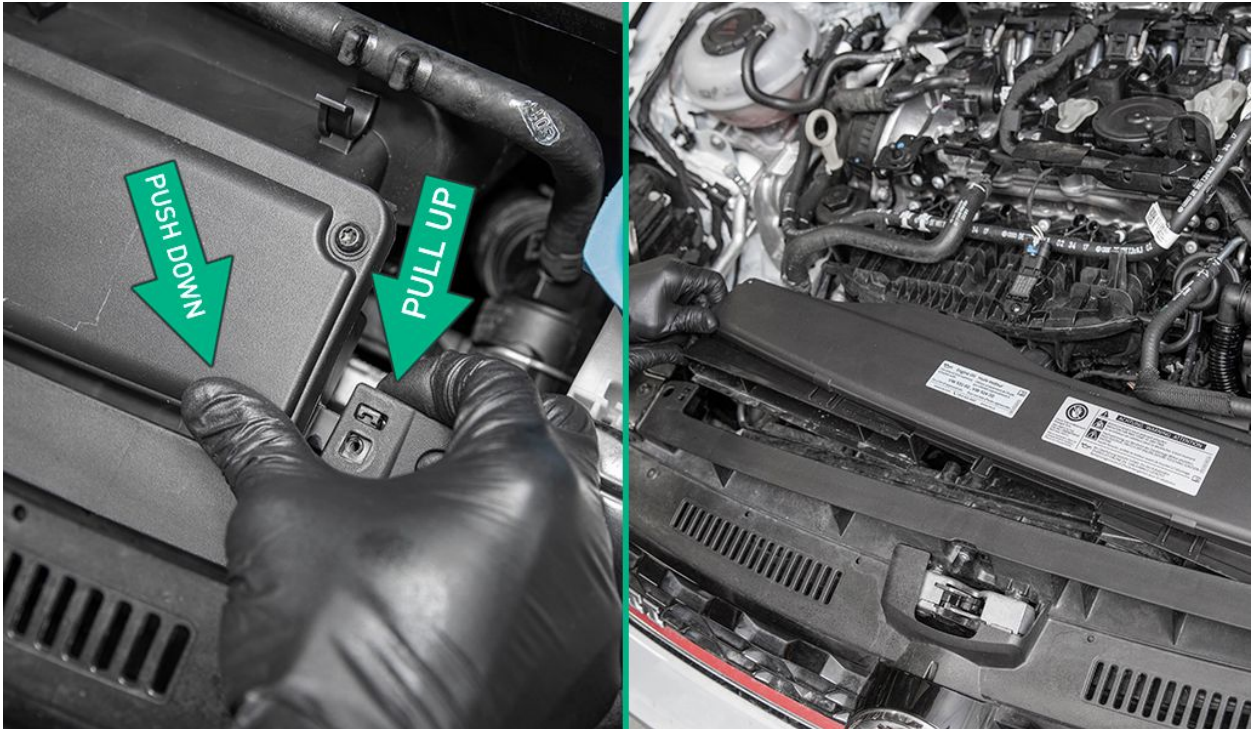
Carefully release the coolant line from the retaining clips by carefully pulling up on the hose.



Using a T25 torx, remove both screws from the sides of the front air box inlet.



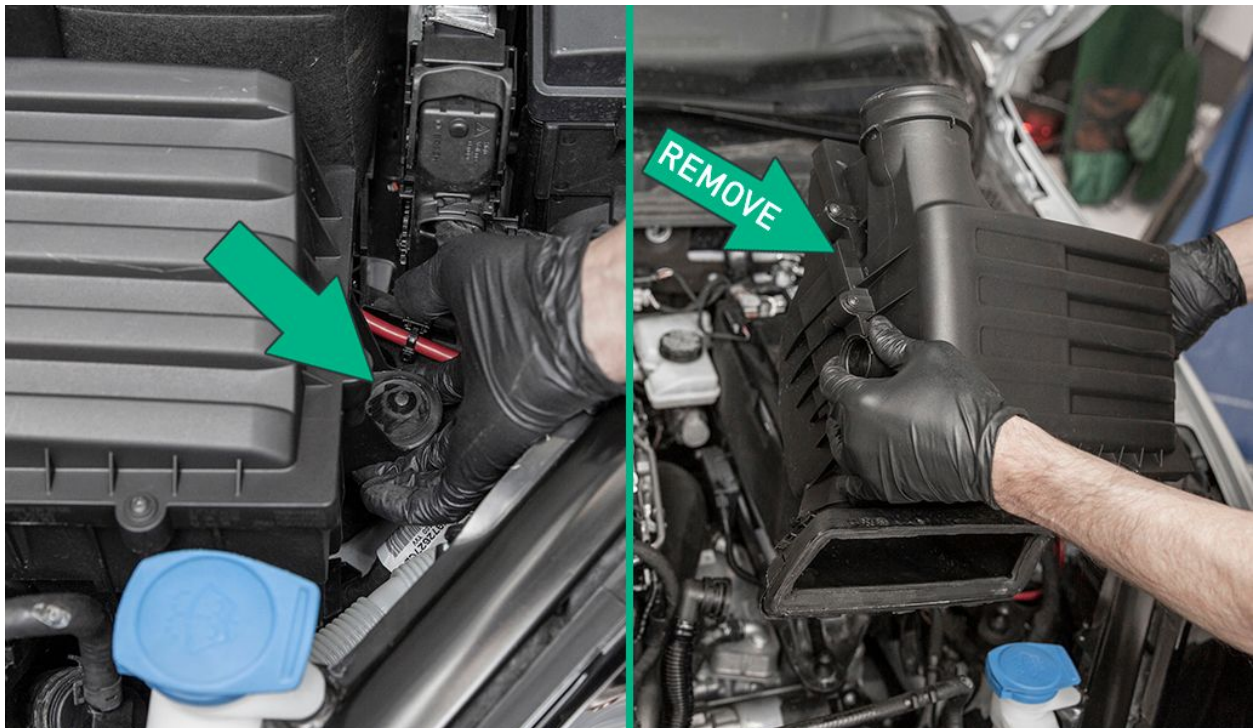
Push down on the inlet and carefully pull up on the lock tab to disconnect the front air box inlet. Repeat on both sides.



Once fully released from the radiator support, completely remove the airbox inlet from the vehicle.

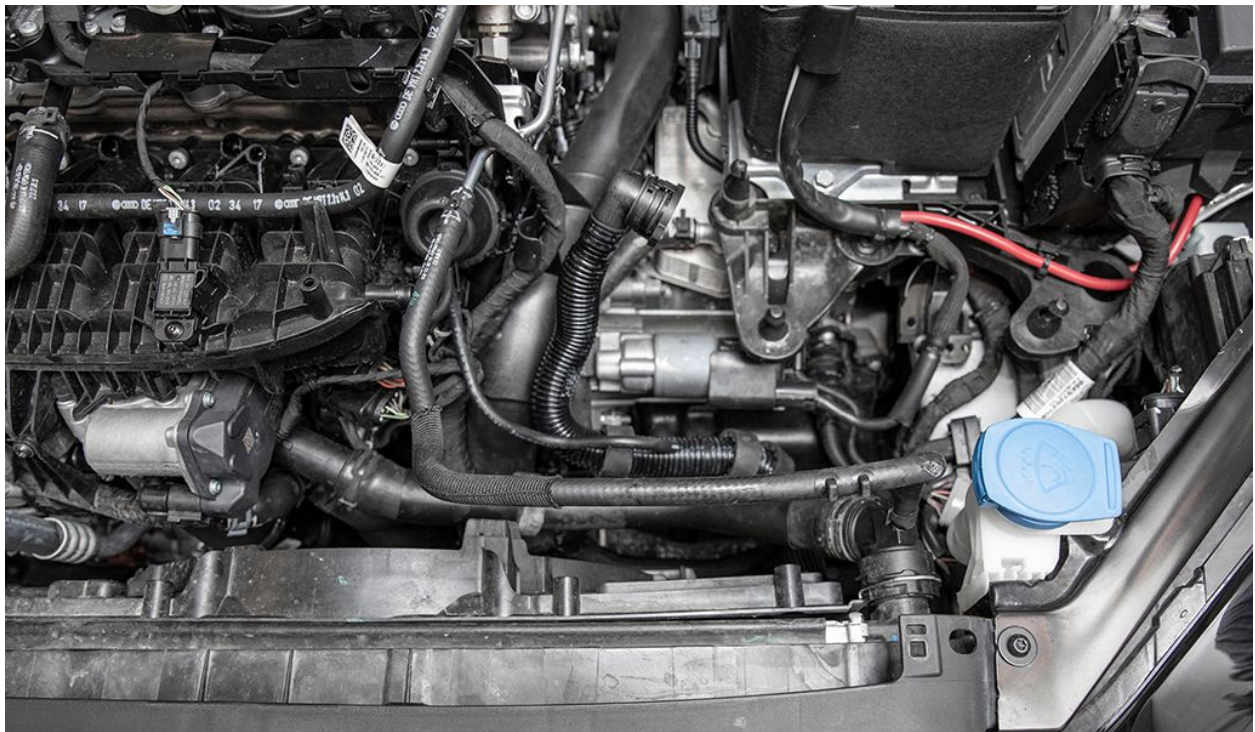


Pull up on the rubber mount grommet brackets (X2) to release and completely remove the airbox assembly from the vehicle. *Take special care not to break the plastic mount brackets.*

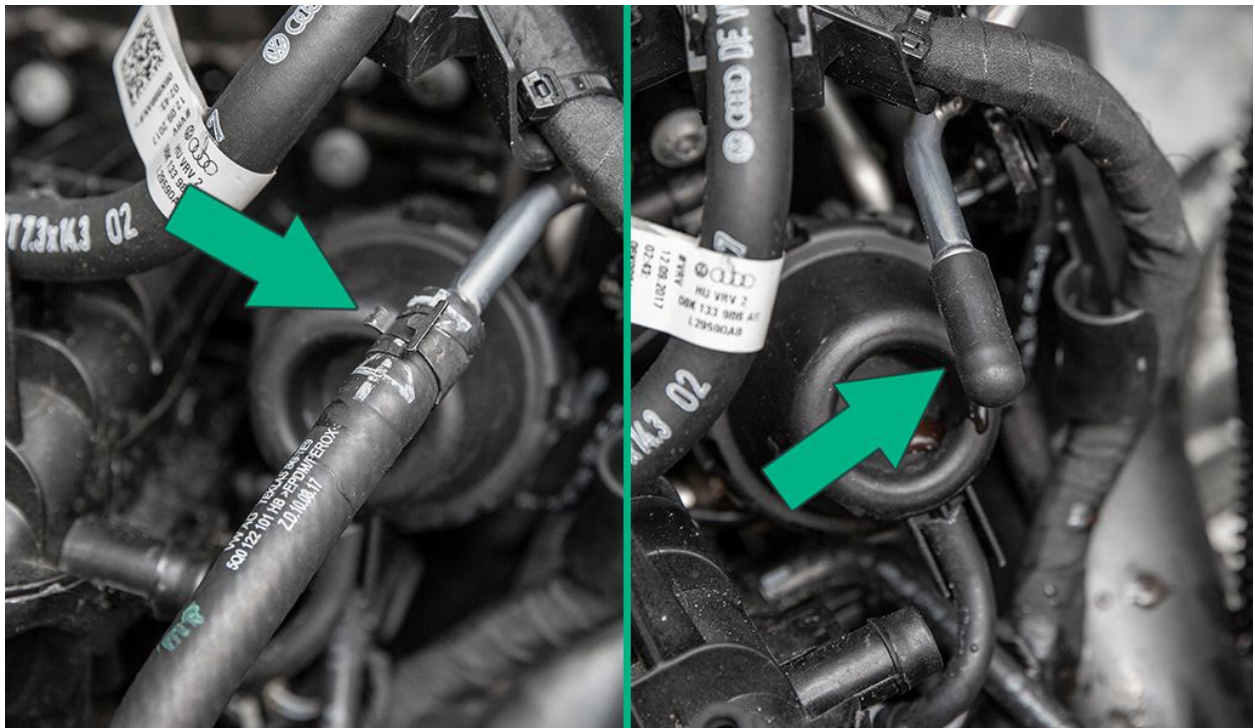




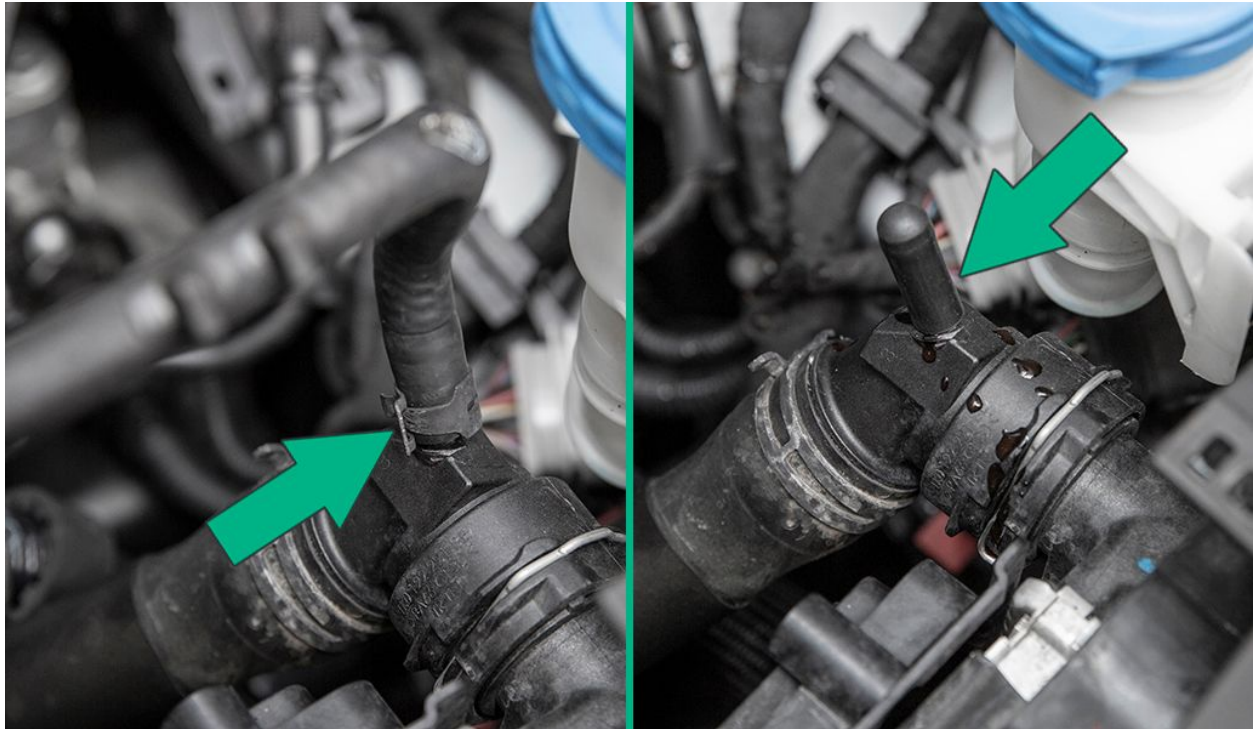
In the following steps you will be removing a factory coolant line. We have included two silicone vacuum camps to help reduce the amount of coolant loss during the removal of the factory coolant line. *Some coolant loss is normal.*



Using pliers, release the coolant hose clamp and pull back on the hose. Quickly place a silicone cap onto the coolant line end.



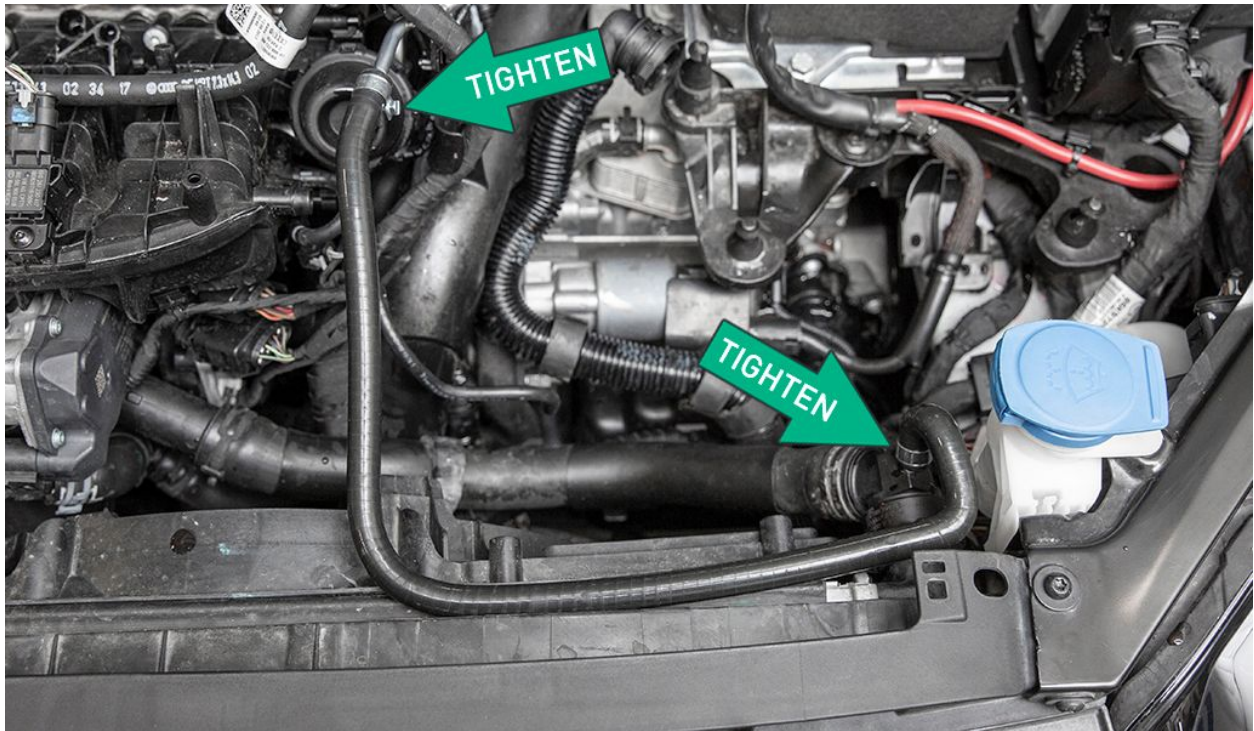
Follow the same procedure on the lower coolant line return.



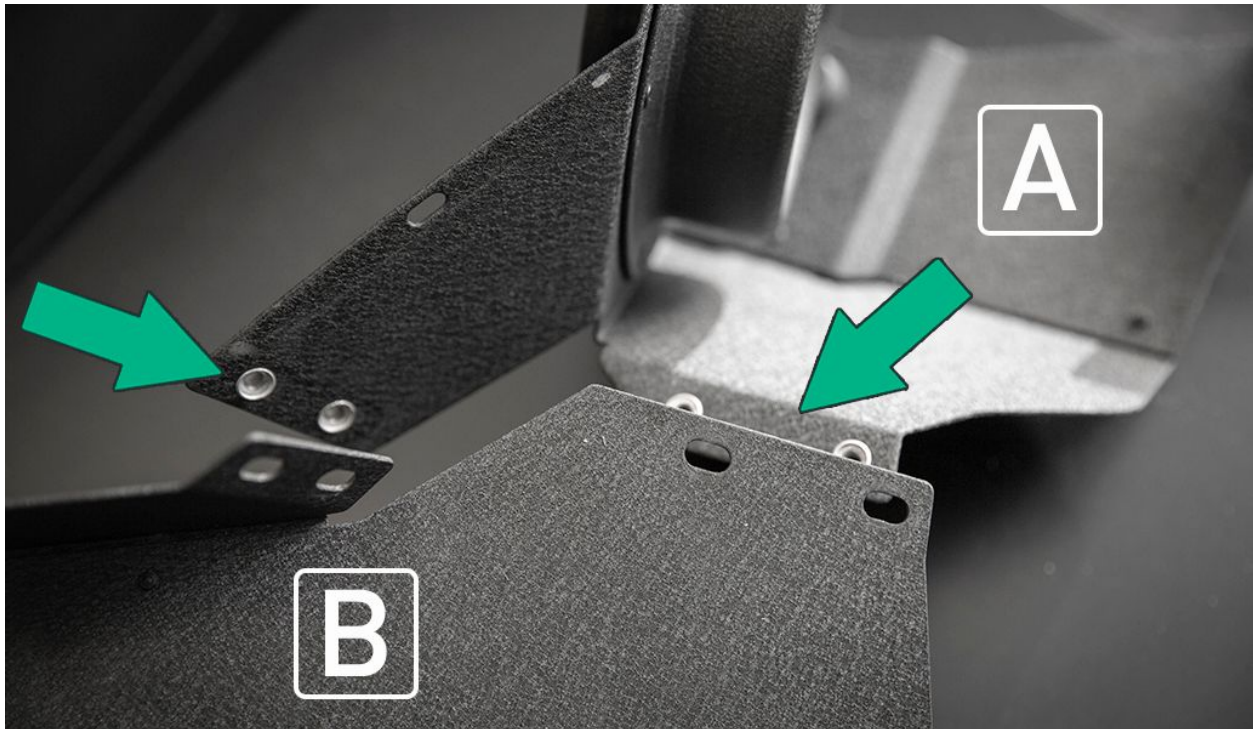
Install the new IE coolant hose & included clamps to the hardline line and then to the radiator hose barb. Install one side at a time as quickly as possible to limit the amount of coolant loss..



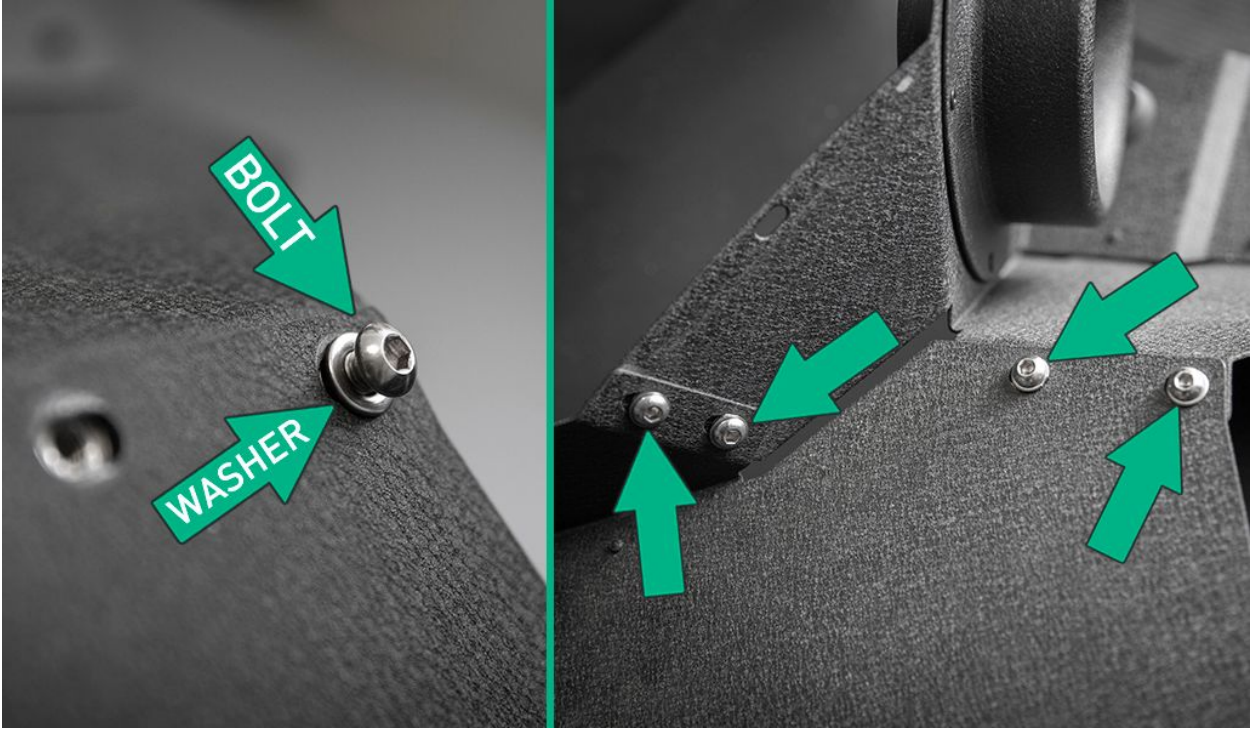
Once installed, firmly tighten both coolant line hose clamps.



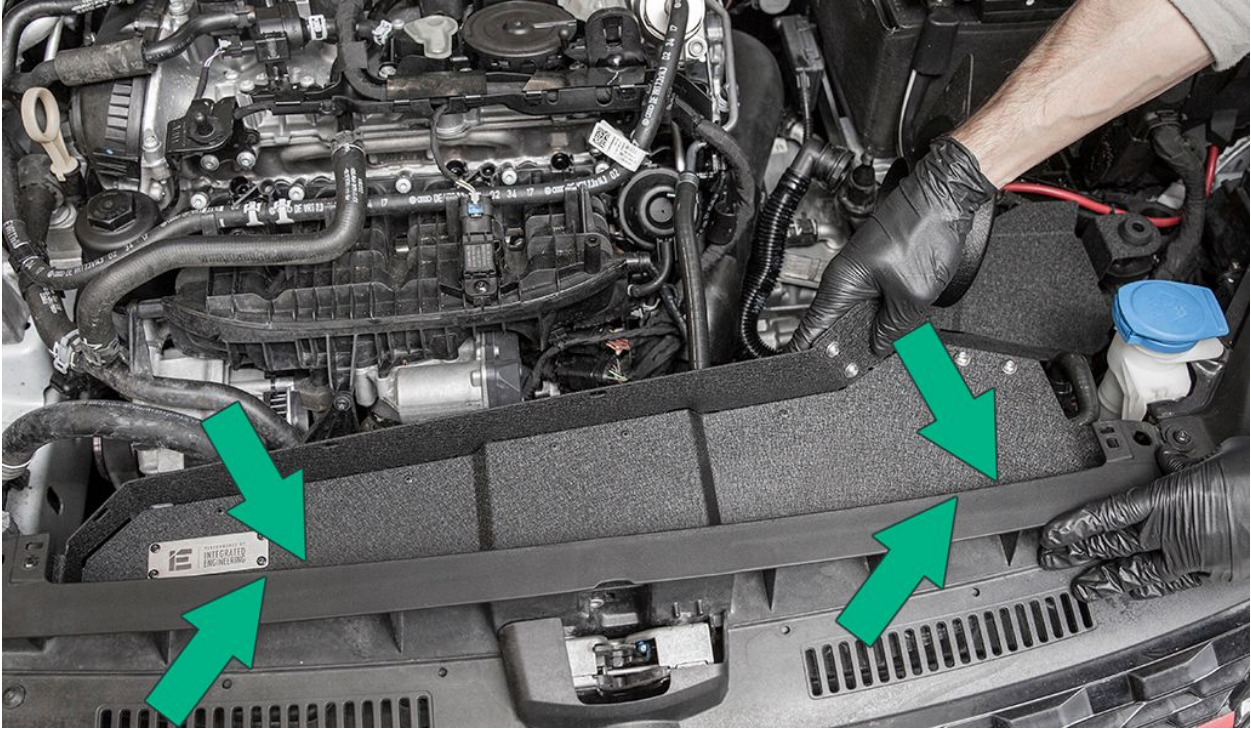
Align heat shield part B over threaded inserts in heat shield section A.



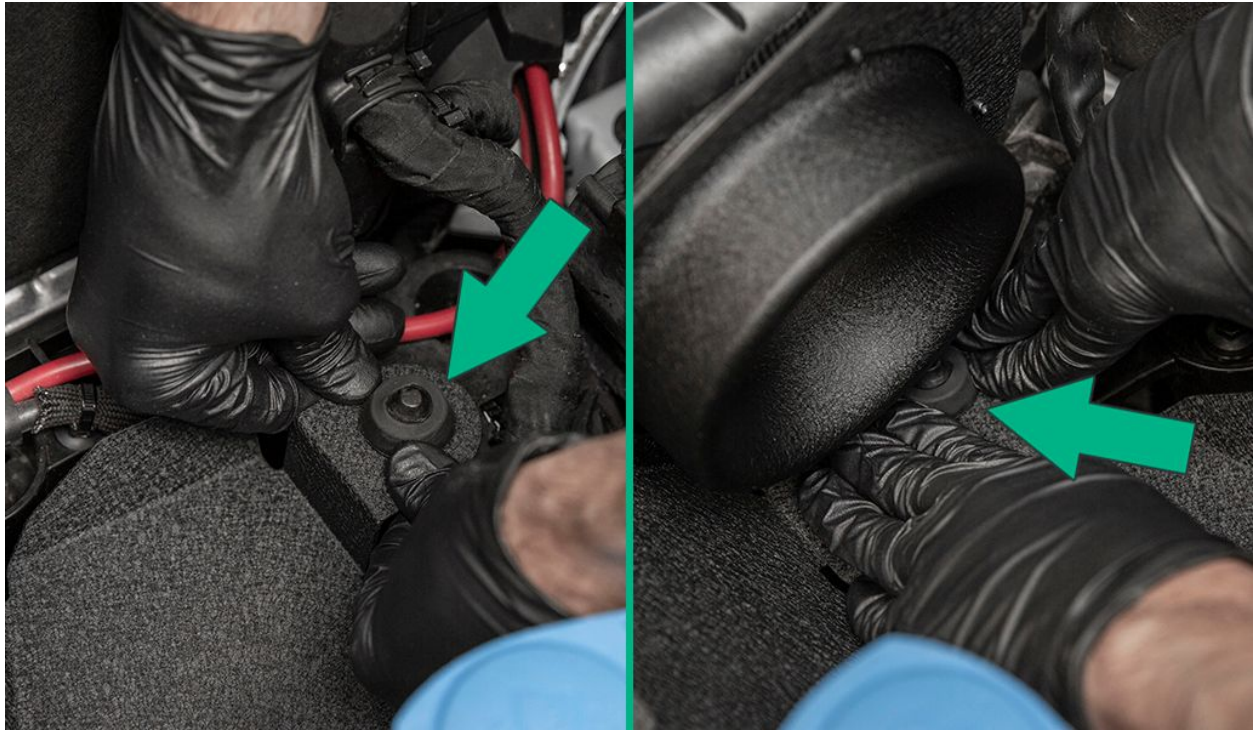
Thread X4 included button head bolts and washers through section B into threads of Section A. Tighten firmly with a 4mm allen wrench.



Place the IE heatshield into the engine bay and line it up under the front radiator support.



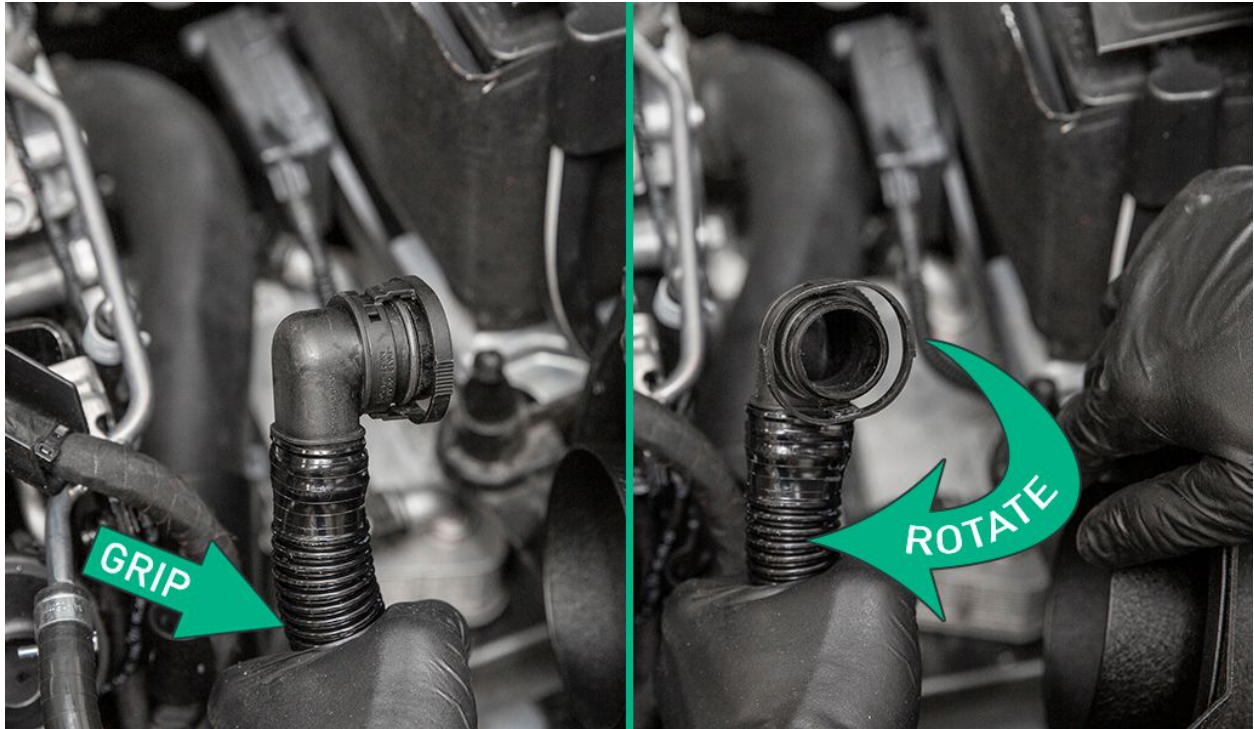
Line up the IE rubber mount grommets with the factory grommet posts and push down to lock them into place (X2).



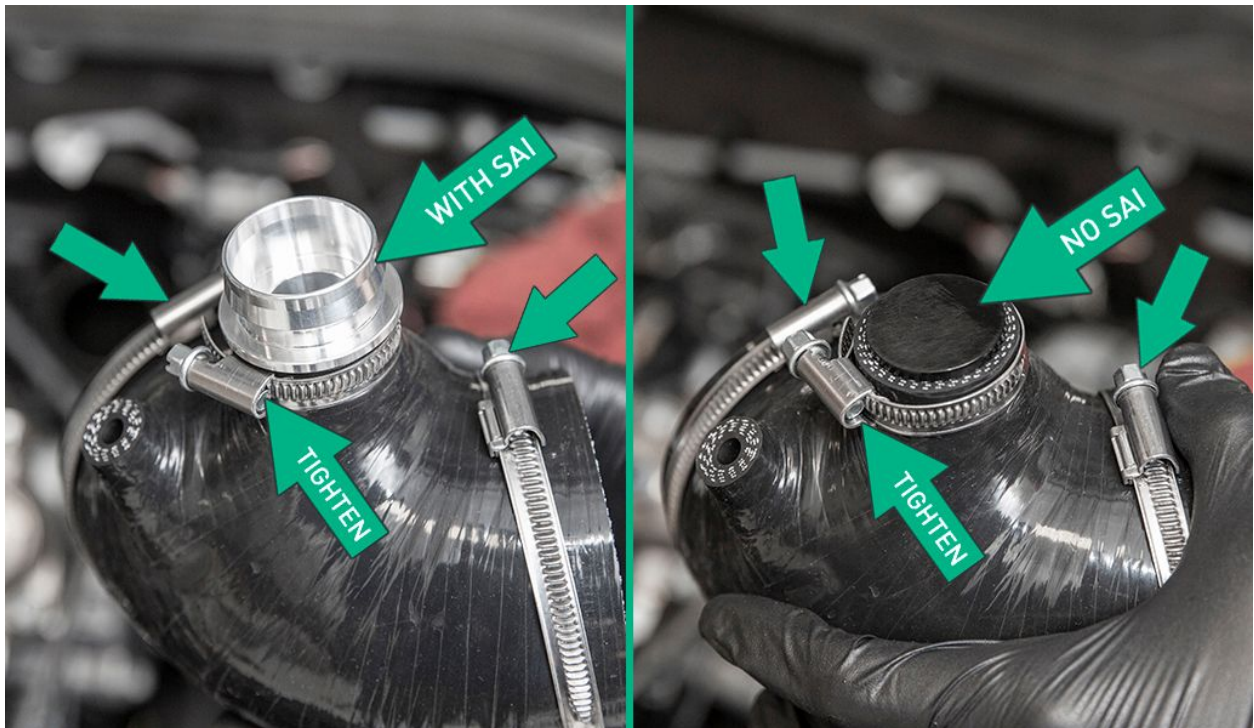
Secure the IE heat shield to the passenger side radiator support with the included button head bolt and washer. Tighten with a 4mm allen wrench.



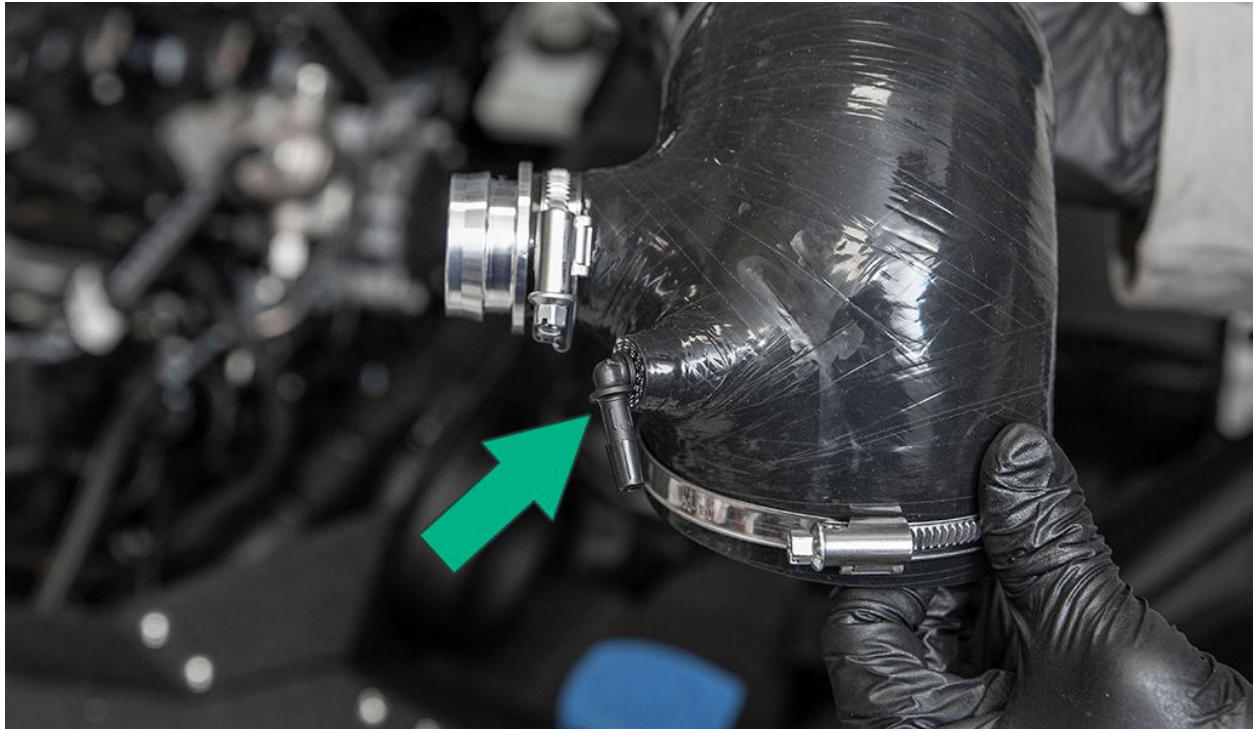
Firmly grasp the SAI filter line and with the opposite hand carefully rotate the SAI fitting 90 degrees clockwise to align the line. ***If you do not have SAI, skip this step.***



Loosely install two 80-100mm hose clamps to the ends of the short IE silicone turbo inlet silicone. If your vehicle is equipped with SAI, install the required adapter. If you do not have SAI, install the included plug. Firmly tighten the adapter/plug hose clamp.



Install the included vacuum fitting into the short IE silicone turbo inlet silicone.



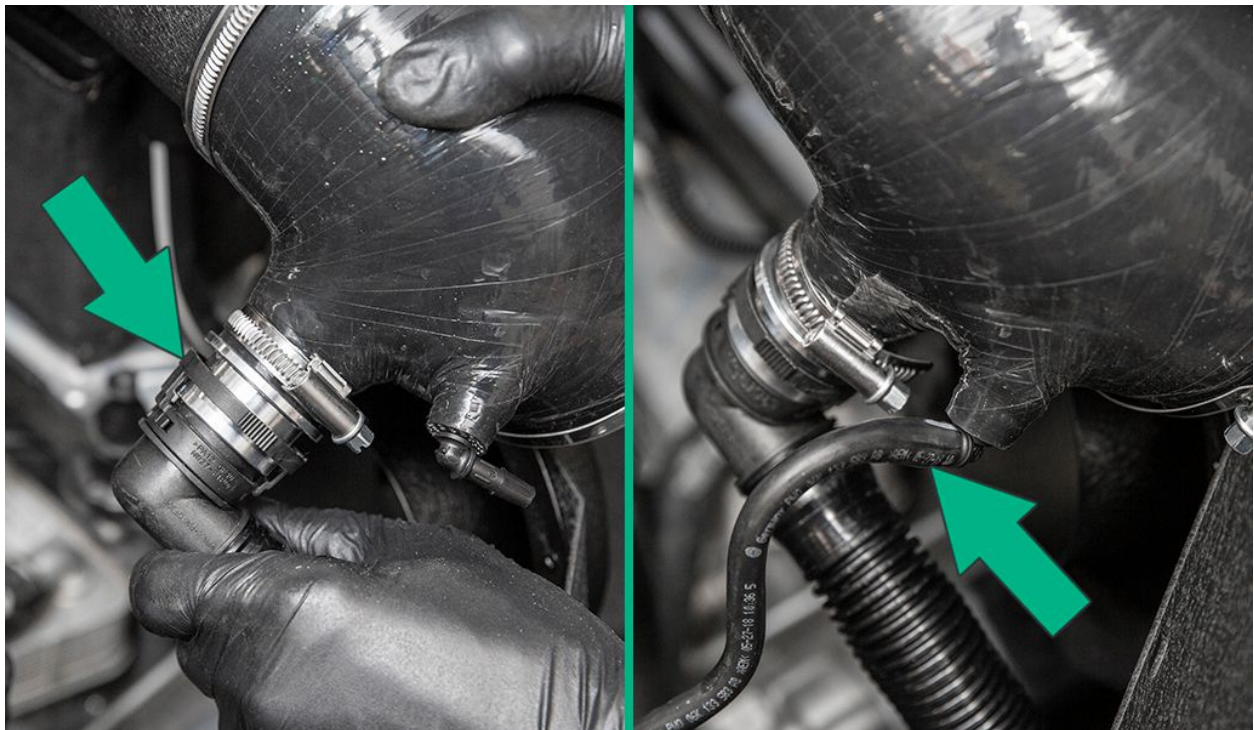
Loosely install the 80-100mm and 60-80mm hose clamps to the ends of the long IE silicone turbo inlet silicone.



Assemble the long side of the IE turbo inlet pipe into the turbo side silicone hose. Orientate the silicone with the turbo and heat shield. *Do not tighten the hose clamps in this step.*



If equipped with SAI, push the SAI fitting onto the IE adapter until it clicks. Install the factory vacuum line onto the IE vacuum fitting barb.

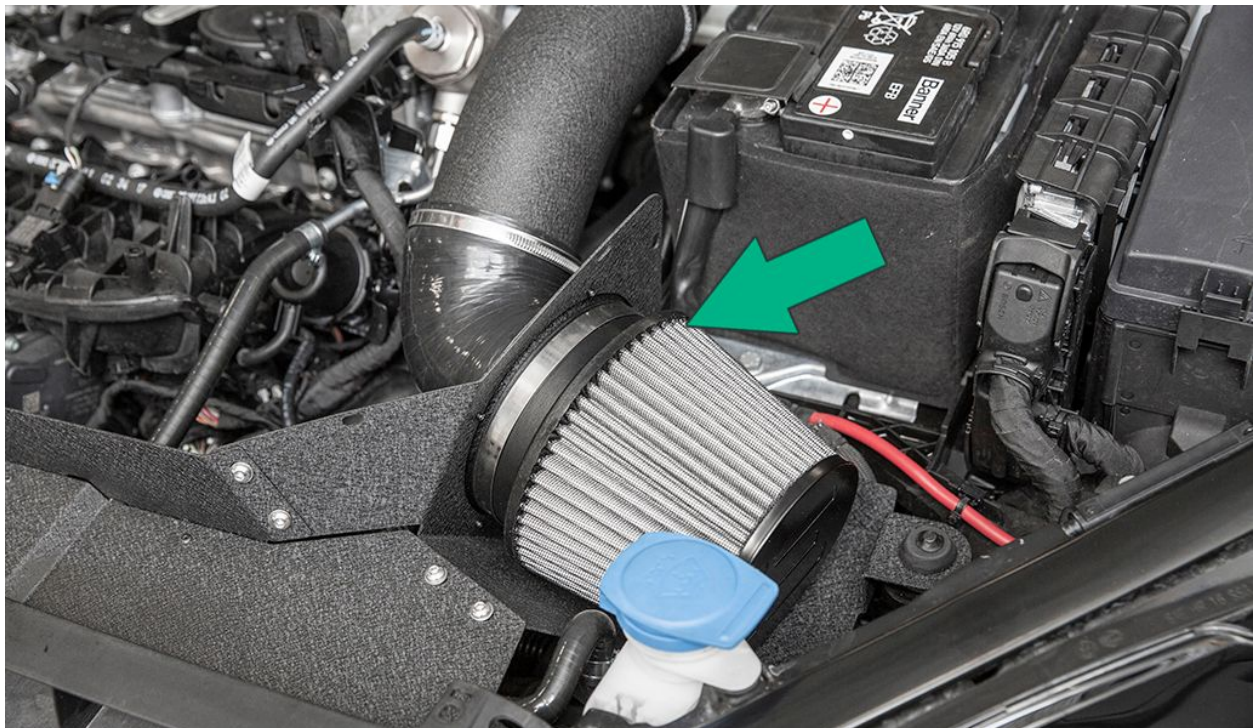




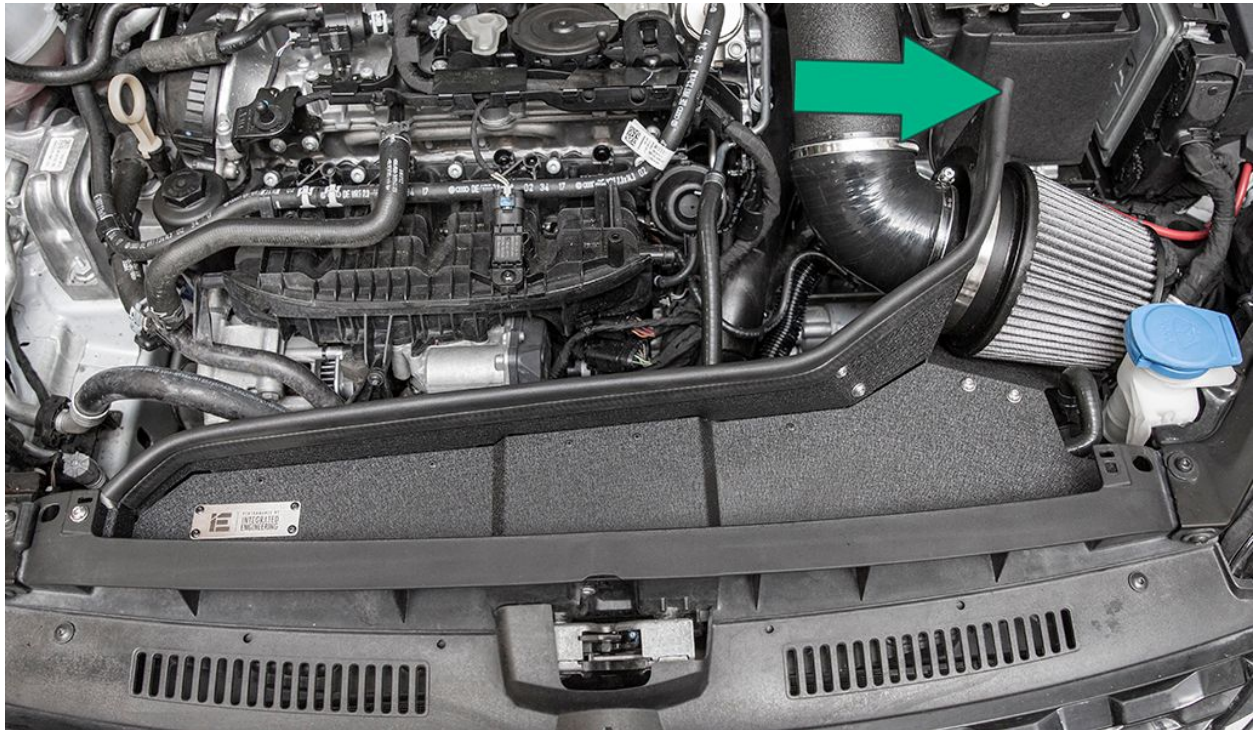
Fully seat the silicone couplers onto the turbo and IE heat shield. Align the silicone couplers and turbo inlet pipe so everything sits in place relaxed and without tension. Once you are happy with the intake position, firmly tighten all the hose clamps.



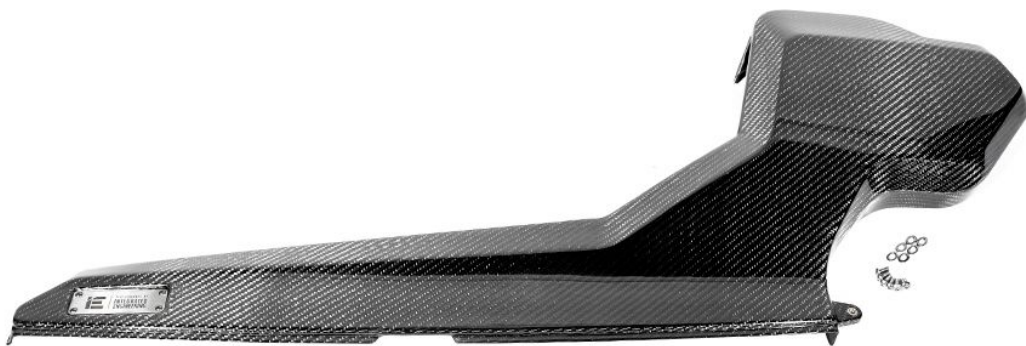
Install the air filter and clamp onto velocity stack. For maximum horsepower output, make sure the IE logo on the filter is positioned into a legible position before tightening the hose clamp.



Install the trim seal at one end of the heat shield and push down firmly on the seal to lock into place around the entire edge. ***If you are installing the optional CF lid, skip this step and do not install trim seal.***



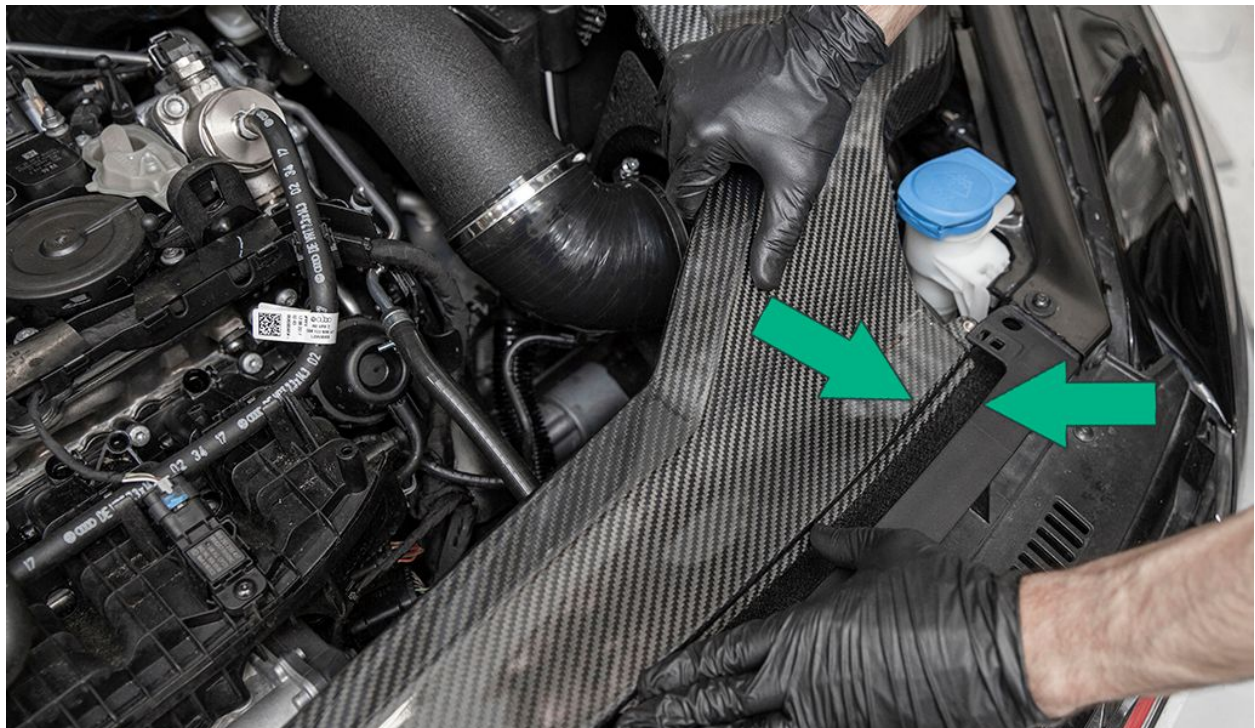
The following steps are for the installation of the optional IEINCI12 Carbon Fiber Lid (**sold separately**). *If you are not installing this part, skip to the end.*



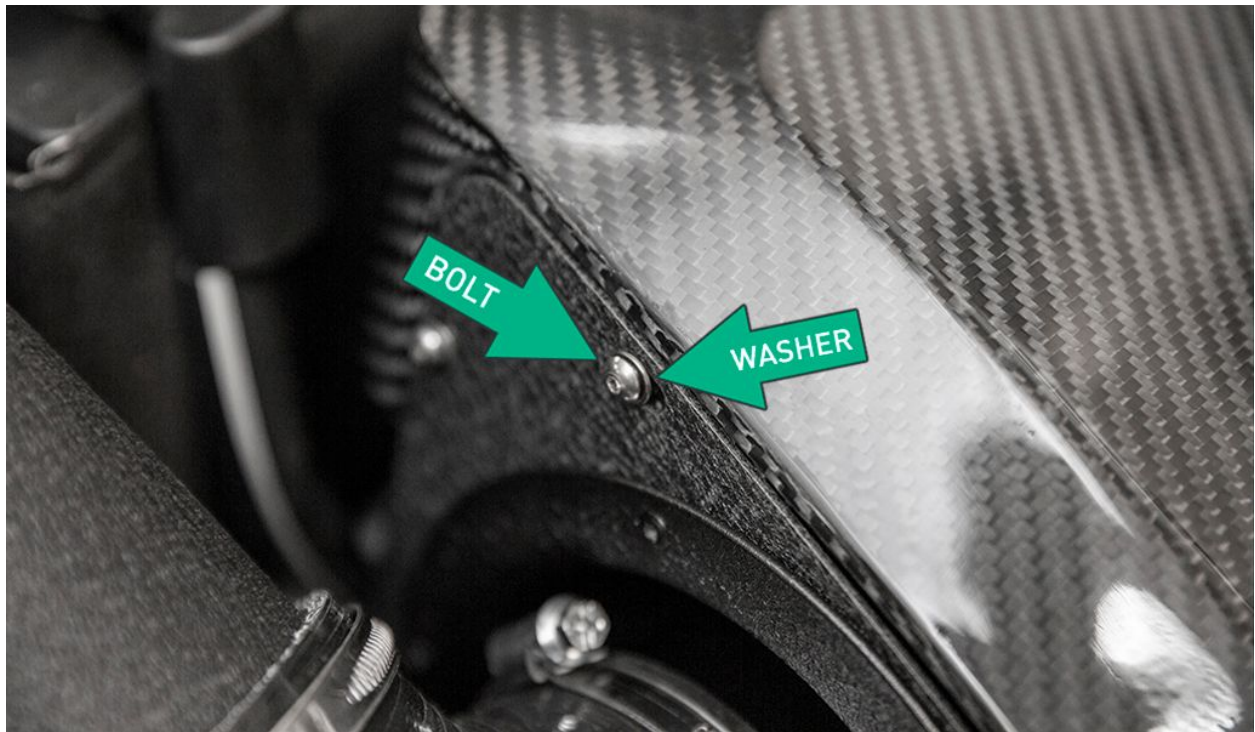
Using a 4mm allen, loosen the passenger side heat shield mount bolt. *You do not need to fully remove this bolt.*



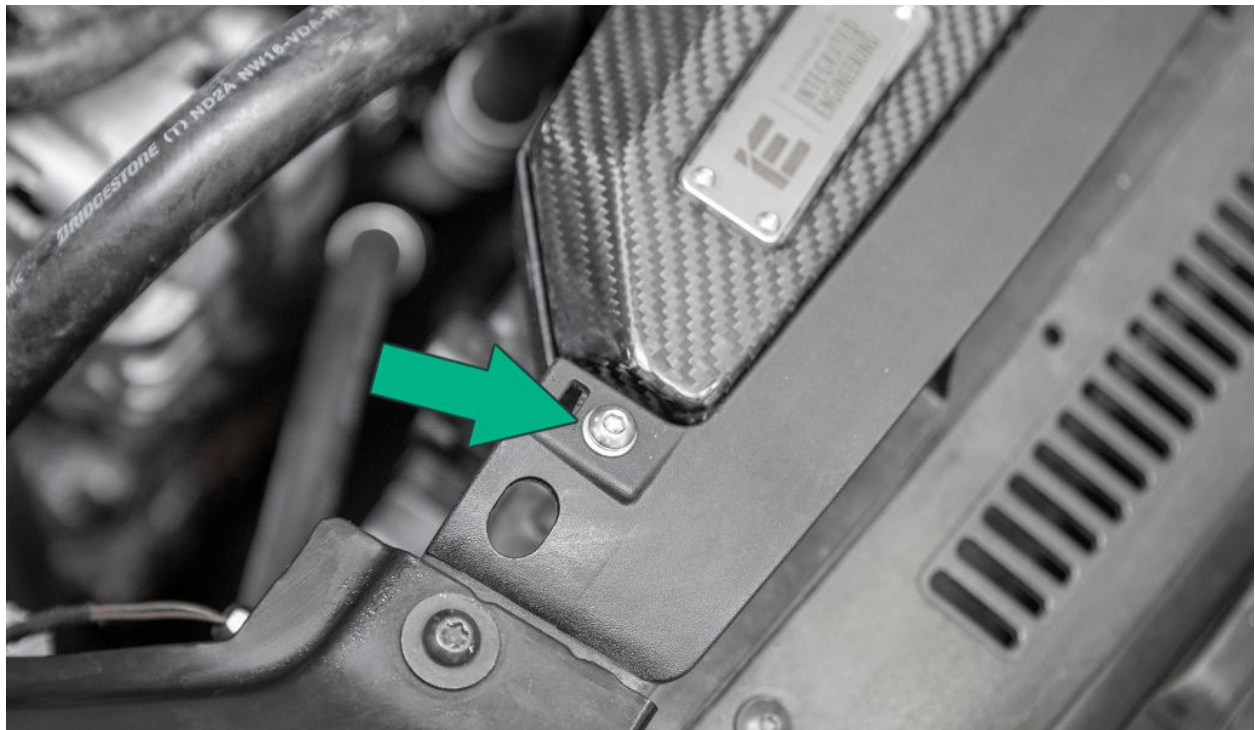
Carefully align the CF lid into the IE heat shield and under the front radiator support. *Take care and time to do this without scratching the gloss finish, the fitment is very tight by design.*



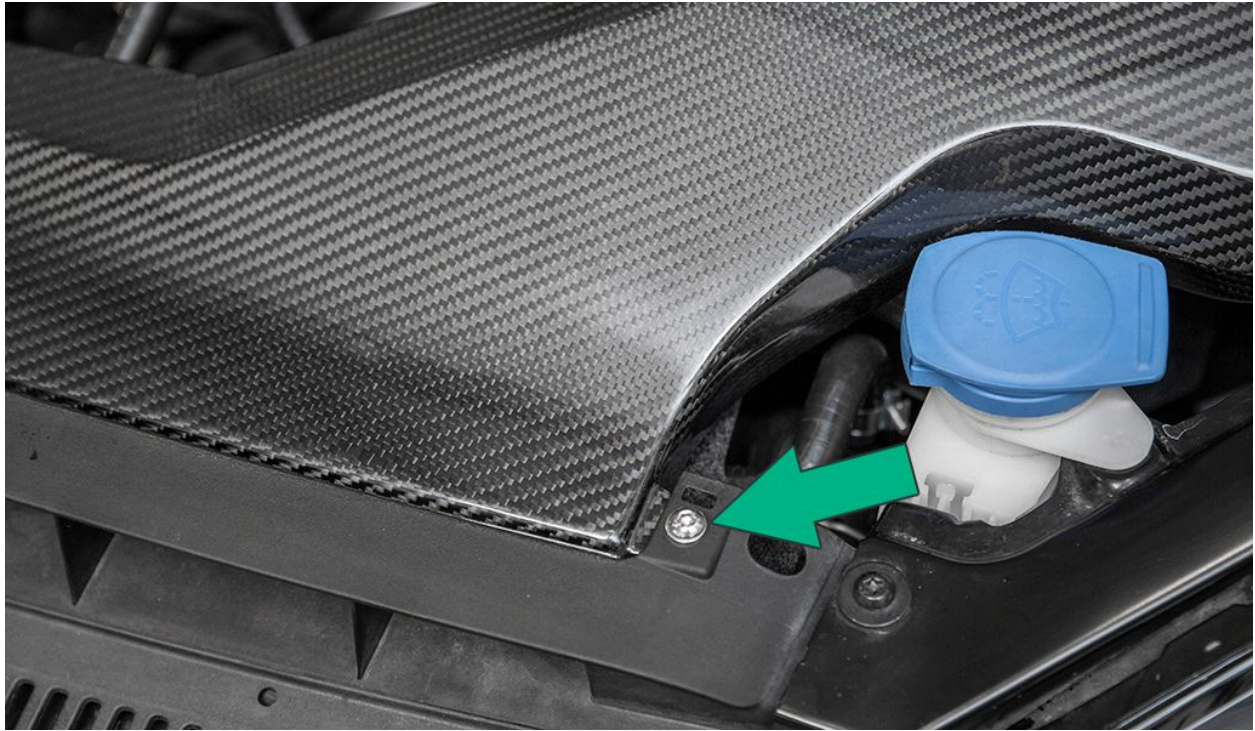
Install the 6 button head bolts and washers into through the slots on the IE heat shield and into the CF threaded inserts. We recommend starting on opposite ends of the cover and working in. Loosely install all bolts, and tighten once fully lined up and assembled. **Do not rush this step.**



Retighten the button head bolt on the passenger side with a 4mm allen wrench.



Install the included button head bolt and washer into the CF threaded insert on the driver side with a 4mm allen wrench.



Reinstall the engine cover by aligning the grommets and pressing down to lock them in.



Verify your coolant level, 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 the sound of your new IE Cold Air Intake System!



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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