



DFG Tuning Cold Air Intake Gen 1 2.0 TSI Installation Guide

Tools Required:

- 10mm socket
- 2.5mm Allen wrench
- 5mm Allen wrench
- T 25 Torx screwdriver
- T 30 Torx screwdriver
- Phillips screwdriver
- Pliers
- Hose Clamp Pliers
- 6" ratchet extension

Intake Components:

Please make sure you have the following parts before starting!

- (1) Heatshield
- (1) Rear Intake Tube
- (1) Intake Elbow
- (3) Silicone Couplers
- (6) Hose Clamps
- (1) Filter
- Supplied Hardware



Notes:

- DFG Tuning recommends professional installation.
 - This guide is based on a 2013 DSG GTI.
 - Please make sure the car is properly cooled down as heat can be stored in the exhaust components well after the vehicle is shut off
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Gen 1 TSI Intake Removal Instructions

1. Locate and unplug the MAF (Mass Airflow Sensor)



a. MAF Sensor Plug



2. Now Locate the (2) spring clamps holding the mid-tube to the MAF. Once located, use pliers to squeeze the clamps allowing for you to remove the tube from the MAF sensor housing.



Locate and remove the front air duct cover and feed tube

a. Lift front air cover off



b.



c. Locate air duct and lift up to remove



d.



4. If you have SAI (Secondary Air Injection) you would want to disconnect the hose from the airbox at this time.

A.



5. Locate and remove the T25 bolt which holds down the stock air box. Use of a 6" extension makes this easier



5a. Locate and remove the (2) T25 Torx Screws holding the air inlet onto the radiator support. Save these for a later step.



6. Once you have removed the T25 Torx pull straight up on the airbox to remove. This may take some force.



7. Now remove the engine cover to gain access to the rear intake tube mounting bracket.



8. Locate and remove the T-30 bolt holding the rear intake tube in place. Keep T30 bolt for another step



9. Now locate where the OEM intake coupler connects to the turbocharger



10. Now locate the lower spring clamp attaching the coupler to the turbo. This is where the hose clamp pliers come in handy.



11. Now Locate and remove the PCV tube that is connected to the rear intake tube. Disconnect this piece as carefully as possible as it needs to be re-installed onto the DFG Intake system.



Installation Guide

1. Locate and re-install the T-30 Torx screw that was holding the rear intake tube to the heat shield. At this time only thread the bolt halfway in.



2. Locate and install the silicone reducer onto the DFG rear intake tube as shown below. Lightly tighten the clamps as shown below.



3. Re-install the PCV hose onto the DFG Intake tube. Lubricating the o-ring will help when trying to reinstall the PCV hose.



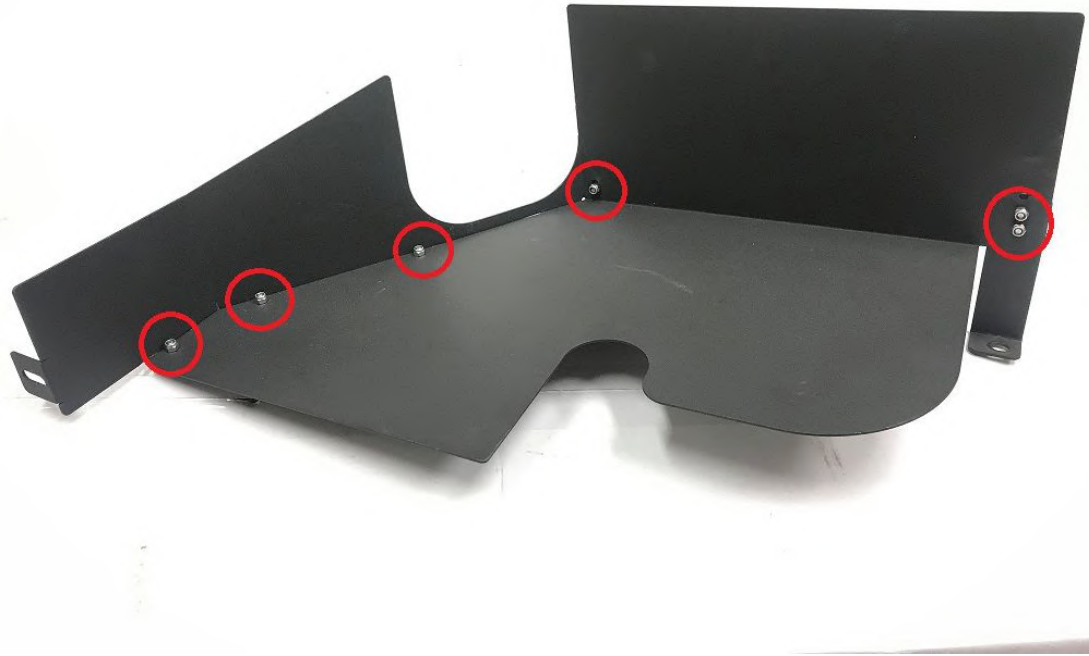
4. Now slide the reducer over the inlet of the turbocharger and make sure it is properly seated. Once properly seated tighten both the lower and upper clamp

5. Now line up the mounting tab on the DFG Tuning Pipe to the mounting bracket located on the heat shield. Do not fully tighten this down yet.

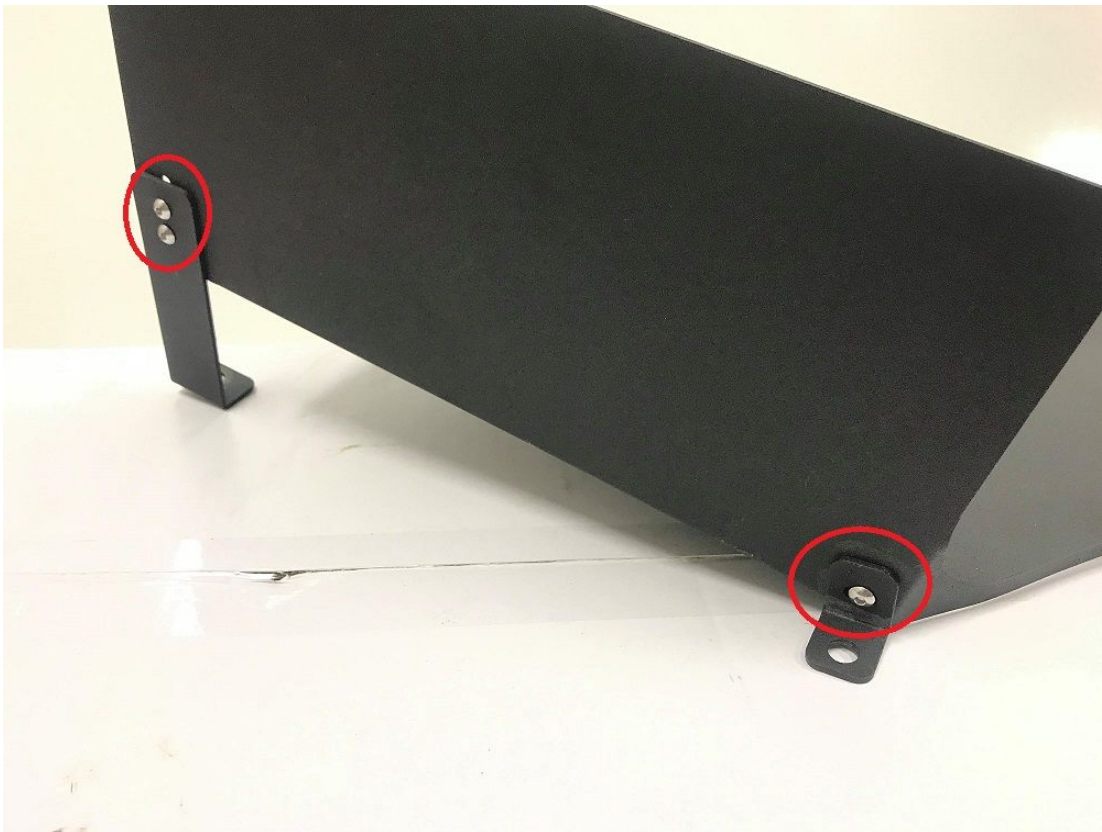


6. Now assemble the heatshield with the included hardware. You will need the 2.5mm Allen key and a 7mm socket to tighten down the included hardware.

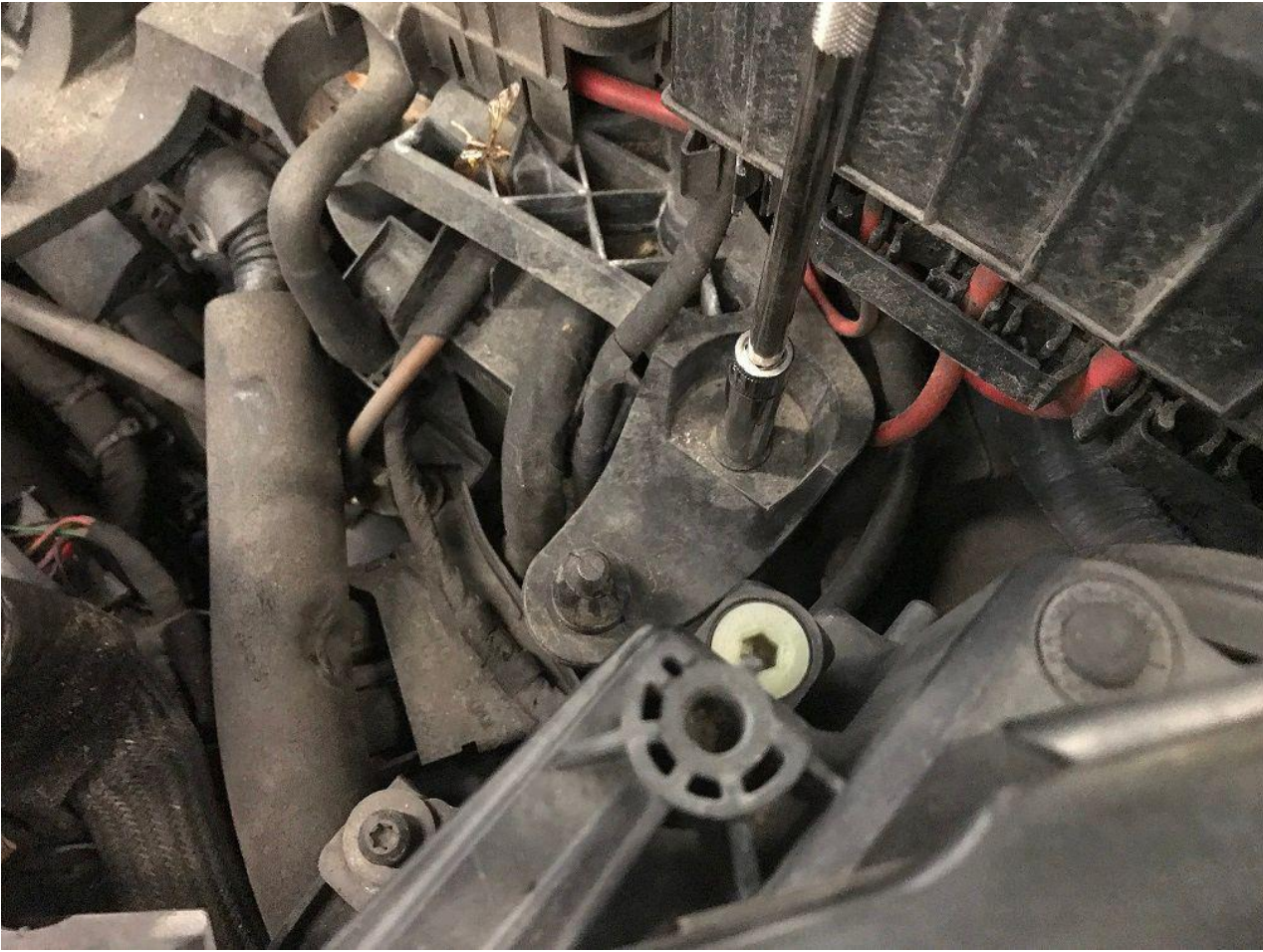
a. Front Side of the heatshield



b. The rear of the heatshield:



7. Locate and remove the 10mm bolt in front of the fuse box. Save this bolt for a later step.



8. Lay the assembled heatshield in place and loosely install the long 10mm bolt and the front T-25 Torx screw to the radiator support.



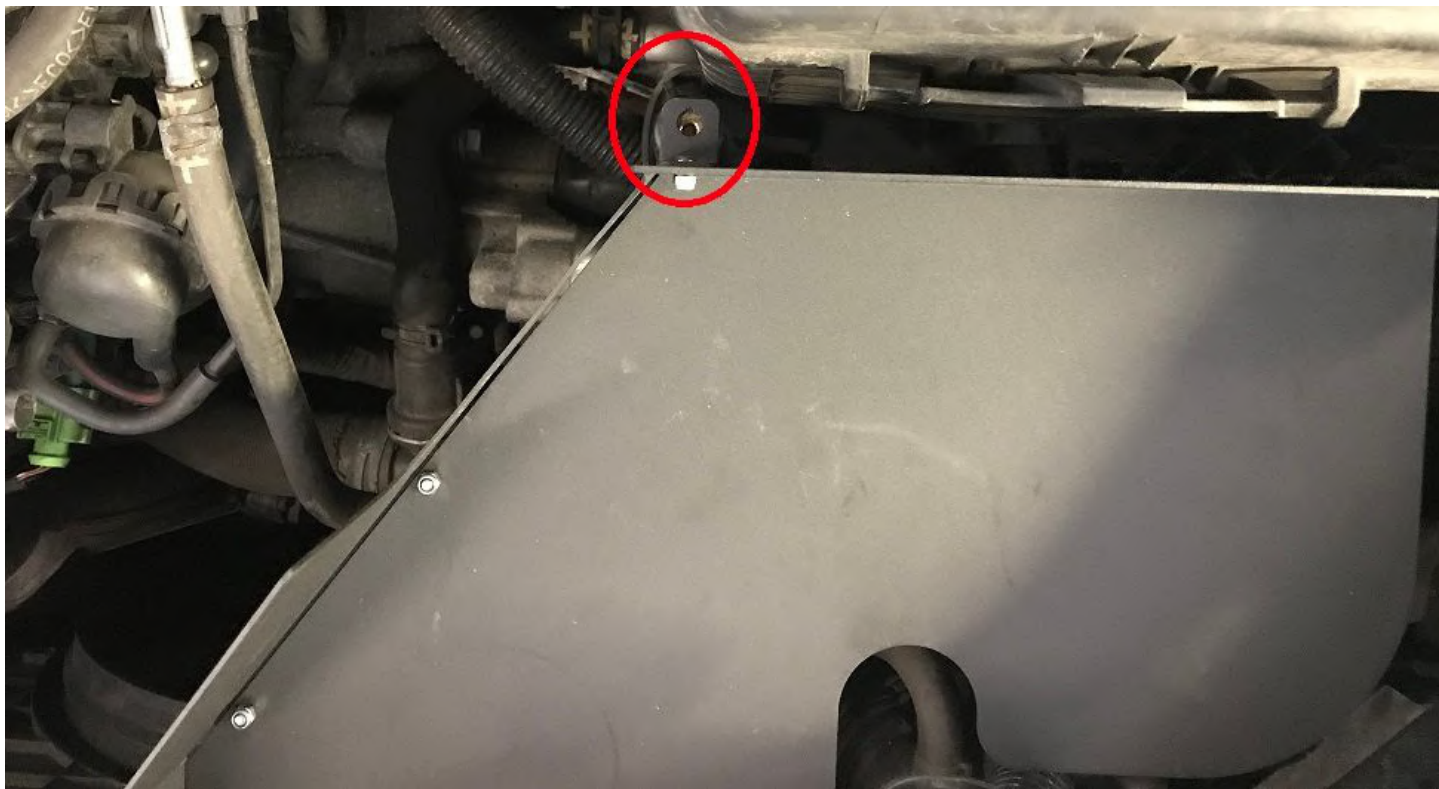
8A. 10mm bolt shown installed onto lower heatshield mounting point. This is reused from step 7.



8B. T-25 Torx screw shown attaching the heatshield to the radiator support



9. Locate the third mounting point on the back of the heat shield. Use the supplied 10mm bolt to loosely secure it in place.



9A. 10mm bolt shown partial installed.



10. Locate the MAF (Mass Air Flow sensor) this will be attached to the factory airbox. Now remove the (2) T25 Torx screws that attach the MAF to the factory airbox.



11. Now loosely assemble the Filter, MAF and inlet pipe as shown. Make sure to have the arrow on the MAF pointing in the correct direction

11a. The arrow is the direction of the airflow, it should be pointing toward the turbocharger



11b. Another photo of the assembled MAF sensor between the two DFG Tuning clamps



11c. This is how the filter, inlet, and MAF should be assembled.



12. Now install the assembled front portion of the intake onto the rear intake tube as shown below. Do not tighten clamps yet.



13. Slide the intake support onto the 10mm bolt that is located on the rear of the heat shield. Do not tighten yet.



14. Position the MAF slightly to the side as pictured below, once positioned properly, plug in MAF.



15. Now tighten down the hose clamps so the (4) couplers are secured in place around the MAF.



16. Now make sure the rear intake pipe clears the brake fluid reservoir. Once you have adjusted it for adequate clearance. Tighten down the T30 Torx screw on the rear heat shield.

a. Shown is the clearance between the rear intake pipe and brake reservoir.



b. Shown is the T30 Torx screw



17. Before tightening down the rest of the bolts, make sure there is proper clearance between the heat shield and intake tube. Once this is checked you can tighten down the new 10mm bolt as shown below:



18. Now you can tighten the 10mm that was reused



19. Now tighten the front T-25 Torx screw.



20. Now tighten the air filter clamp and check for the proper clearance ($\frac{1}{4}$ Inch) between the filter and heat shield.

NOTE: On a few cars we have tested the filter needed to be adjusted to provide adequate clearance. This can be achieved by holding the filter and intake tube as shown below. Lift the air filter upwards allowing for the mounting tab to slightly flex on the intake pipe. This will create the required clearance.



Customers with SAI (Secondary Air Injection)

The circle in the photo below is the SAI connection. You can keep it in the location pictured below or pick another area out of sight to hide the SAI filter.



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