PERFORMANCE BY





INSTALLATION GUIDE

iE High Flow Turbo Outlet Pipe For VW MK7 GTI, Golf R, GLI & Audi A3, S3 2.0T

IETPCI3

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This installation guide is for instructional purposes only. For best results, professional installation by an experienced technician is always recommended. By reading this guide you agree Integrated Engineering is not responsible for any damage or personal injury caused by incorrect installation.

DIFFICULTY



REQUIRED PARTS

• No additional parts are required for this install

Expect 2 Hours on average

REQUIRED TOOLS

• T30 Torx

• T25 Torx

- T20 Torx
- 7mm Socket
- 4mm Allen
- 2mm Allen
- Pliers

BEFORE YOU BEGIN

• Trim Removal Tool

OPTIONAL PARTS

- iE Turbo Inlet Pipe [IEINCI10]
- iE Cold Air Intake (IEINCI11)
- iE FDS Intercooler (IETPCI1B)

It is highly recommended to pre-read this entire guide ahead of your installation to familiarize yourself with each step. Always park your vehicle in a safe and level location and allow plenty of time for the engine bay and exhaust to completely cool. Locate and prepare your work space with each required tool listed above. Unbox all components and verify the contents and quantities before you begin. If anything is missing or damaged, please contact us for immediate help at **support@performancebyie.com**

SPECIAL NOTE:

This install guide has been photographed and written on a 2015 Volkswagen Golf R. Some steps and factory hardware specifications may vary depending on vehicle model, year, and region. This guide is for refrence purposes only. If you are unsure of the installation procedure for any individual step or part, please seek professional help before proceeding.



INCLUDED PARTS

- 01 MK7 Charge Tube Assembly
- 02 MK7 Charge Tube Hose
- 03 Worm-Drive Clamp 40-63mm
- 04 Worm-Drive Clamp 52-76mm



Some items may be partially assembled.







Remove two T20 Torx radiator mount screws.

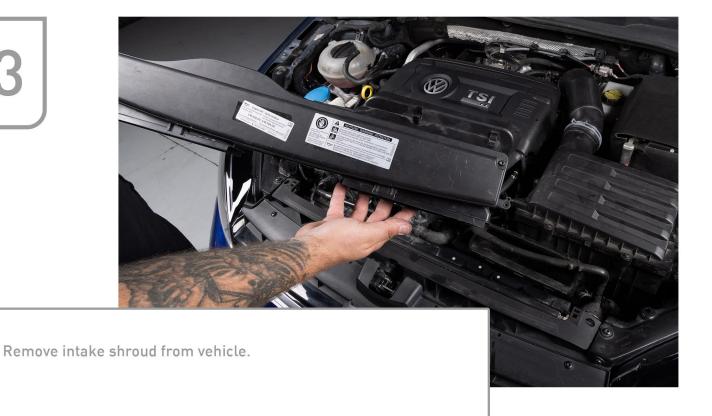




Pull up on upper coolant line to release from two hose clips.







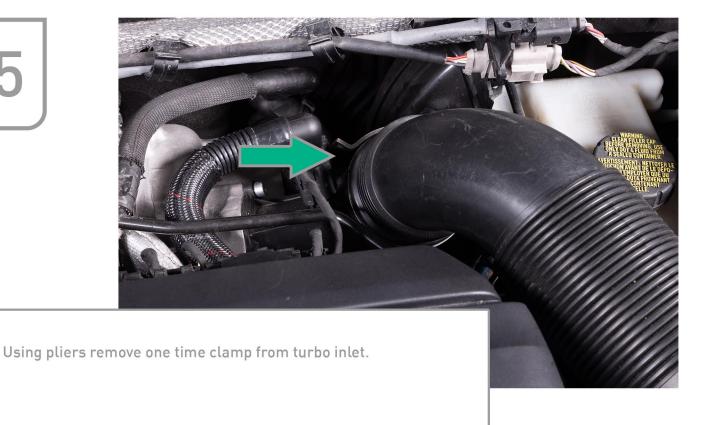




Unplug vacuum hose from stock air box by pulling it straight out.







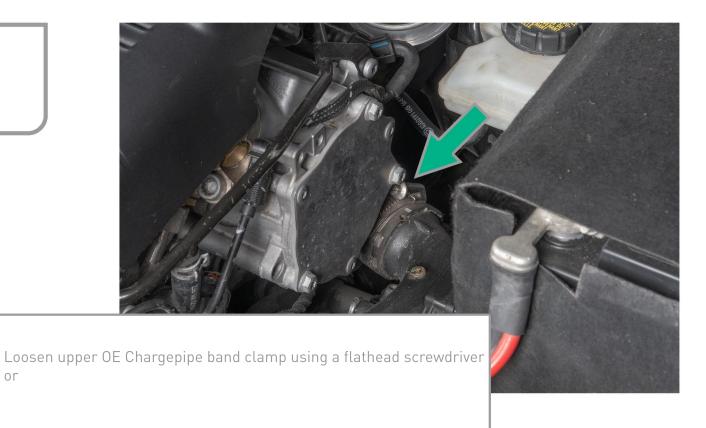
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Pull straight up on stock air box to release from two rubber grommets and remove from vehicle.

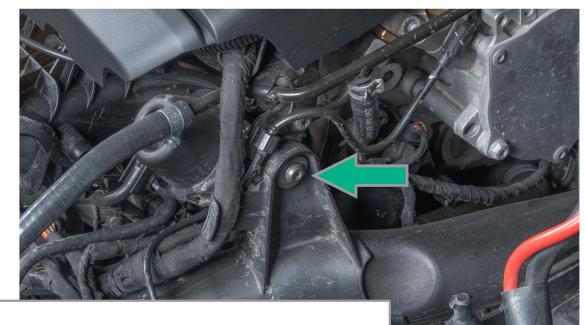








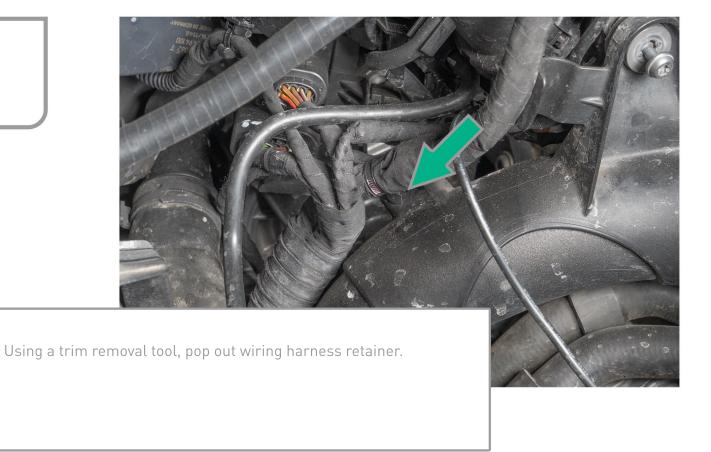
or



Remove T30 Torx screw from the mid mounting point of the OE Charge Pipe







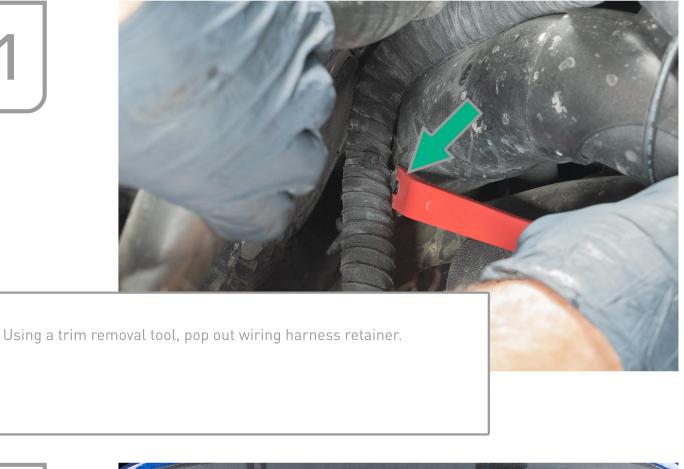




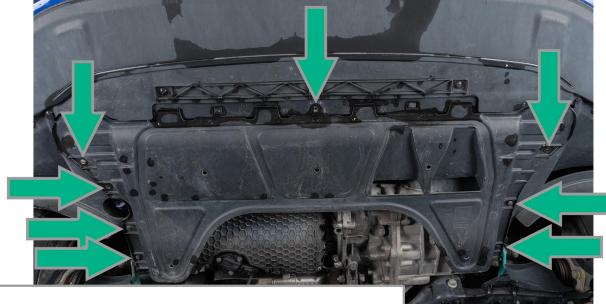
Using a trim removal tool, pop out coolant hose retainer.







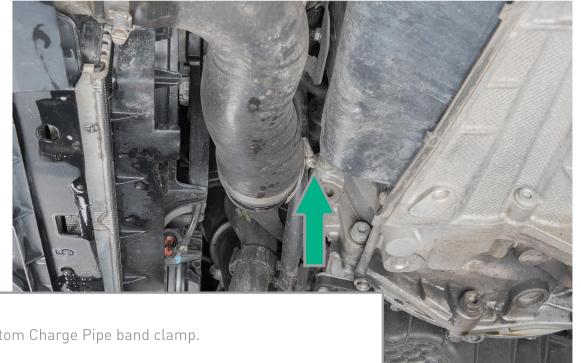




Remove the 8 T25 Torx Screws that fasten the belly pan to the bottom of the car and remove belly pan.







Loosen the bottom Charge Pipe band clamp.

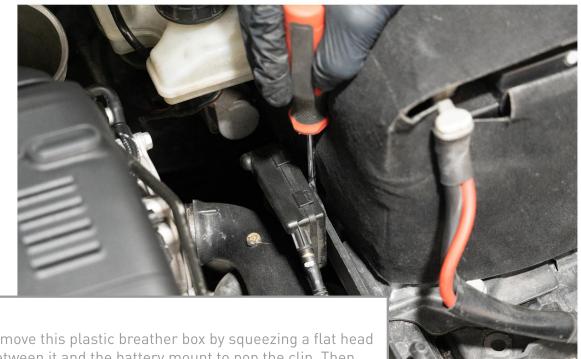




Remove wiring harness retainer clip by pressing a pick into the hole on the back side and pulling straight down.







If equipped, remove this plastic breather box by squeezing a flat head screwdriver between it and the battery mount to pop the clip. Then pull straight up to remove.

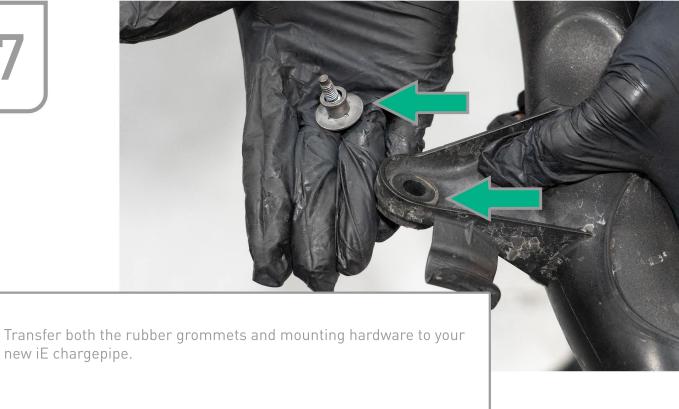




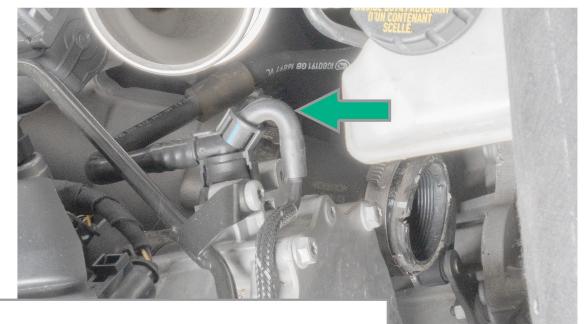
The OE Chargepipe should now be free and able to be pulled out. You will need to twist and finagle the pipe a bit to pull it out the top. Pay attention to not get it caught on any wiring or hoses.











Loosen the band clamp on the other side of the OE Silicone and remove hose from the engine bay.





Install silicone elbow hose onto your iE Charge Pipe. Leave both hose clamps loose as you will need to adjust the tube once it's in the engine bay. We suggest using silicone lube to aid in installing the hose.





Lower the chargepipe into the engine bay and connect the hose to the turbo. You will then reinstall all mounting hardware, intake and belly pan in reverse order.



ENJOY!

Thank you for purchasing an Integrated Engineering product. We are dedicated to serving your 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.



HOW WAS YOUR INSTALL?



Stoked?

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لرجا Bummed?



Sorry, let us make it right. support.performancebyie.com

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Brother owned since 2007. Garage started for beer money.

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