



TheRock's - 997.1TT Silicon Intake Ducts DIY

Helpful Tools:

Various metric sockets, ratchets, extensions, screwdrivers, Including male torx bits, female torx (star) sockets, universal 1/4" and 3/8" adapters and extensions. No special tools needed for this upgrade.

Consider having Hacksaw or hacksaw blade, and New Sharp Utility/Razor Knife for the Intake Ducts modifications and removal of OEM.

As always, this is how I did it and not suggesting you do it this way or any other specific way. Do so at your own risk and in any fashion you choose to do it. This guide is simply in the spirit of offering a method that worked for me. Repeat process for both sides.

Good luck!
DC

Here is what we are changing: Note: You will need to CUT the OEM duct off of the car unless you completely drop the motor. Lowering the motor will allow you to cut the OEM and get the Silicon Duct pulled through. Takes a bit of effort, and patience, but believe me, it goes through....

***** Also, In my procedure I recommend removing the bumper cover or otherwise get to exhaust straps to loosen them when lowering the engine so as not to put a strain on the exhaust, cats, and turbos. You can certainly try to skip this step if you feel comfortable. I have included removing many items, but you decide what works for you and only remove what you feel lets you get it done! With the bumper cover off, it won't get damaged!**

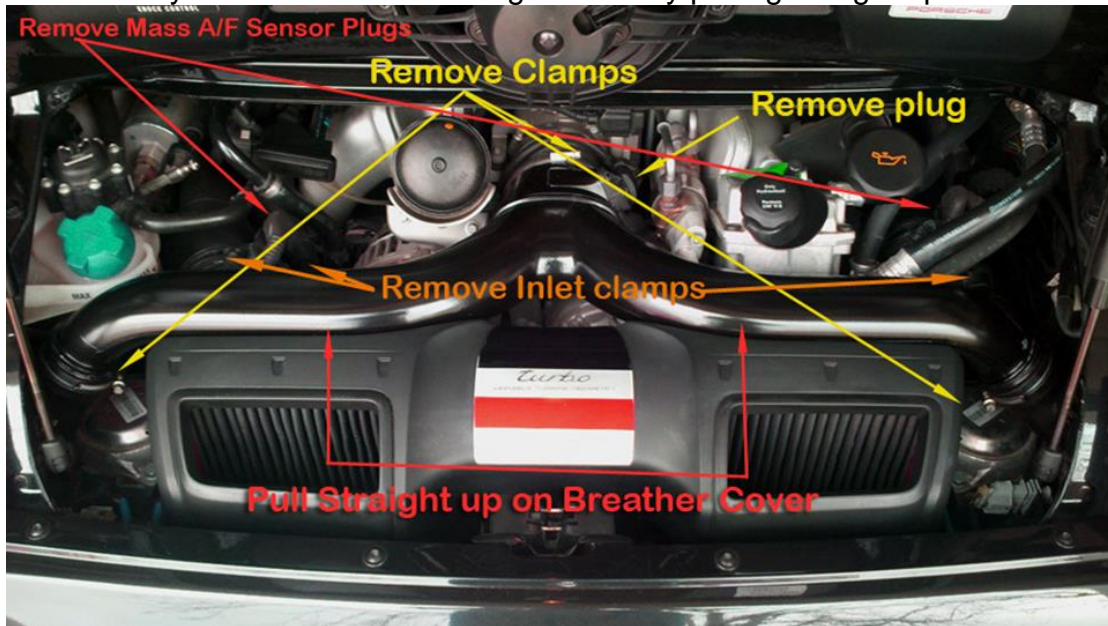


Torque values:

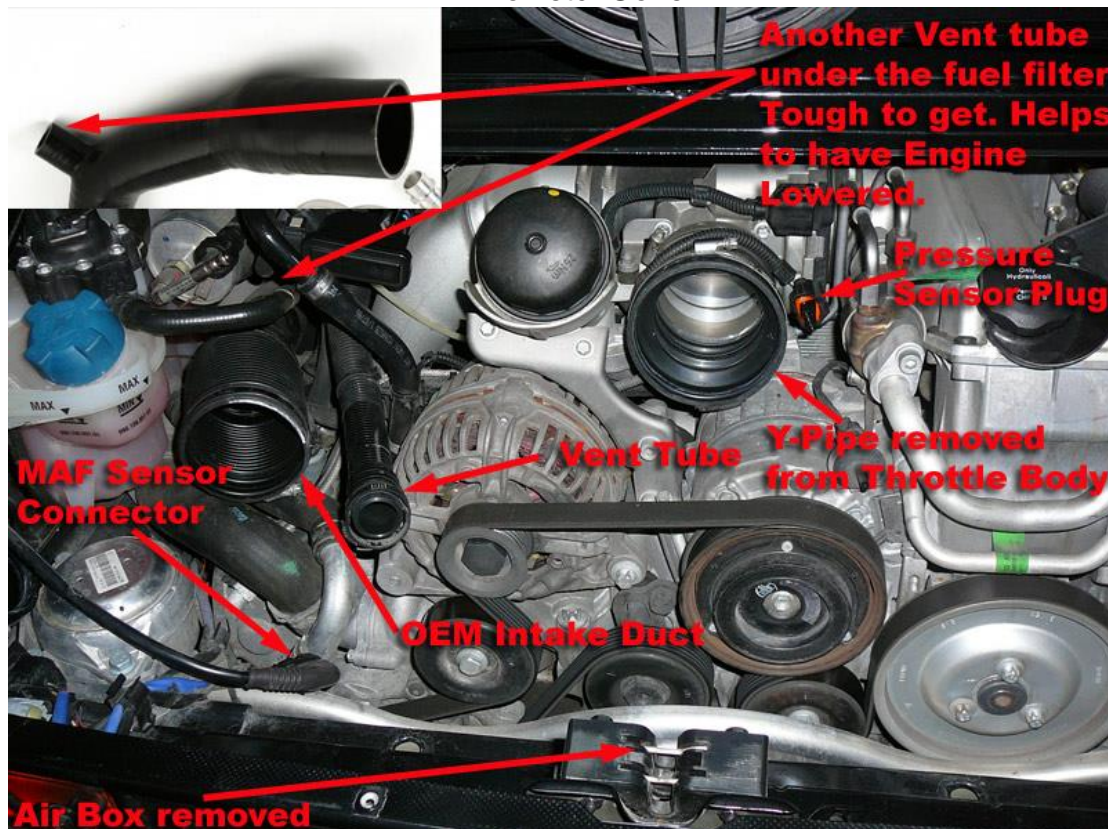
Engine carrier to engine mounting nut	85 Nm (63 ft.lb.)
Wheel to car / hub	130 Nm (96 ft.lb.)

Gaining Access:

- 1. Remove Air Box, Y-Pipe, and Disconnect Intake Ducts:** Pull Straight up on Air Cleaner Box. Loosen Clamps on each end of Y-Pipe that connects to boost hose. Remove Short hose to throttle body at top of Y-Pipe (Unplug Pressure Sensor by squeezing clip and pulling away). Disconnect both Mass Air Flow Sensor plugs. Loosen intake duct clamps and pull straight back very hard to detach. Remove small ventilation tube at back of intake box (right behind air filter box). You squeeze the plastic ring and pull back carefully. Now you can lift the remaining Air-Box by pulling straight up.



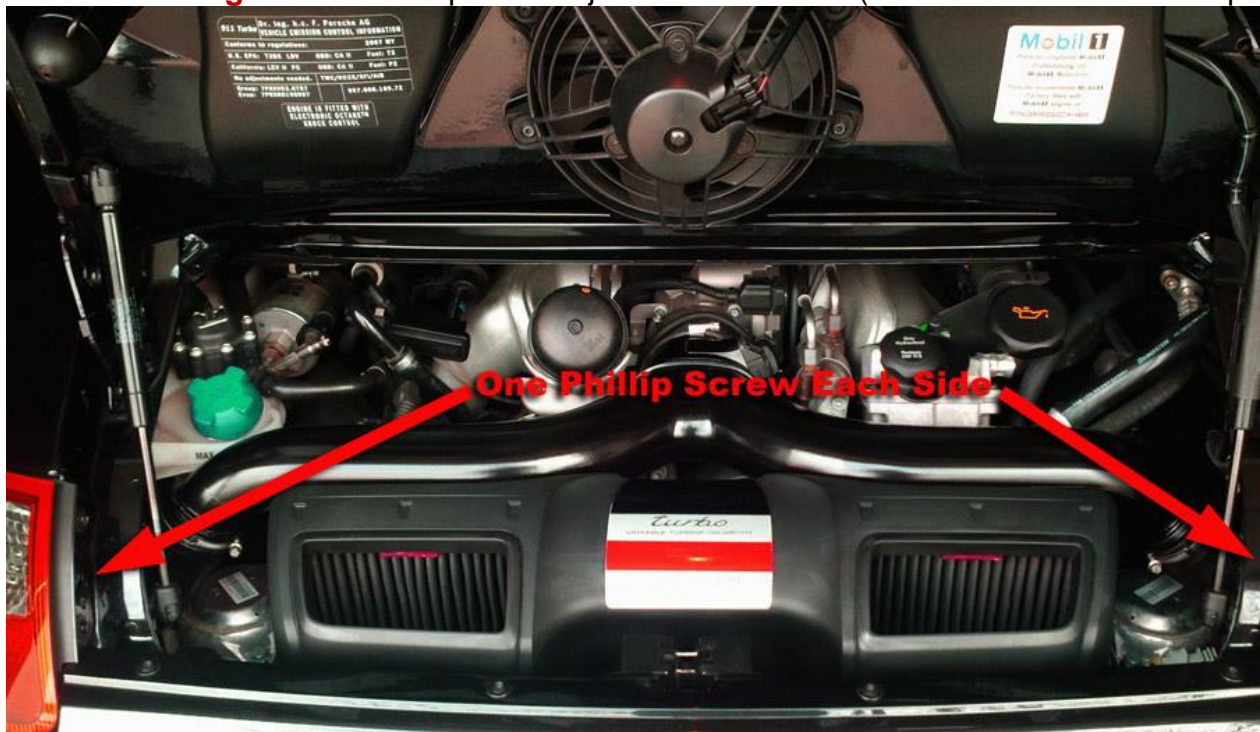
Air Box etc. Gone



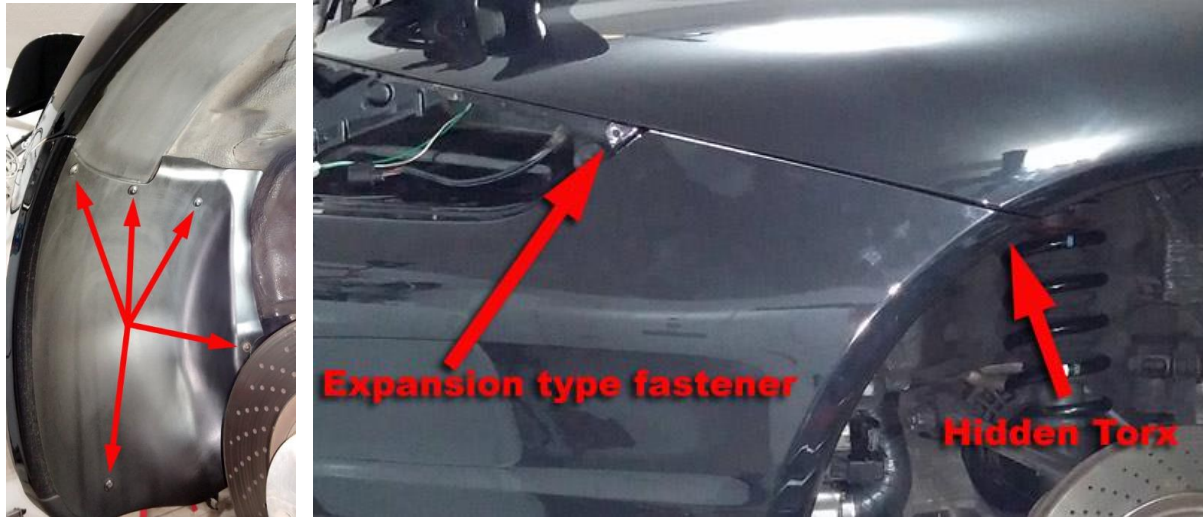
2. **Remove Rear Wheels:** Loosen 5 lug bolts slightly, then lift or jack vehicle up and finish removing bolts and place wheels and lugs aside where they will not get damaged.



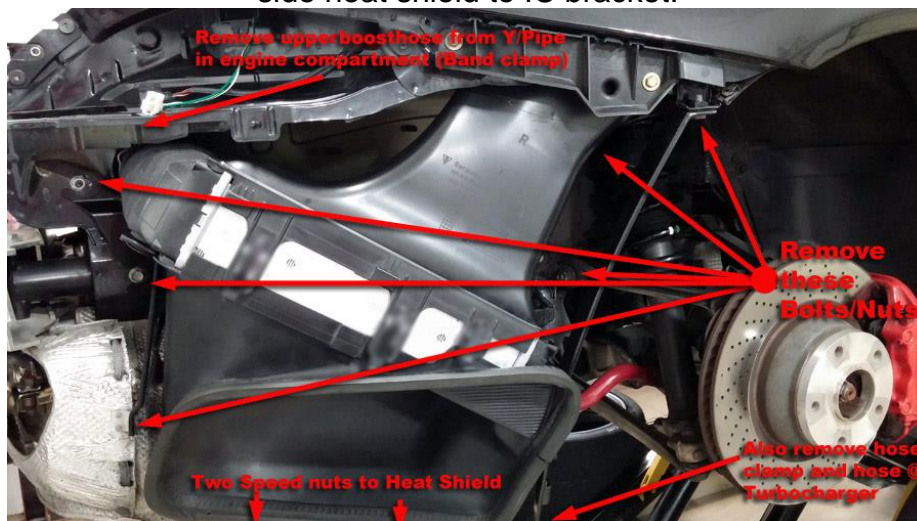
3. **Remove Tail Lights:** One Phillip Screw just inside deck lid (and disconnect electrical plugs).



4. Remove Rear Wheel Aprons and Bumper Cover: Remove 5 Torx screws highlighted and pull wheel apron out. Note: There is one torx screw for the bumper cover straight up under the front edge of the bumper cover that you will see once the apron is removed.



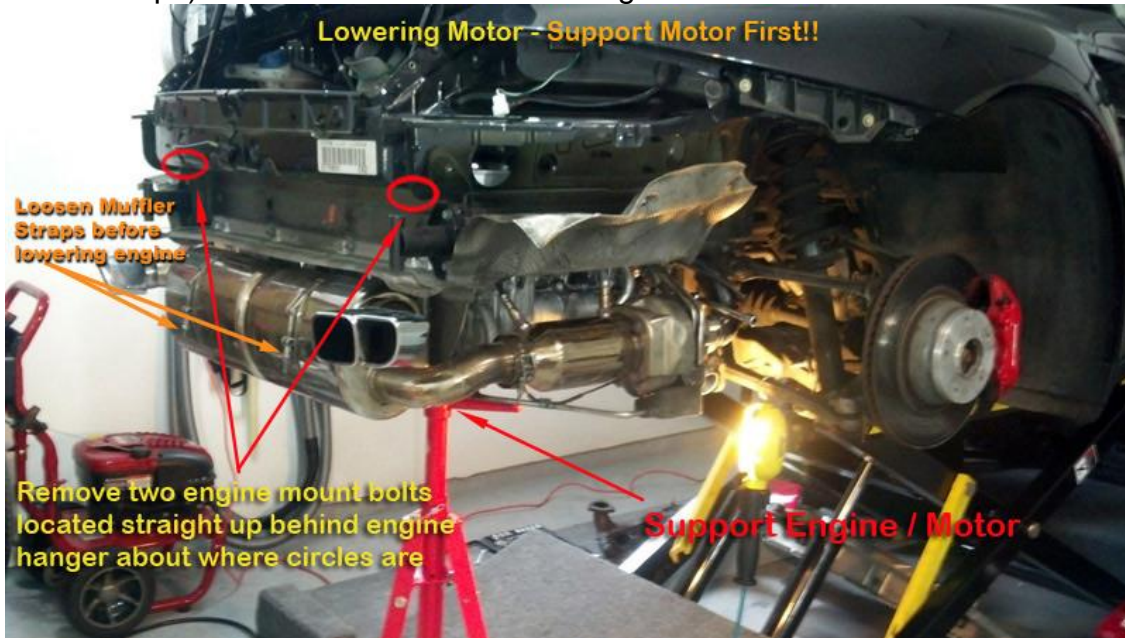
5. Remove Intercoolers from vehicle: Note: There is one screw on each side, which attaches the rear heat shield to the intercooler bracket. Also, two speed nuts on each side (bottom) attaching side heat shield to IC bracket.



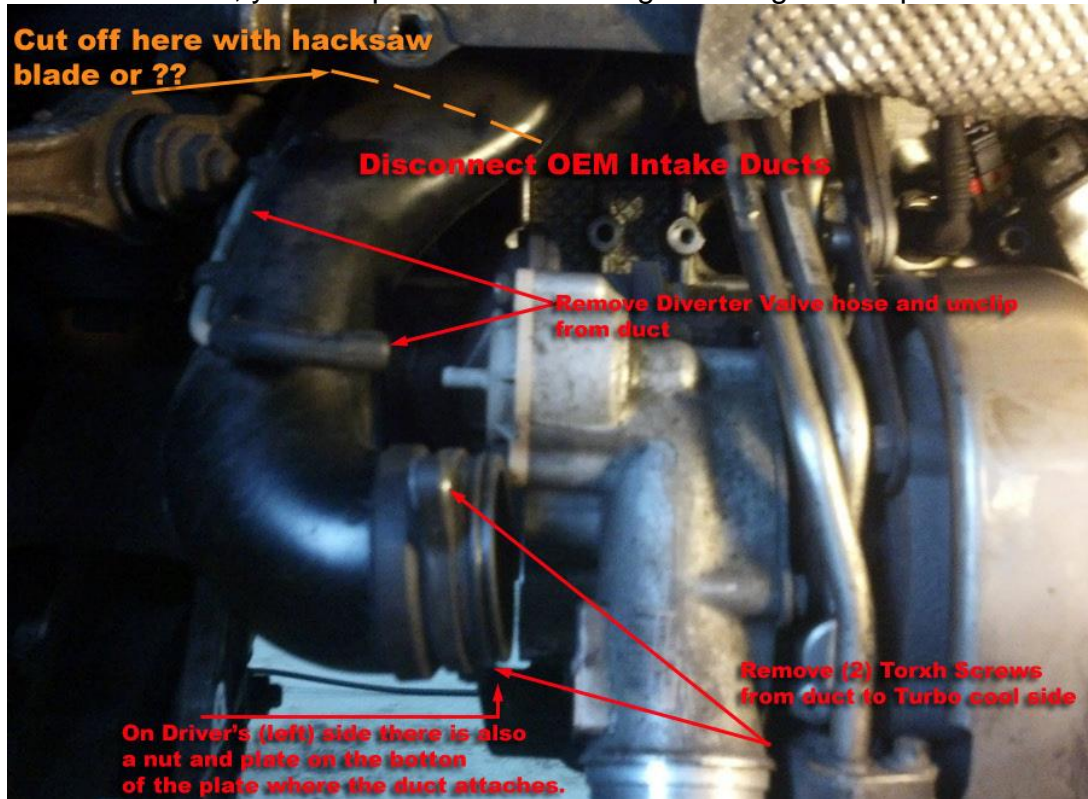
Now you will have full and easy access to the Intake ducts from both ends.



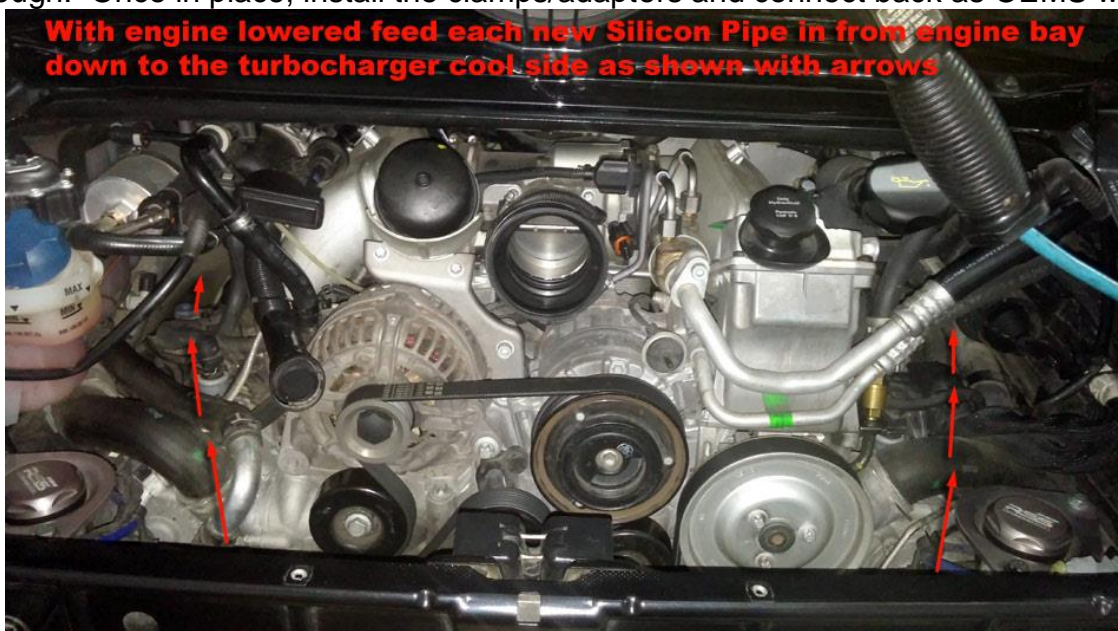
6. Lower Engine several inches: Support engine with a mounting jack or floor jack, (and loosen muffler straps). Screw off nuts on the two engine mounts from below. Lower the engine.

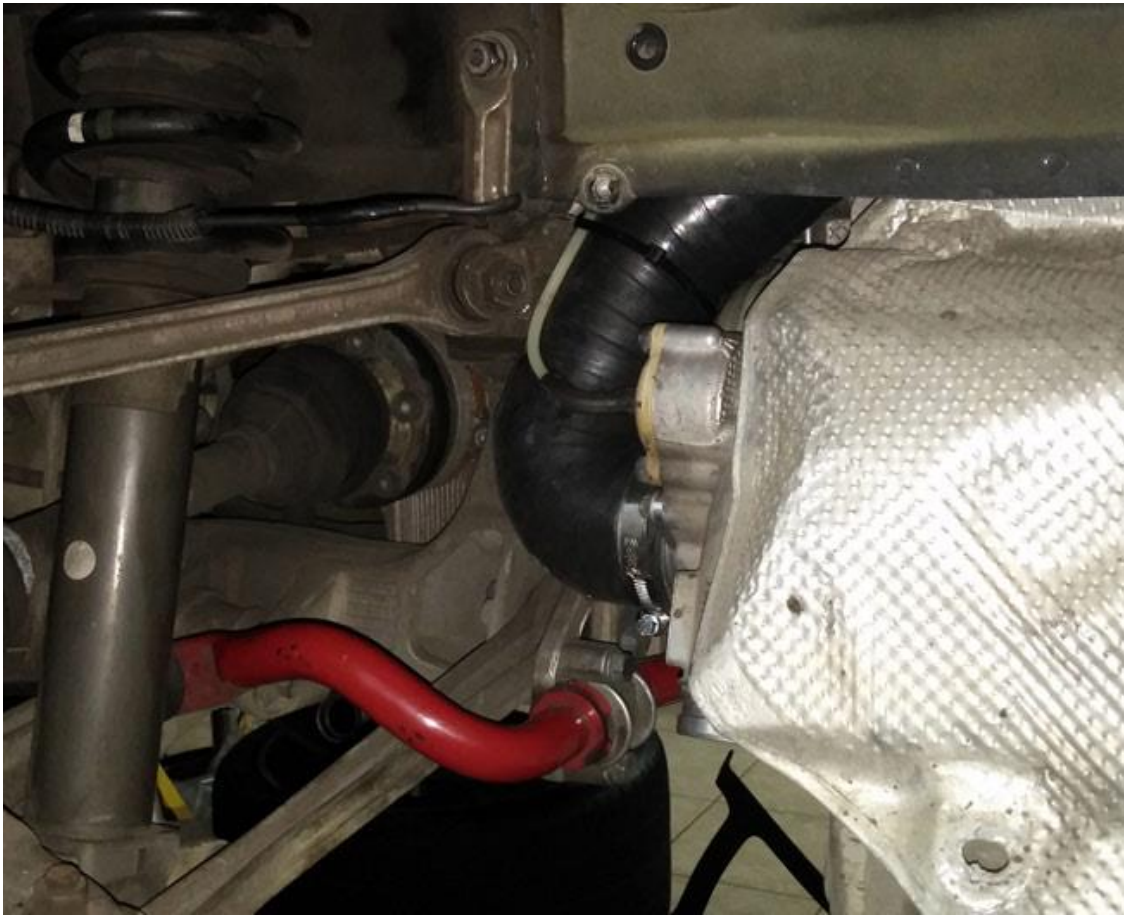


6. Remove OEM Ducts: You need to disconnect the lower side of ducts from turbos and then saw off about 8-10" up from bottom with a hacksaw to get them out. Otherwise you will have to drop the motor. *On the top side, the ducts have a post that holds them into a grommet. You will have to lift up on them very hard from the engine compartment to dislodge them...* Then after cutting the bottoms, you can pull them out through the engine compartment.

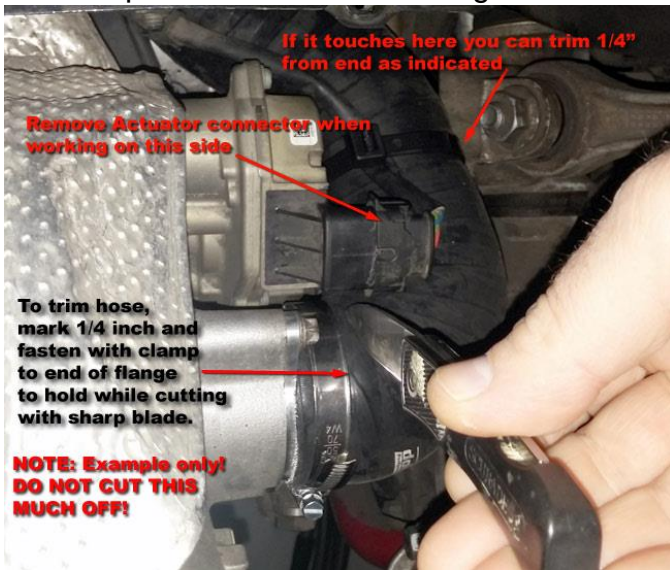


7. Pull New Silicon Hoses into place and connect: At this point you can feed the new hoses/ducts in from the engine compartment and push from top, then reach up and pull from bottom. Do this several times (or get someone to help). Be patient and be sure you do not break any hoses or other items as you are pulling. You can squeeze the new ones a bit to get them through. Once in place, install the clamps/adapters and connect back as OEMS were.





It is possible the hoses rub against the body. If so, you can trim them as indicated.



8. Re-Install everything in reverse order: You are almost done!!! Start with *Air Box and Y-Pipe Install first* and then put the rest back in reverse order.



Make sure you **check and tighten all hoses very carefully** so as not to introduce new leaks.

I hope you found this helpful!

