

# 42 Draft Designs

## Audi TT 225 High-Flow Intake System - Installation Instructions

**Tools Recommended:** 7mm nutdriver, 5/16" nutdriver, Phillips head screwdriver, 5/32" hex wrench, 10mm socket, ratchet & extension, 7/16" socket, ratchet & extension.

**Warning!** Never work on a warm motor! Hot metal burns. This installation should only be performed on a cold motor.

### Contents:

Heatshield  
K&N Air Filter RU-3100  
K&N Breather Filter 62-1410  
Velocity Stack  
MAF Adaptor  
SAI Adaptor  
1 ¼" Rubber-Lined Clamp  
Silicone O-Ring (3" ID, 3.25" OD, 1/8" thick)  
Silicone O-Ring (3.125" ID, 3.5" OD, 3/16" thick)  
(6) ¼"-20 x ½" Button Head Screws  
(2) ¼" Washers  
(2) ¼"-20 x 2.5" Hex Head Bolts  
(2) M6 Washers  
(2) M6 x 1.0 x 25mm Hex Head Bolts

### 1. Remove the airbox top and MAF sensor

Unplug the mass airflow sensor (MAF). Using a 7mm nutdriver, loosen the hose clamp connecting the turbo inlet pipe (TIP) to the MAF. Using a Phillips head screwdriver, loosen the two screws on the front of the airbox that hold the airbox halves together. Unplug the secondary air injection (SAI) tube by squeezing the textured points on the connector. While squeezing, pull the tube straight out of the airbox. Remove the airbox top and MAF sensor, pulling the MAF sensor out of the TIP as you lift the airbox top. Sit the airbox top aside.

### 2. Remove the airbox bottom and disassemble airbox top

Using a 10mm socket and ratchet, remove the two bolts holding the airbox bottom in place. Remove the airbox bottom and set aside. Using a Phillips head screwdriver, remove both screws connecting the MAF sensor to the airbox top. Remove the MAF sensor by pulling straight out. Leave the o-ring inside the airbox top.

### 3. Assemble the heatshield and velocity stack

Assemble the High-Flow Intake by first sliding the velocity stack into the heatshield. Thread all six ¼-20 button head cap screws through the heatshield and into the back of the velocity stack. Once all six bolts are started, use a 5/32" hex wrench to tighten each screw. Next, lay the smaller o-ring in the groove on the back of the velocity stack.

### 4. Assemble the velocity stack and MAF adaptor

Sit the larger o-ring in the groove on the top of the MAF adaptor. Slide your MAF sensor into the MAF adaptor, rolling the o-ring up the MAF as you push it in. Sit the assembled MAF and MAF adaptor on the velocity stack. Slide a ¼" washer onto each of the ¼-20 hex head bolts. Slide each bolt through the MAF, the MAF adaptor and thread lightly into the velocity stack. With both bolts started, tighten evenly using a 7/16" socket and ratchet until the o-rings are compressed.

## 5. Assemble SAI filter

Insert the SAI tube into the barbed end of the SAI adaptor. The tube should click in place. Holding the SAI adaptor firmly in one hand and the SAI tube in the other hand, rotate the 90° fitting on the SAI tube until the SAI adaptor points to the edge of the transmission mount. Slide the small air filter over the SAI adaptor and tighten the included hose clamp using a 5/16" nutdriver. The filter should rest on the top edge of the transmission mount.

## 6. Secure the SAI tube and filter

Locate the factory mounting bolt on the back left corner of the battery tray. Using a 10mm socket and ratchet, remove this bolt. Slide the bolt through the eyelet of the included 1 ¼" rubber-lined clamp and replace the bolt, tightening the clamp in place. Once tight, twist the clamp backwards to align it perpendicular to the SAI tube as it passes by the clamp. Remove the bolt and the clamp. Open the clamp and slide it over the SAI tube. Slide the bolt through the clamp and tighten in place. The SAI tube should now be held in place with the filter suspended above the edge of the transmission mount. Be sure the filter does not interfere with the shifter linkage. If so, rotate until the filter clears all moving parts.

## 7. Install the assembled high-flow intake

Place the assembled High-Flow Intake in the engine bay and slide the TIP over the MAF sensor. Slide a 6mm washer over each of the M6 hex head bolts. Using one of the M6 bolts, locate the lower mounting point and thread the bolt through the heatshield into the battery tray. Locate the upper mounting point and thread the other M6 bolt through the heatshield and into the threaded mount. With both bolts started, use a 10mm socket and ratchet to tighten the heatshield in place. Tighten the hose clamp on the TIP. Plug the MAF sensor back in.

## 8. Install the air filter

Remove the K&N air filter from the packaging. Rotate the filter so that the metal seam points downward. Rotate the included hose clamp so that the clamp can be tightened once installed. Slide the filter over the velocity stack until it meets the heatshield. Be sure the metal seam is not visible and the hose clamp can be tightened. Using a 5/16" nutdriver, tighten the filter in place.

## 9. You're done! Go for a drive and enjoy the power and sound of your new High-Flow Intake!

### Helpful Tips:

Never use tools on the factory SAI tubing connectors. This connector may be difficult to remove, but don't be tempted to pry it off with a screwdriver. Squeezing the plastic ring opens the tabs that lock the tube in place. If you're having trouble, squeeze tighter and wiggle the connector.

Save all of your stock parts in case you need them later!

The K&N filters used in your new High-Flow Intake system have been pre-oiled for immediate use. Do not add additional oil for any reason. K&N suggests that your air filter does not need to be cleaned unless you cannot see the wire mesh. They recommend cleaning every 50,000 miles. If you would like to clean and re-oil your air filter, be sure to follow K&N's cleaning instructions found on their website: [www.knfilters.com](http://www.knfilters.com) If you have any questions about cleaning your air filters feel free to contact us.