

DFG-30008



## Tools Needed:

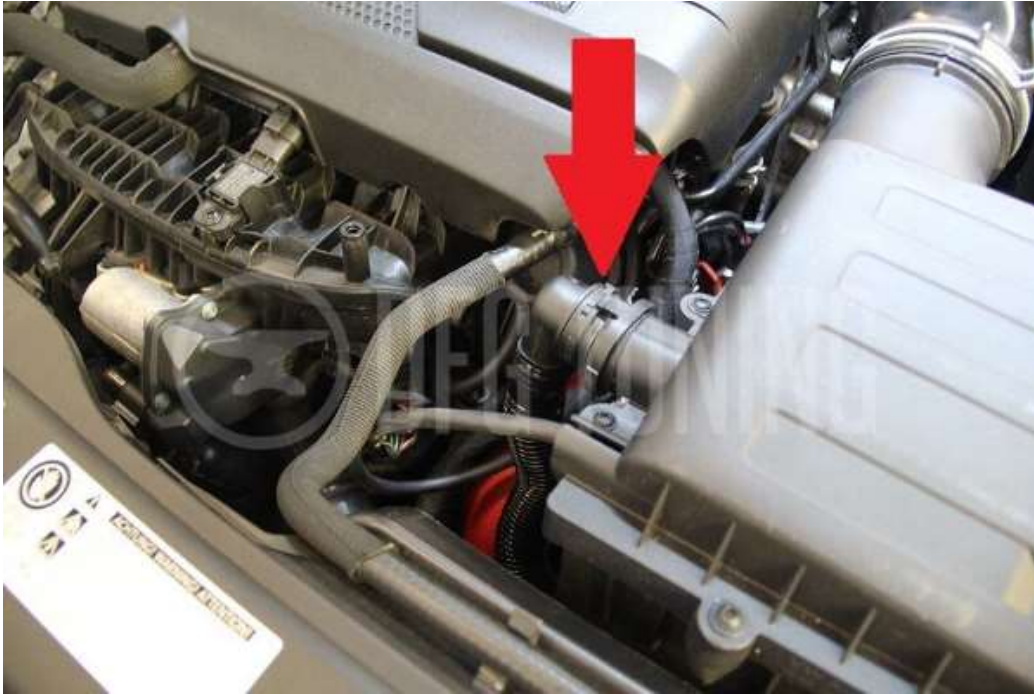
- T25 Torx Socket
- T30 Torx Socket
- 7mm Socket
- Flat Head Screw Driver
- Forked Trim Panel Tool
- Radiator Hose Hook

## Stock Intake Removal

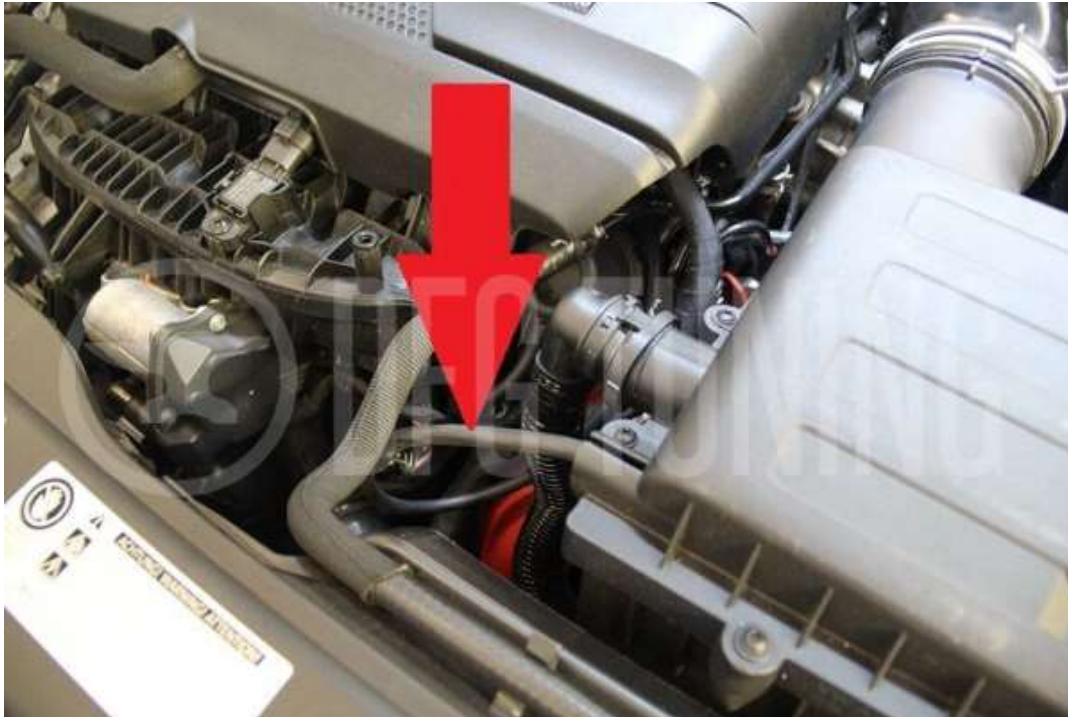
- 1. Verify you have all the correct parts
- 2. Remove Hose clamp on the intake tube going to the turbo using a 8mm socket or Phillips head screwdriver



- 2a. If the car is equipped with SAI you will want to disconnect this by depressing the tabs on either side of the tube and pulling it away from the intake



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- 3. Remove vacuum hose from stock air box (This sometimes requires a good amount of pulling)



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- 4. Gently pull up on the rear portion of the intake tube to disconnect the intake tube from the turbo inlet.



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- 5. Once the Intake tube is free from the turbo inlet you can remove the intake box by pulling it up off of the three rubber grommets it is held on by. Set aside stock intake assembly ( This can require some force)

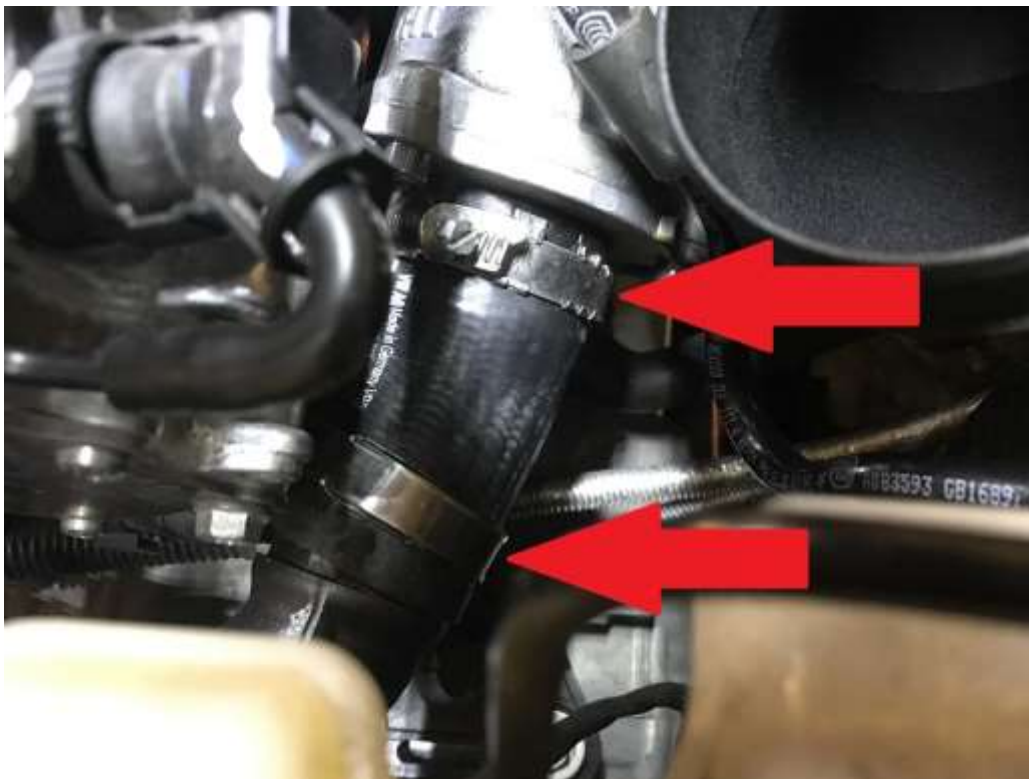


## Upper Discharge Pipe Removal:

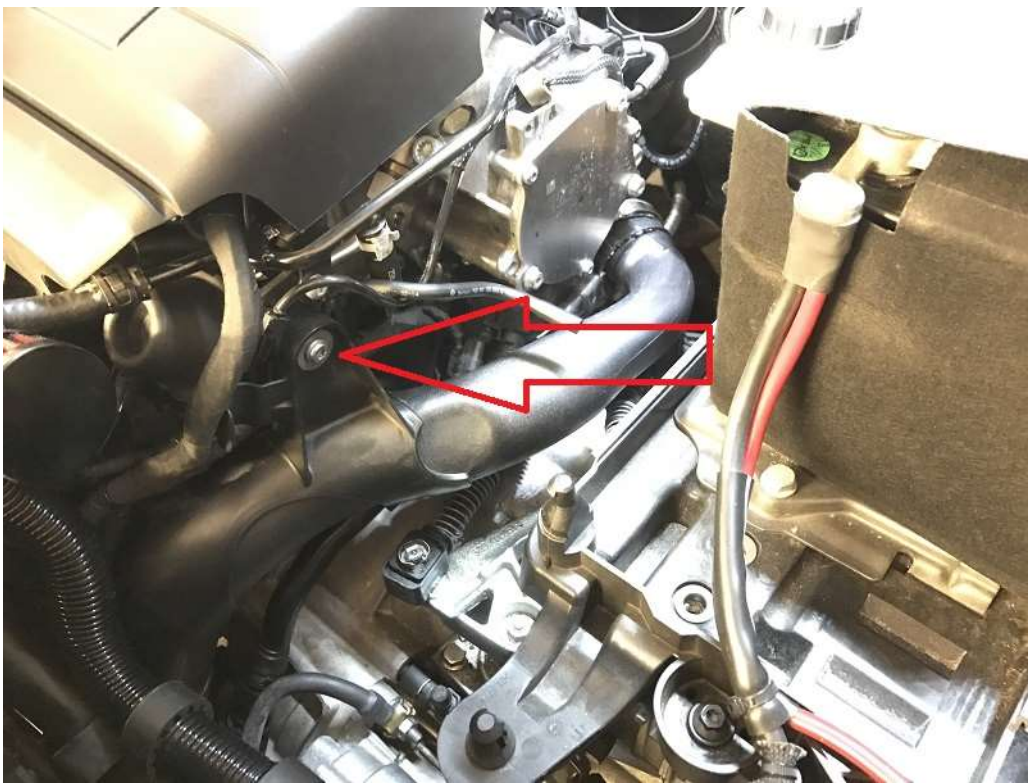
1. Locate the two (7mm) hose clamps on the Turbo Muffler



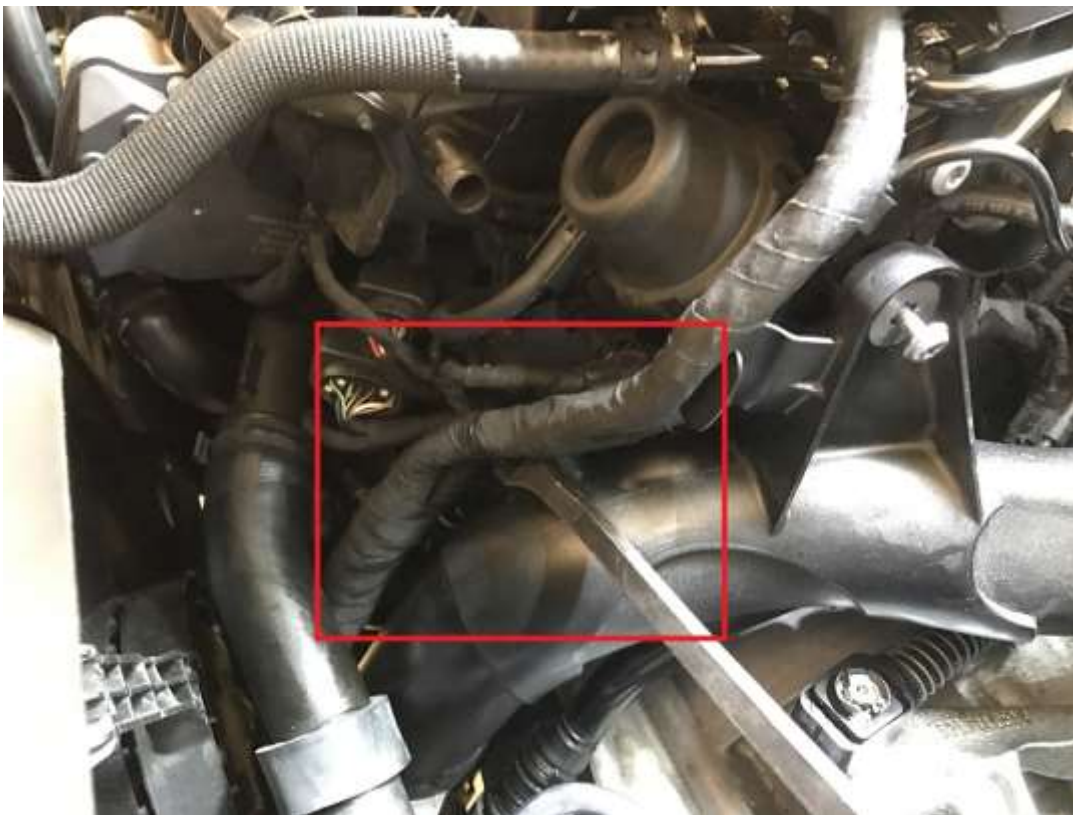
2. Loosen the 2 two (7mm) hose clamps on the Turbo Muffler



3. Located and remove upper discharge tube mounting bolt (T30)



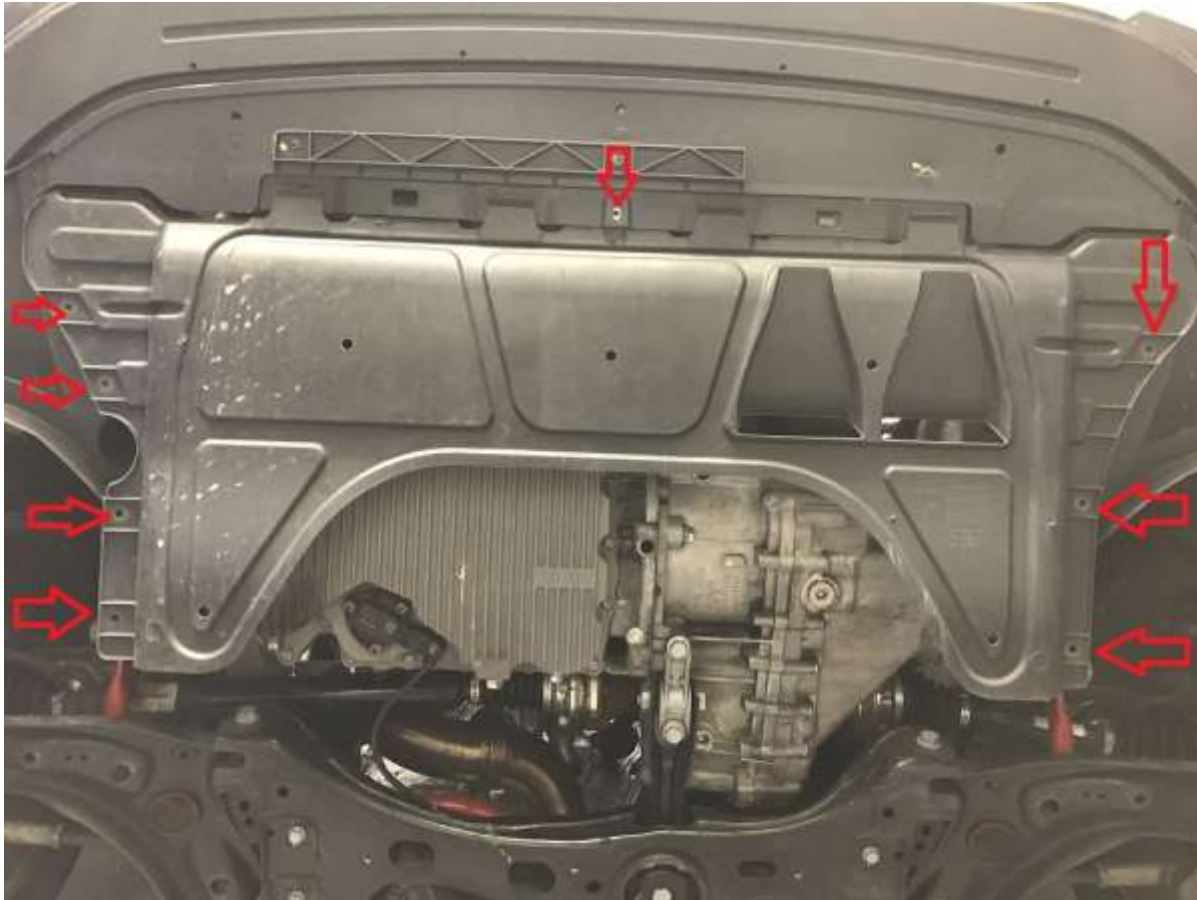
4. Disconnect upper wire harness from stock discharge pipe



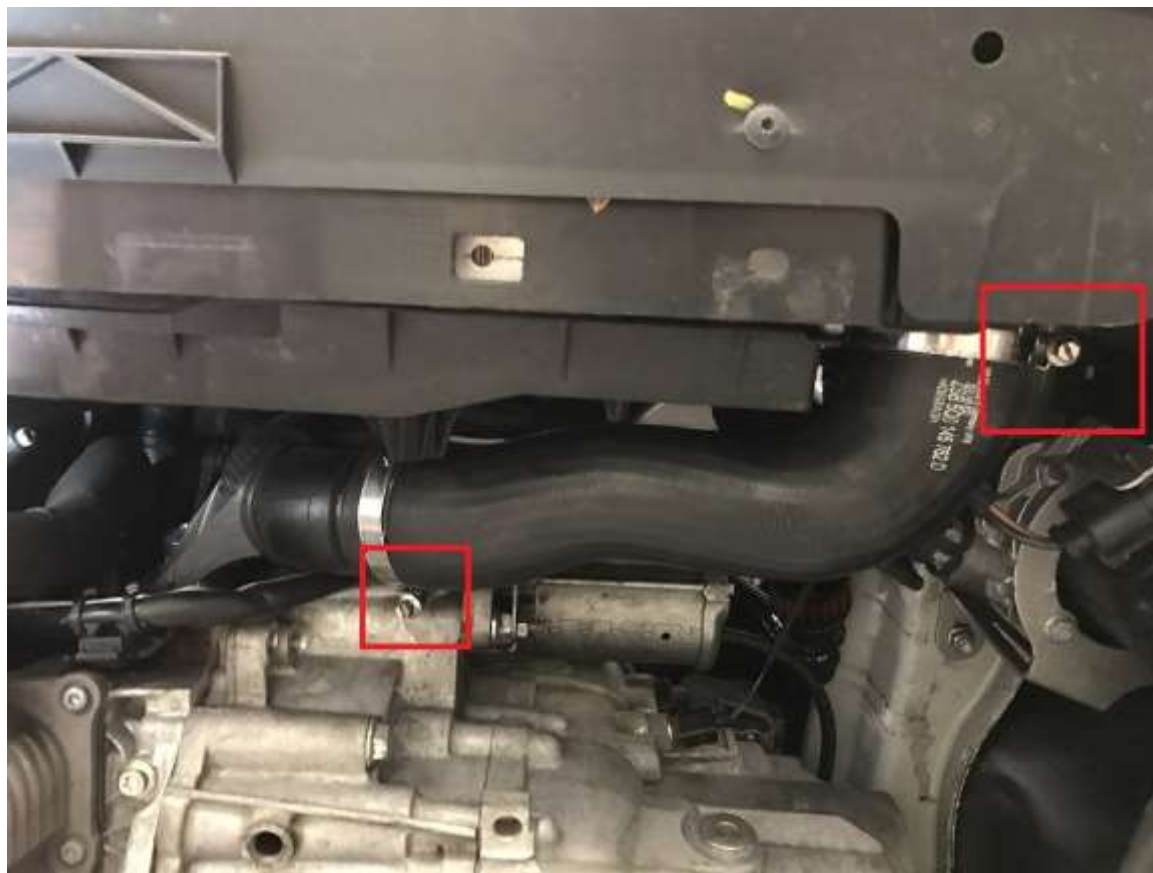
5. Now carefully start removing the discharge pipe ( It is a tight fit)



6. Now move underneath the car and remove the splash guard that is held on by (8) T25 torx :



7. Now locate the intercooler hose that connects to the discharge pipe. Remove the two clamps which hold the hose in place and remove it from the discharge pipe.



8. Now that the lower intercooler hose is removed, find the torx screw that is holding the lower discharge pipe in place. Remove the torx screw.



9. Once the screw is removed locate the wire harness which is connected to the discharge pipe.



10. Remove wire harness but pulling the wire harness downward off of the discharge pipe.





11. The last piece you need to remove is the clip in the middle of the discharge pipe. This clip holds the wiring harness to the upper portion of the discharge pipe. It is best reached from underneath the car.



12. Now that everything is disconnected you can slowly start removing the stock discharge pipe. It is easiest to remove the pipe through the bottom of the vehicle. Slowly start to lower the pipe down past the radiator, be careful not too get snagged on any hoses or harnesses as you lower the pipe.



## DFG Discharge Pipe Installation:

13. Now take the stock discharge pipe and the DFG discharge pipe and swap the upper mounting hardware

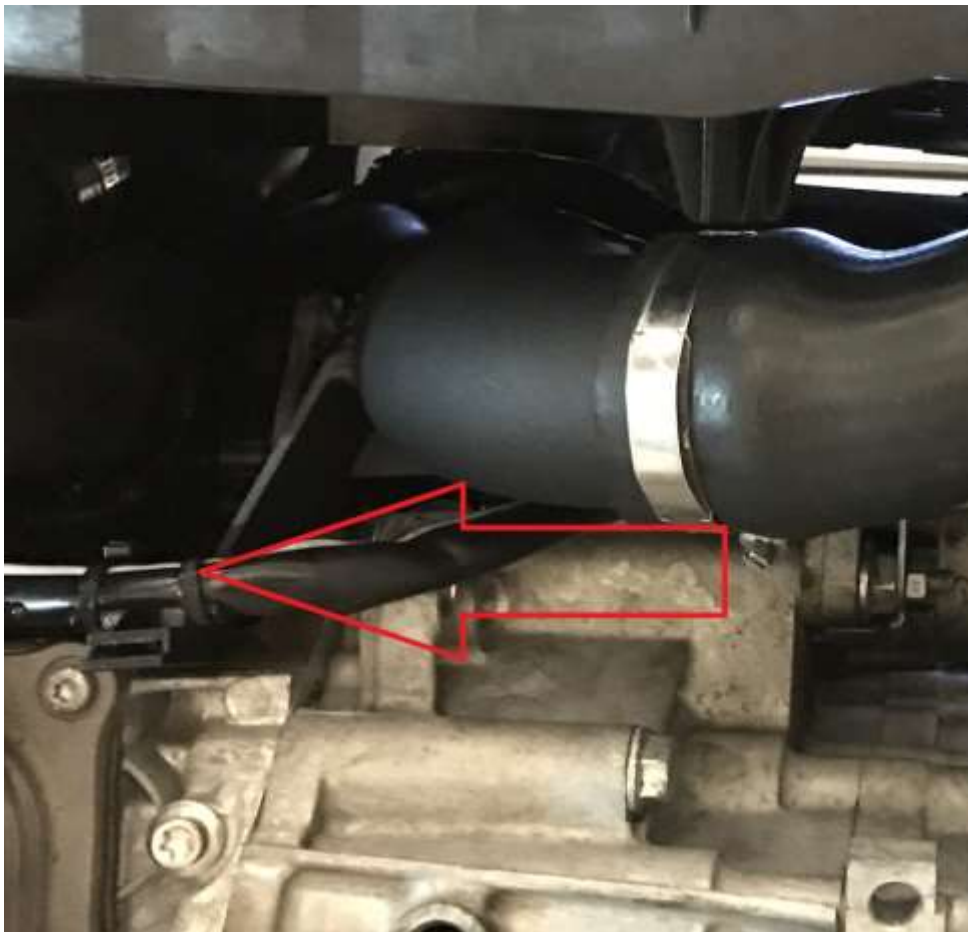




14. Carefully re-install the DFG discharge pipe from underneath the car.



15. Once you have worked the charge pipe back into the engine bay it is time to secure the lower bolt which will keep the discharge pipe in place for the rest of the installation. The DFG discharge pipe reuses the same lower bolt and lower bolt location as the stock unit.



16. Once the lower bolt is secure head back to the engine bay and install the DFG silicone hose onto the turbo muffler. Slide the smaller t-bolt clamp onto the hose before trying to attach it to the turbo muffler, this will allow for easier installation. Tighten down the T-bolt clamp.



17. Now install the DFG silicon hose onto the DFG discharge pipe. Slide the T-bolt clamp onto the silicone hose before fitting onto the discharge pipe.



18. Before you tighten down the T-bolt clamp align the mounting hole on the DFG discharge pipe to the OEM mounting location. (This may take some force)



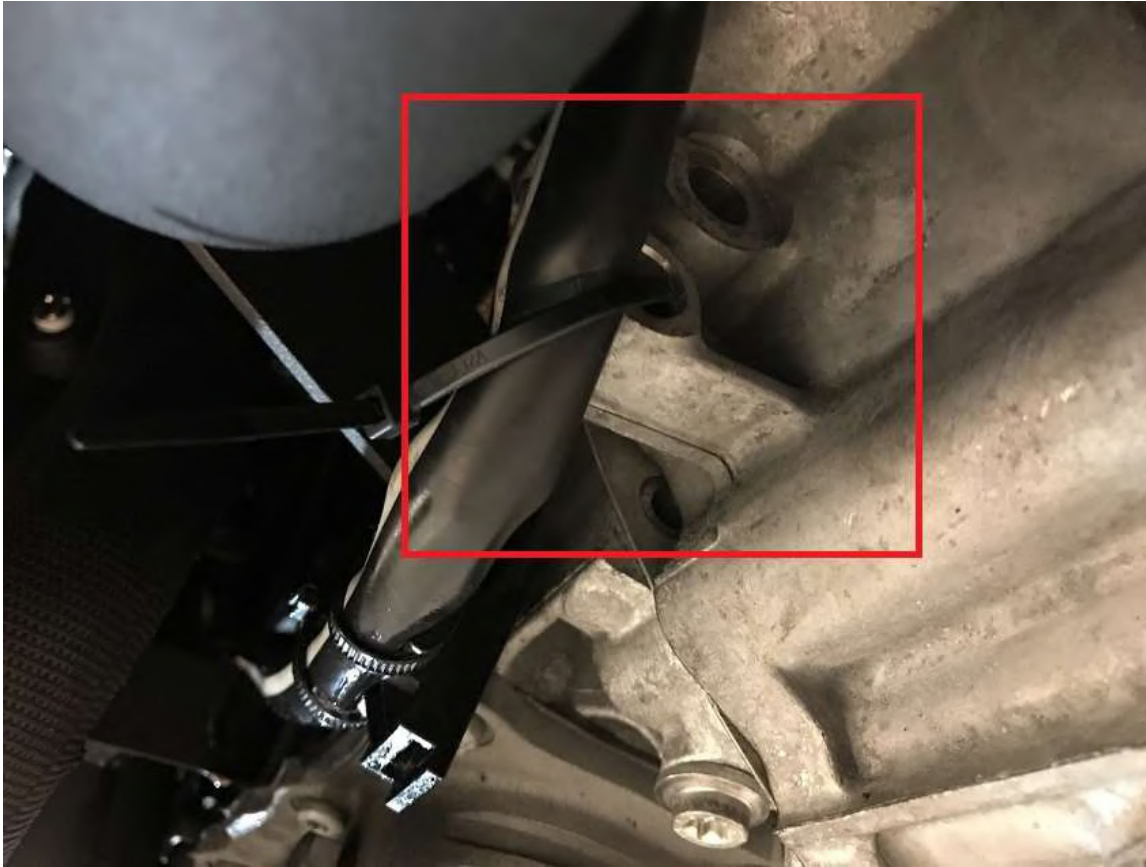
19. Now that the discharge pipe is secure, tighten the t-bolt clamp which holds the DFG silicone hose onto the discharge pipe. Make sure the clamp is oriented in the same direction as the picture so you do not have any clearance issues.



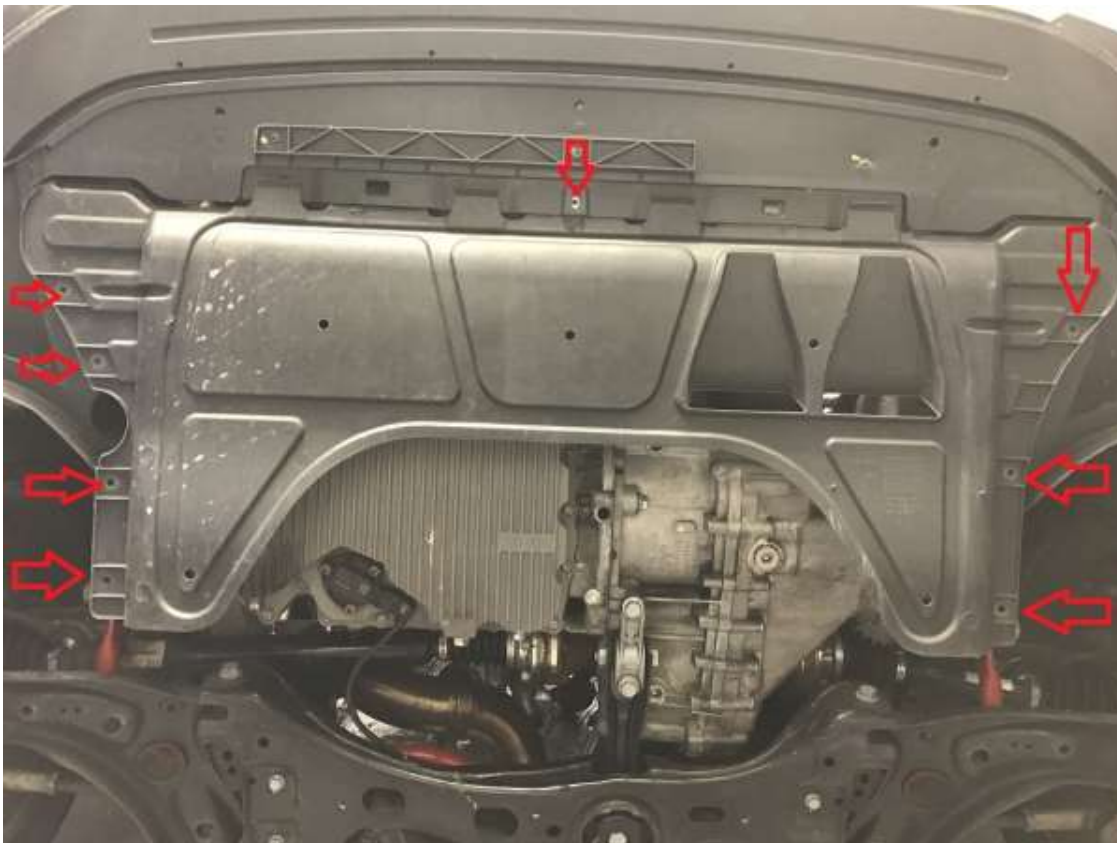
20. Once you have tightened the T-bolt clamp head back underneath the car to reinstall the intercooler hose using the two OEM clamps.



21. Secure lower wiring harness using the supplied zip ties.



22. Re install the splash guard using the (8) torx screws



23. Re install your intake by reversing the removal instructions

24. Congratulations! You are finished!