

i30N Big Boost Pipe Kit Fitting Instructions

Tools needed:

- Socket Set
- Trim tool
- Flat bladed screwdriver
- 7 and 8mm socket or jubilee flexidriver
- Pliers

Kit Includes:

- 1 x AIRTEC motorsport hotside pipe
- 1 x AIRTEC Motorsport coldside pipe
- 6 x Silicone hoses
- 12 x Stainless steel jubilee clips
- 1 x Bracket
- 1 x M6 x 12mm hex head bolt and washer
- 2 x M5 x 12mm cap head bolts with washers

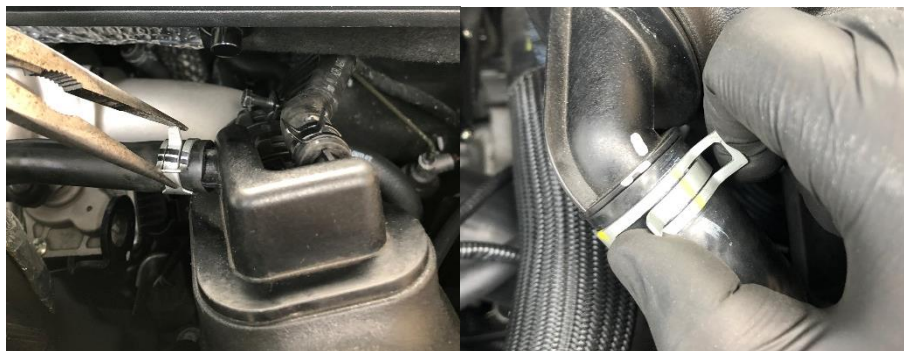


Instructions:

1. Firstly open the bonnet and secure, raise the car up either with a jack and using axle stands to secure or preferably on a vehicle lift.
2. Remove the stock airbox from the car by firstly loosening the clip holding the stock induction pipe to the turbo elbow by using a 10mm socket. (or if an induction kit is fitted to the vehicle then follow the reverse of those fitting instructions and go to step 5)



3. Unclip the 2 breather hoses on top of the induction pipe at the back of the engine bay and also the clamp holding on the hose at the front on the induction pipe by squeezing the clips with a pair of pliers and pull the clamp down the hose. The hoses can then be removed by pulling the hoses off the original pipe.



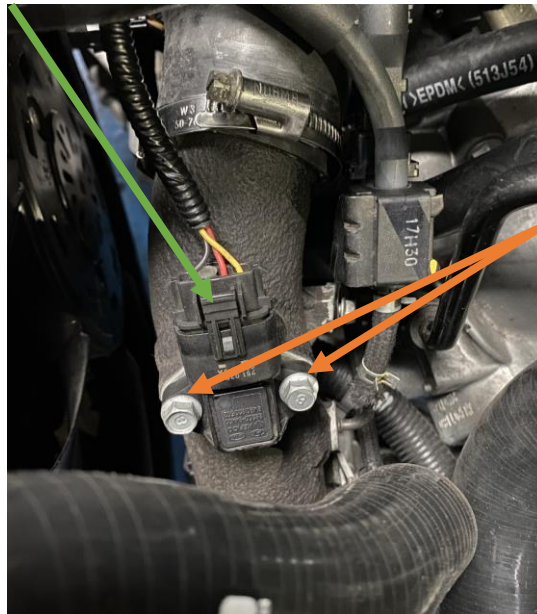
4. Undo the three x 10mm bolts holding the airbox to the car and then push the two pins holding the scoop to the front panel by using a small screwdriver or similar to push the centre of the pin in and then the pin can be pulled out. The airbox and induction pipe can then be removed from the car and put aside.



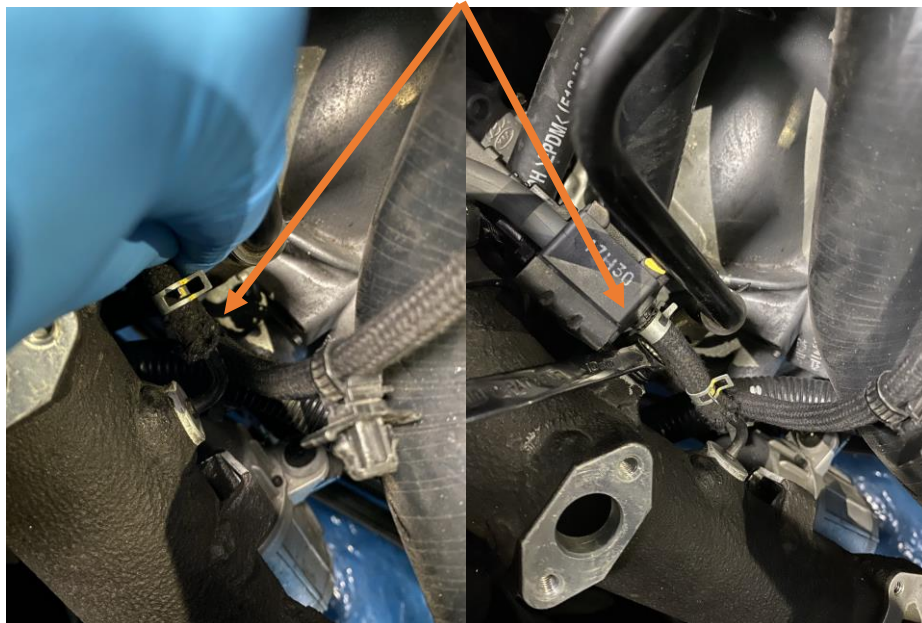
5. Now there is access to the boost pipe components you can begin to remove them, starting with the recirc valve, undo the four x 10mm bolts holding it to the pipe and lift off. It can remain attached to the hose or if you prefer undo the clip holding the hose on to the recirc valve along with the clip holding the vacuum hose on and then remove the whole recirc valve from the car. (This car had a Turbosmart valve and so a 5mm allen key was used).



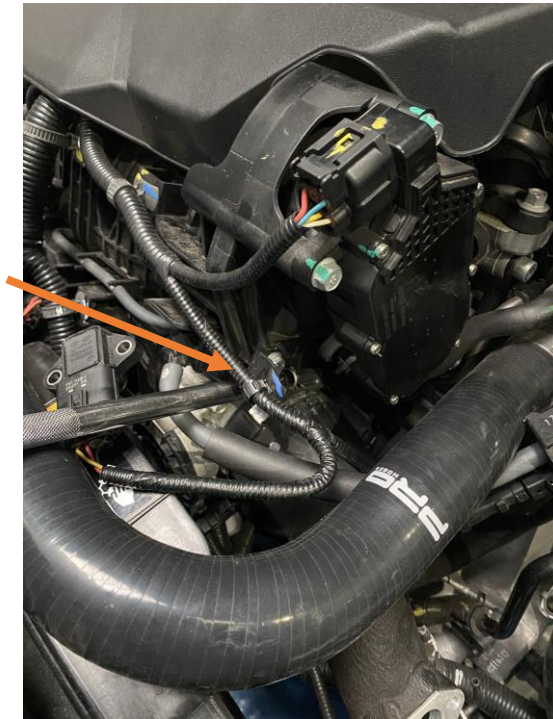
6. The MAP sensor will need removing, firstly unplug the connector and then remove the two x 10mm bolts holding it to the pipe. Put safely aside.



7. Remove the vac line from the takeoff on the pipe by squeezing the clip together and then pulling the hose off and then undo the 10mm bolt holding the solenoid to the pipe. Move out of the way for now.



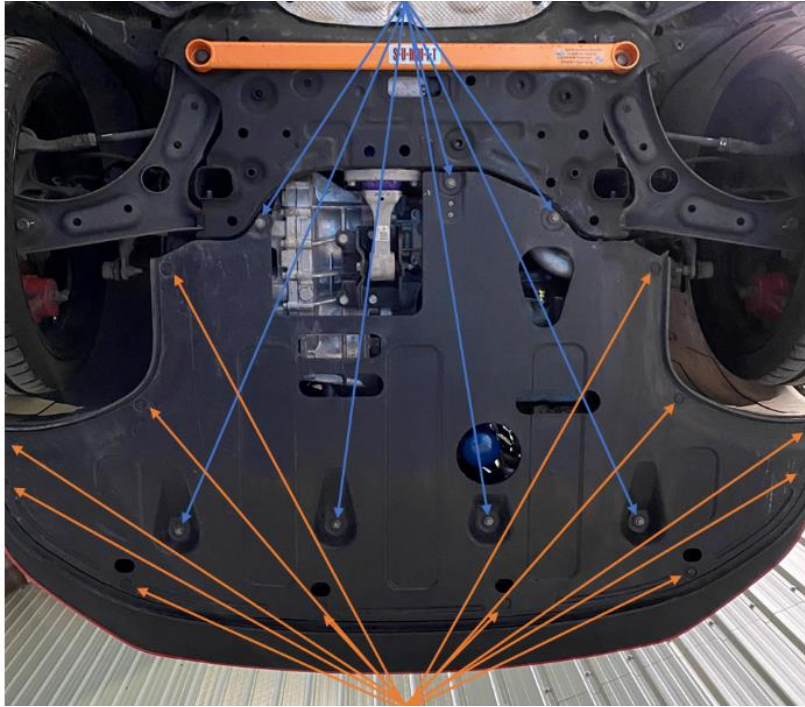
8. Undo the hose clamp attaching the stock hose to the throttle body (using pliers to remove a cap if present) using an 8mm socket or flat bladed screwdriver to loosen the clip.



9. From the top you should be able to get access to the hose clip holding the lower silicone to the intercooler, loosen this and then the whole assembly can be pulled out from the car. If you cannot undo this clip from above then undo it after removing the undertray in the following step.



10. Now working under the car remove the undertray by removing x 12 plastic clips using a trim removal tool or flat bladed screwdriver, followed by seven x 10mm bolts. The undertray can then be removed by sliding it towards the front of the car and pulling it down.



11. Working on the hot side now, undo the 10mm bolt holding on the original pipe to the underside of the engine.



12. Loosen the hose clamp at both the intercooler end and the turbo outlet end and remove the pipe from the car.



13. Remove the rubber grommet and top hat from the original bracket and insert into your new bracket, attach the bracket loosely to your new larger pipe using the supplied M6 x 12mm hex head bolt and washer.



14. Loosely fit the two silicones into place with jubilees however do not tighten at this stage. One will be a 90 degree that comes off of the original turbo hard pipe and the other is a shallow bend. There will be one that suits the standard intercooler and one that suits the AIRTEC intercooler. Use the correct one to suit your application



15. Fit the new pipe into the silicones and get it into a position where it fits well at both ends and the bracket lines up with the original mounting hole.



16. Tighten bracket onto the car reusing the original bolt and then tighten the M6 holding the bracket to the boost pipe and tighten all the jubilees once happy with the positioning.
17. Work from the top or bottom fit the new silicone that comes from the intercooler to the new large coldside pipe.



18. Install the larger coldside into position along with the silicone hose to connect it to the throttle body, leave all jubilee clips loose at this stage.



19. You can now build back up the cold side pipe by attaching the MAP sensor to the pipe using the supplied M5 X 12mm with washers, reconnect the plug, attach the solenoid to the mount reusing the original bolt and attach the vacuum line to the take off and secure with the original clip.



20. Reattach the recirc valve to the pipe reusing the original bolts.



21. Once happy with the position of the pipe tighten all jubilees.



22. Reinstall the airbox and refit undertray in the reverse of removal.