

VW 1.8T, 2.0T Gen3 Side Port Boost Tap Installation Instructions - [Click HERE to Shop](#)



Thank you for purchasing your new 1.8T, 2.0T Gen3 Side Port Boost Tap, we appreciate your business!



NOTE: These instructions outline the installation procedure on a MK7 GTI, other models may differ slightly.

These installation instructions have been broken up into several sections:

1) Disassembly

[\(Page 2\)](#)

2) Piercing the Intake Manifold Side Port

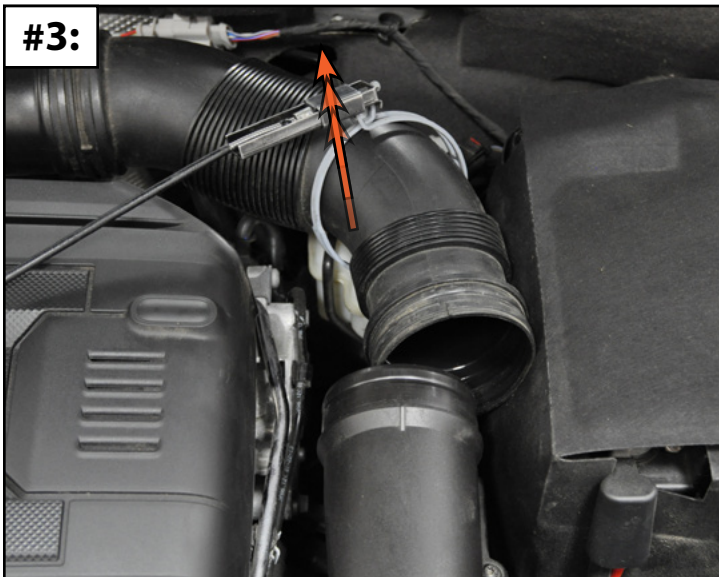
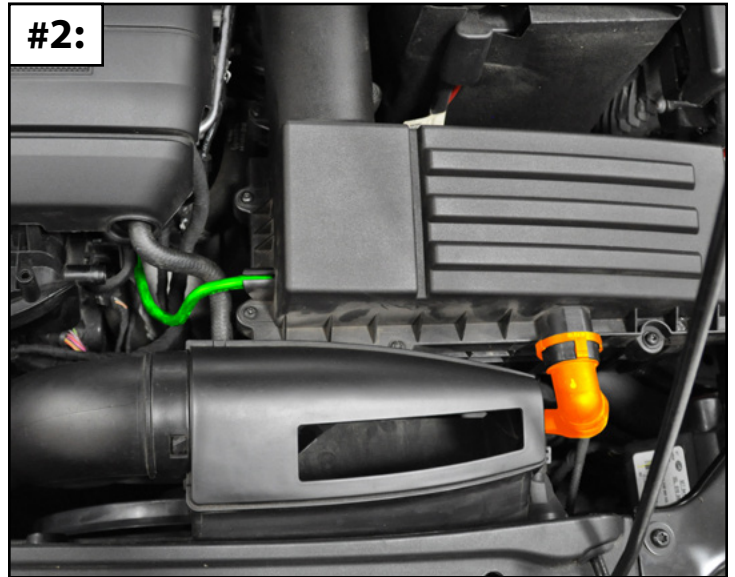
[\(Page 3\)](#)

3) Installing the Boost Tap & Reassembly

[\(Page 4\)](#)

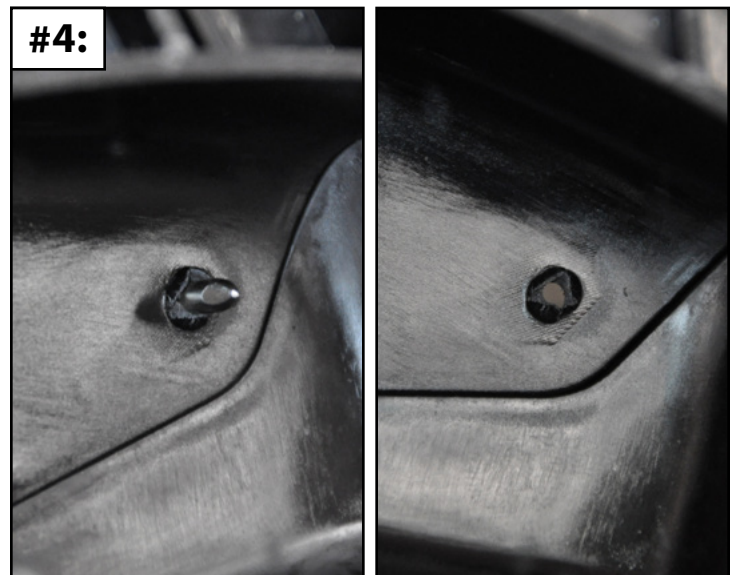
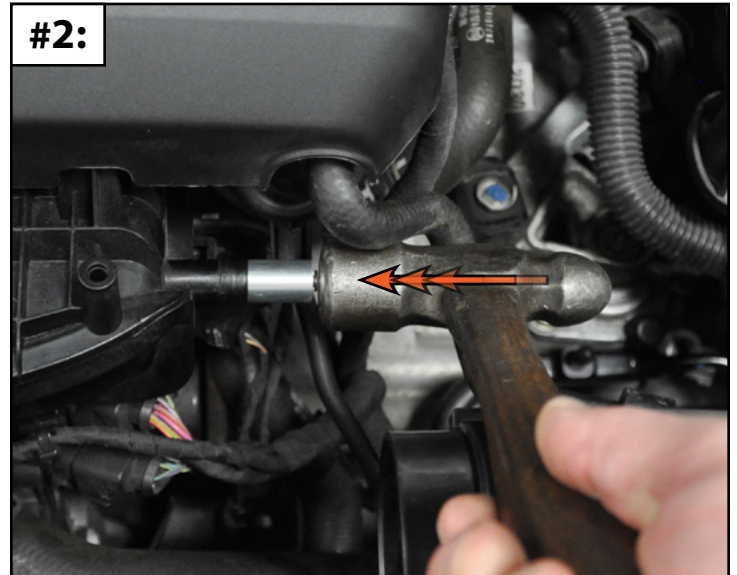
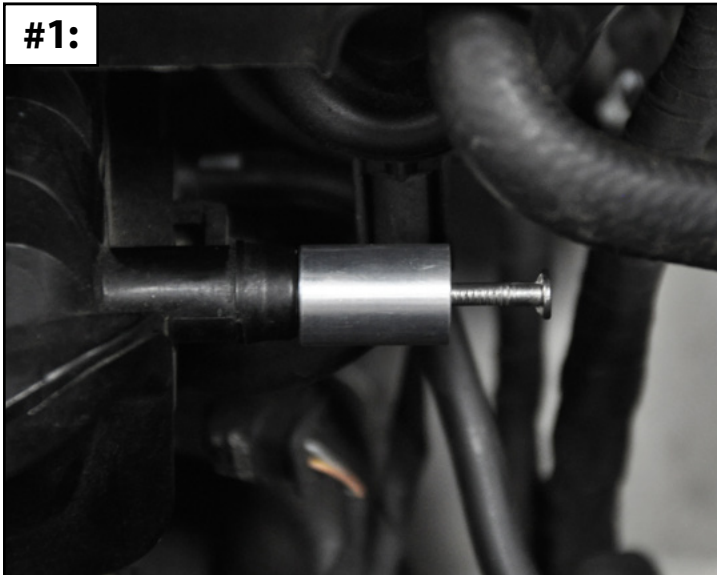
Section 1: Disassembly

1. Ensure that your engine is at operating temperature **BEFORE** proceeding with the install (**Photo #1**).
2. Pull the vacuum hose off the side of the air box lid (highlighted in **GREEN** in **Photo #2**). Be careful and pull gently, twisting it back and forth if necessary to release it from the port on the air box.
 - If equipped, remove the secondary air injection intake pipe (highlighted in **ORANGE** in **Photo #2**) from the front side of the air box lid by squeezing the locking ring then pulling it straight off.
3. Release the tension on the spring clamp that connects the air box to the flexible intake tube. Slide the clamp back along the intake tube, then pull the tube off of the air box (**Photo #3**).
4. Remove the intake duct (highlighted in **GREEN** in **Photo #4**) from the air box. Loosen the T30 Torx air box bolt (arrow in **Photo #4**), but keep in mind that it is a "trapped" screw and it stay in place once it is completely loosened. Lift the air box out of the car, being careful to guide the drain tube out without breaking it.



Section 2: Piercing the Intake Manifold Side Port

1. Slide the manifold piercing alignment tool into the side port on the intake manifold until it is fully seated. Slide the nail into the end of the alignment tool until you feel it hit the closed end of the intake side port.
 - TSI engine and vent hose shown in **Photo #1**, FSI engine and vent hose are slightly different in appearance.
2. Using a ball pein hammer, not a really big one - the 16 oz hammer we are using here is plenty big enough, tap lightly on the nail in the piercing alignment tool, just as if you are starting a nail in a piece of wood. After you tap on it just a few times, you will feel it begin to pierce the manifold (**Photo #2**). Just a couple more taps and the nail will easily pierce through the side port. When the head of the nail is seated against the surface of the manifold piercing alignment tool as it is in this photo, you have successfully pierced the manifold.
3. Pull the piercing alignment tool and the nail out of the intake manifold side port (**Photo #3**).
4. These unedited, cut-away views of the inside of the intake manifold demonstrate how the nail will smoothly and evenly pierce through the plastic, creating a perfect hole with absolutely no break off and no burrs (**Photo #4**).



Section 3: Installing the Boost Tap & Reassembly

1. Unpack the boost tap and inspect it. You will see that it has three pre-threaded ports in it, this gives you some flexibility for future modifications. Apply a small amount of threadlocker to the threads of the nipple and/or plug included with the boost tap kit (**Photo #1**). Thread the nipples and/or plugs into the boost tap and tighten them with your fingers.
2. Push the boost tap onto the intake manifold until it is fully seated (**Photo #2**).
3. Install the retaining clip into the boost tap to secure it in place (**Photo #3**).
4. Connect a vacuum hose to the boost tap and route it through the engine bay as needed (**Photo #4**).
 - Reinstall the air box (not shown).

