



# Carbon Fiber Intake System Installation Guide



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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G20 B58 Carbon Fiber Intake System

## INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

## GENERAL PREPARATION AND SAFETY INFORMATION

Turner Motorsport cares about your health and safety, please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and utilize the factory specified lift points.
- Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.



**NEVER** get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.



## DISASSEMBLY

### Step 1:

Lift up on the engine cover to pop it free from its mounting grommets.



### Step 2:

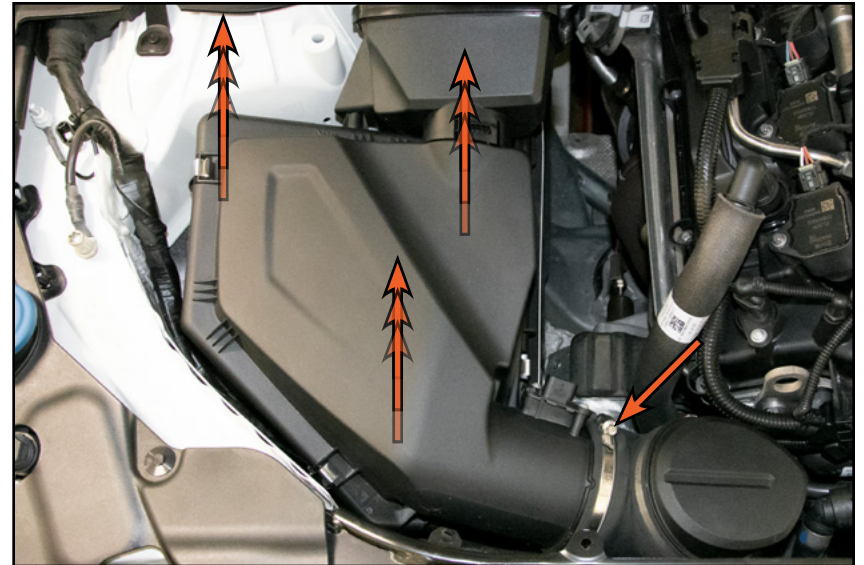
Disconnect the MAF sensor connector (highlighted in **RED**).



## DISASSEMBLY

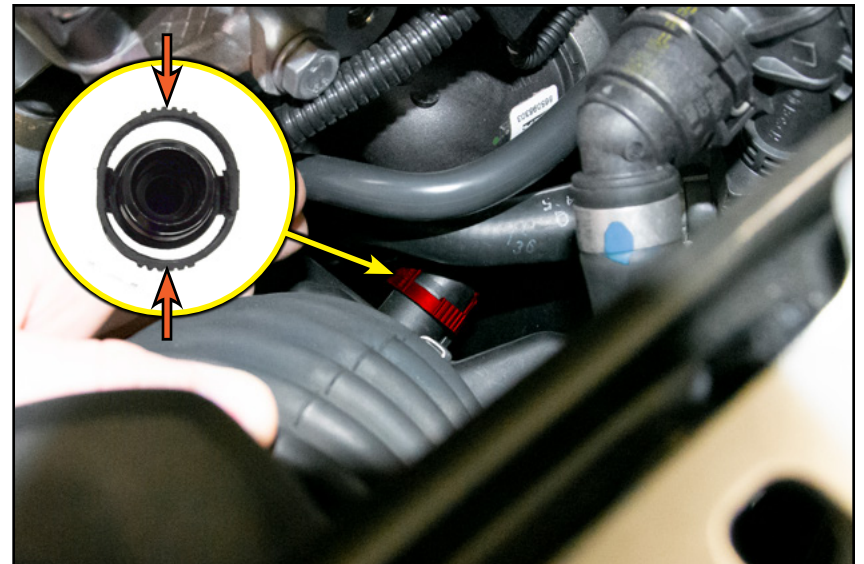
### Step 3:

Loosen the clamp (**ORANGE** arrow), then remove the intake system or air box from the turbo inlet and set it aside.



### Step 4:

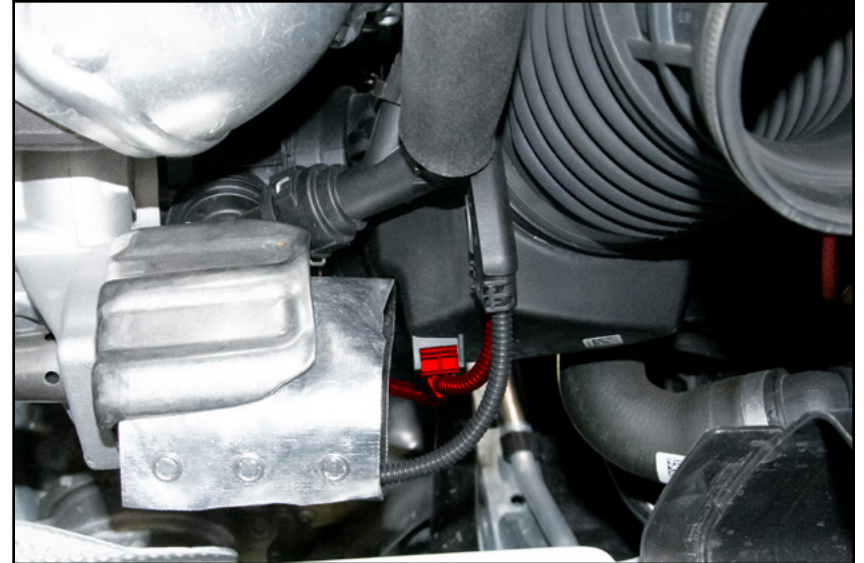
Depress the two locking tabs and pull the plastic vacuum line (highlighted in **RED**) off of the flange on the turbo inlet.



## DISASSEMBLY

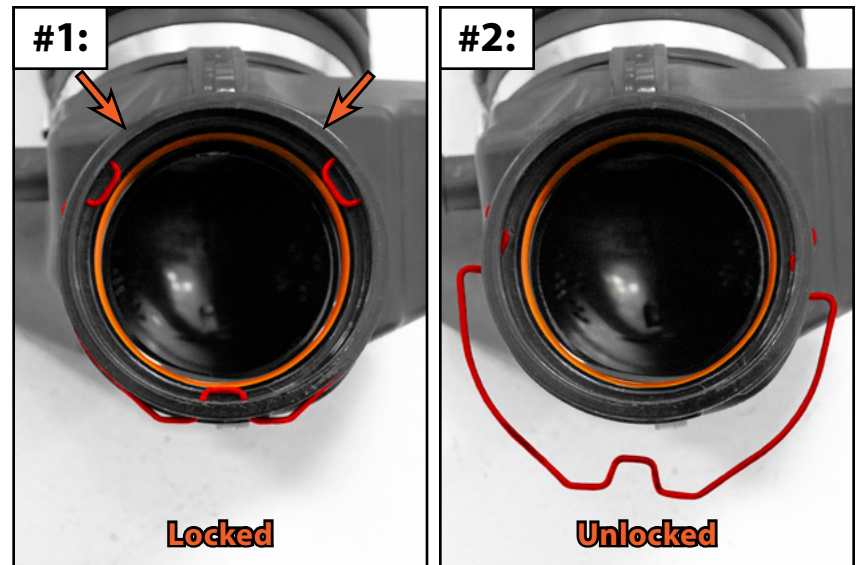
### Step 5:

Free up the wiring harness (highlighted in **RED**) from the turbo inlet.



### Step 6: Angled Pick Tool

The turbo inlet is secured to the turbo by a spring clip (highlighted in **RED**) which may be difficult to see. To remove the inlet you must first pry the two ends of the spring clip (**ORANGE** arrows in **Photo #1**) out of their notches, then pull the spring clip down until it clicks into the “unlocked” position (as shown in **Photo #2**).





## DISASSEMBLY

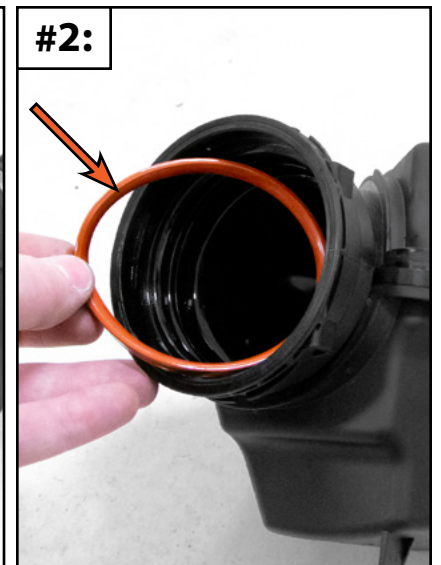
### Step 7:

Carefully guide the turbo inlet out of the vehicle.



### Step 8: Angled Pick Tool

Pull the spring clip (highlighted in **RED** in **Photo #1**) and the O-ring (**ORANGE** arrow in **Photo #2**) free from the turbo inlet pipe as shown.



## INSTALLING THE NEW TURBO INLET

### Step 1:

Install the O-ring (**ORANGE** arrow) and spring clip (highlighted in **GREEN**) into the new turbo inlet adapter as shown.



### Step 2:

Slide the new turbo inlet adapter onto the turbo until the spring clip snaps into place, securing it.





## INSTALLING THE NEW TURBO INLET

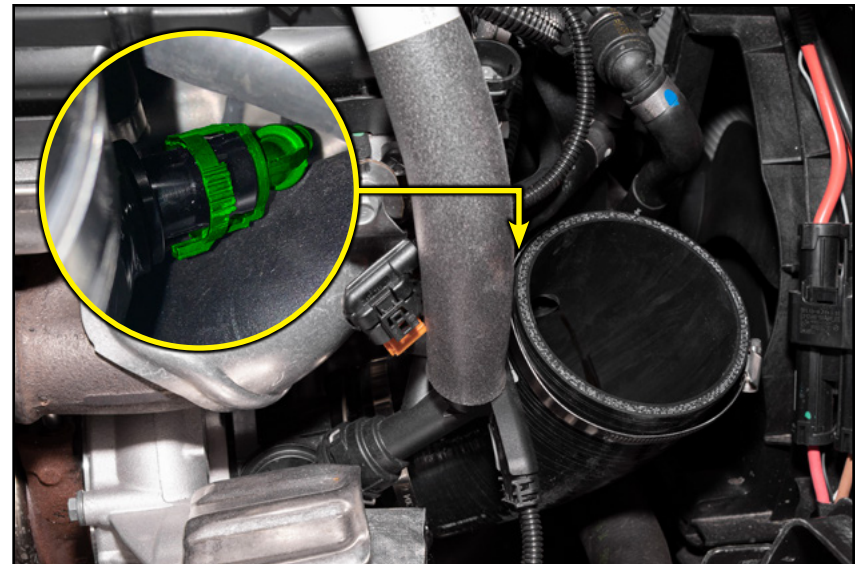
### Step 3:

Ensure the clamps are properly installed, then slide the vacuum line fitting (highlighted in **GREEN**) into the lower silicone hose as shown.



### Step 4: 7mm Socket & Ratchet

Slide the assembled lower hose onto the turbo inlet adapter as far as it will go, then tighten the lower clamp. Slide the plastic vacuum line (highlighted in **GREEN** in the inset photo) onto the new fitting until the two locking tabs “click” into place.

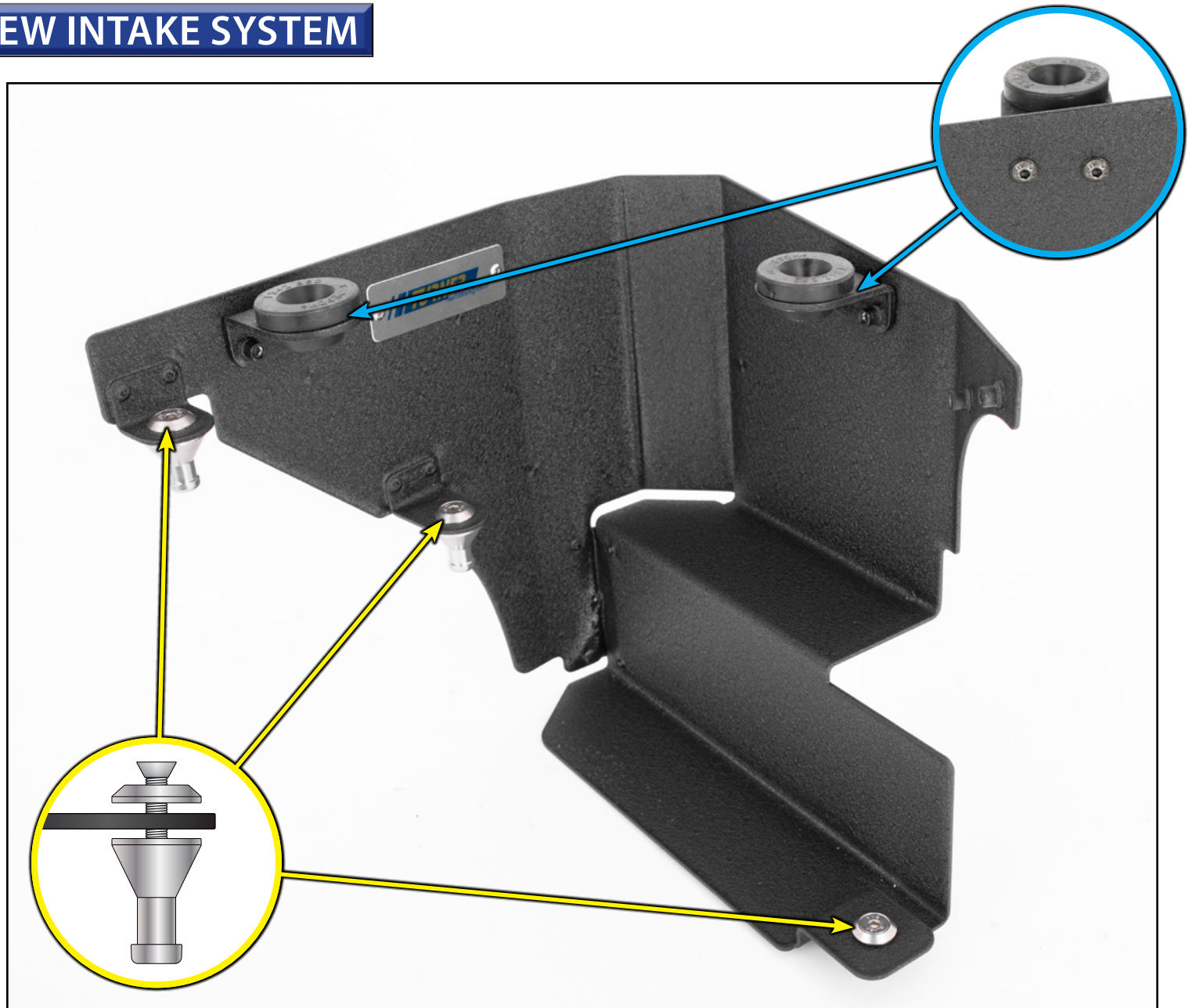


## INSTALLING THE NEW INTAKE SYSTEM

### Step 1:

Install the three aluminum standoffs into the heat shield with the provided hardware (**YELLOW** inset photo and arrows).

Install the two air box lid support brackets and grommets onto the heat shield using the supplied M5x12mm bolts and M5 flat washers (**BLUE** inset photo and arrows).

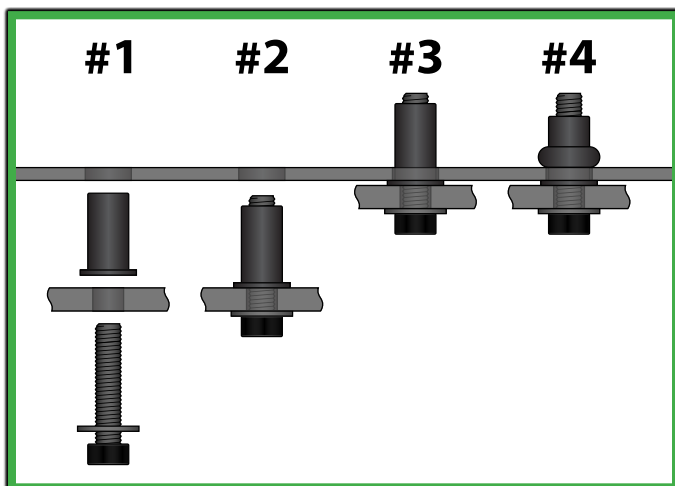
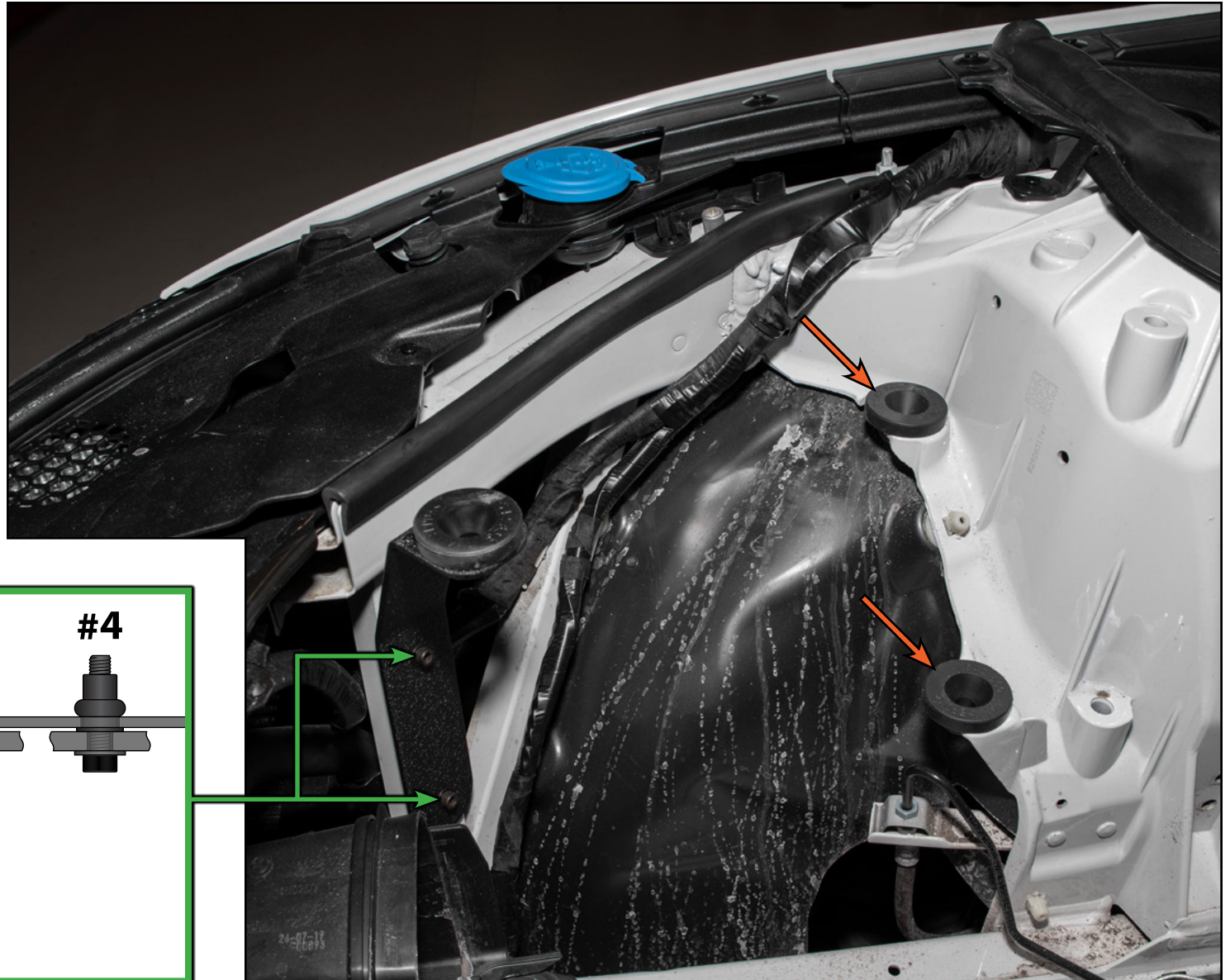


## INSTALLING THE NEW INTAKE SYSTEM

### Step 2:

Install the provided rubber grommets into the RH strut tower (**ORANGE** arrows in the photo on the right).

Install the air box lid support bracket, grommet, and rubber well nuts onto the core support (**GREEN** inset photo and arrows below).

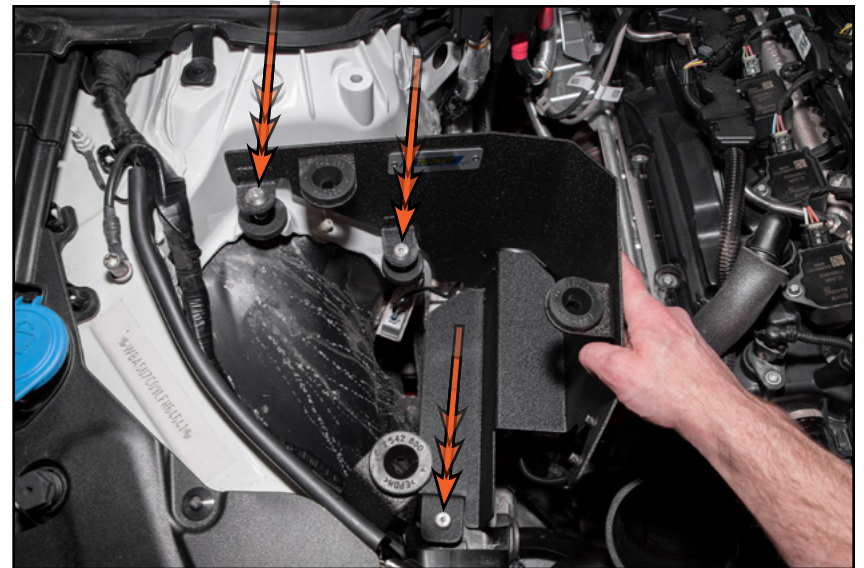




## INSTALLING THE NEW INTAKE SYSTEM

### Step 3:

Install the heat shield into position, pushing down to seat each standoff into the matching grommet.



### Step 4: T20 Torx, 3mm Hex (Allen)

Transfer the MAF sensor from the stock air box (**Photo #1**) to the new carbon fiber intake tube (**Photo #2**).

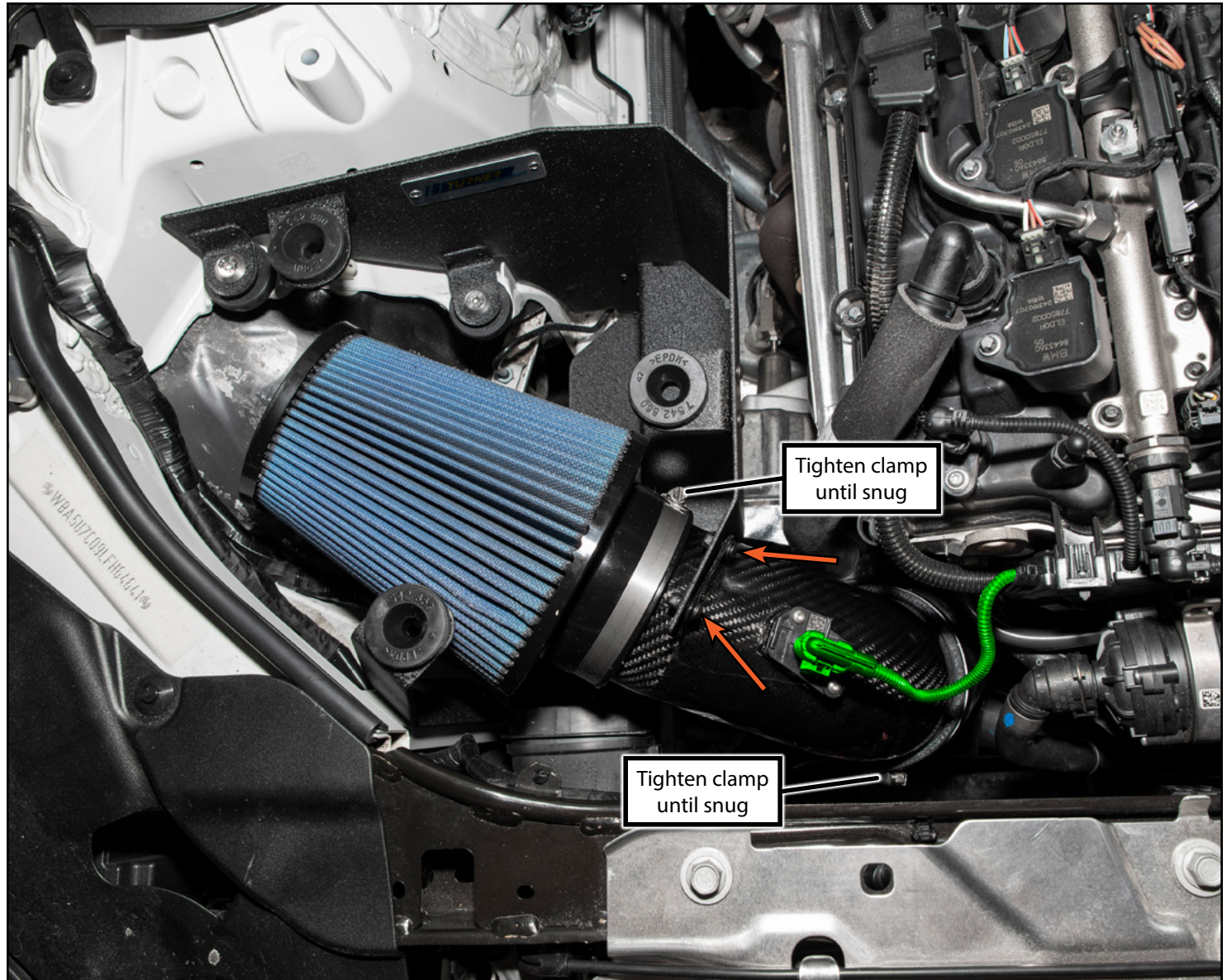


## INSTALLING THE NEW INTAKE SYSTEM

### Step 5:

Slide the carbon fiber intake tube into the silicone turbo inlet. Secure the intake tube to the heat shield using the provided M5x12mm bolts and M5 flat washers (**ORANGE** arrows).

Connect the MAF sensor harness (highlighted in **GREEN**). Install the air filter onto the intake tube. Tighten the upper hose clamp on the turbo inlet and the air filter until snug.





## INSTALLING THE NEW INTAKE SYSTEM

### Step 6:

Reinstall the engine cover.

Align the air box lid support posts with the heat shield grommets, then push the lid down until it pops into place.





## Your Intake System installation is complete!



### **These instructions are provided as a courtesy by Turner Motorsport**

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