



VW SCIROCCO 1.4 TURBO/SUPERCHARGED TWININTERCOOLER INSTALLATION



Tools needed:

T25 torx driver

Small flat head screwdriver

12mm & 13mm socket, with ratchet

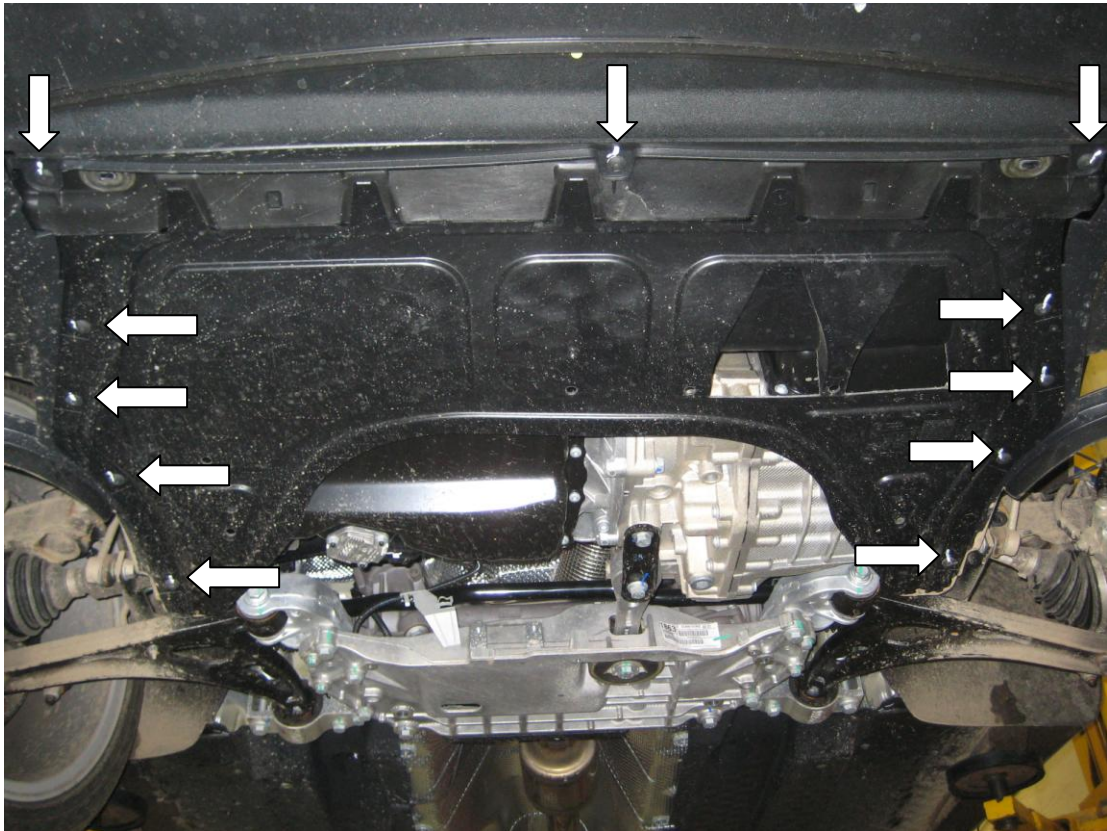
Dremel or similar with cut off disc

Large Phillips screwdriver (PH3 or 4)

Drill with 4mm HSS drill bit

Jack and axle stands

1. Raise the front of the car on a jack and support on axle stands in such a way that both front wheels can be turned and you have full access to the undertray of the vehicle.
2. Undo the four T25 screws down each side of the undertray, and remove it from the car and then the three T25 screws under the front edge of the bumper



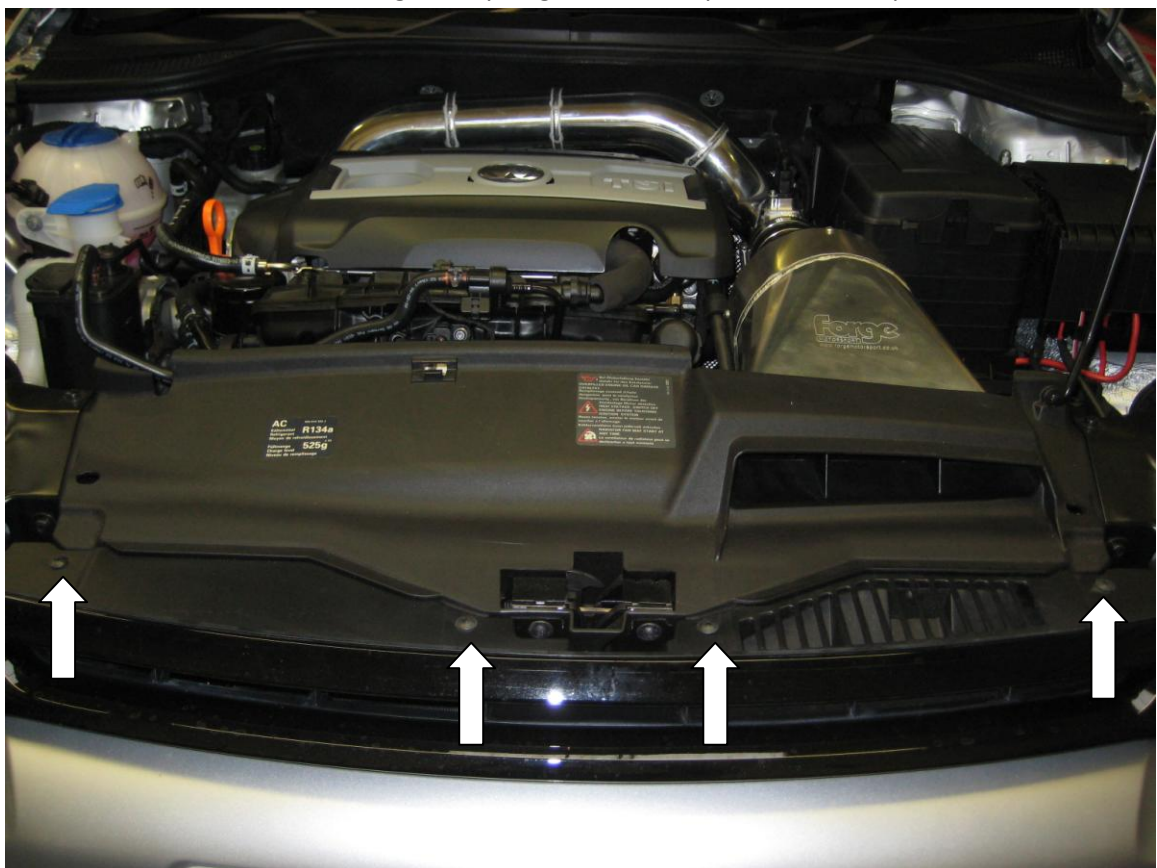
3. Undo the three T25 screws down the inside edge of each wheel arch.



4. Pull back the top of the arch liner and undo the T25 screw holding the edge of the bumper up through the edge of the wing.



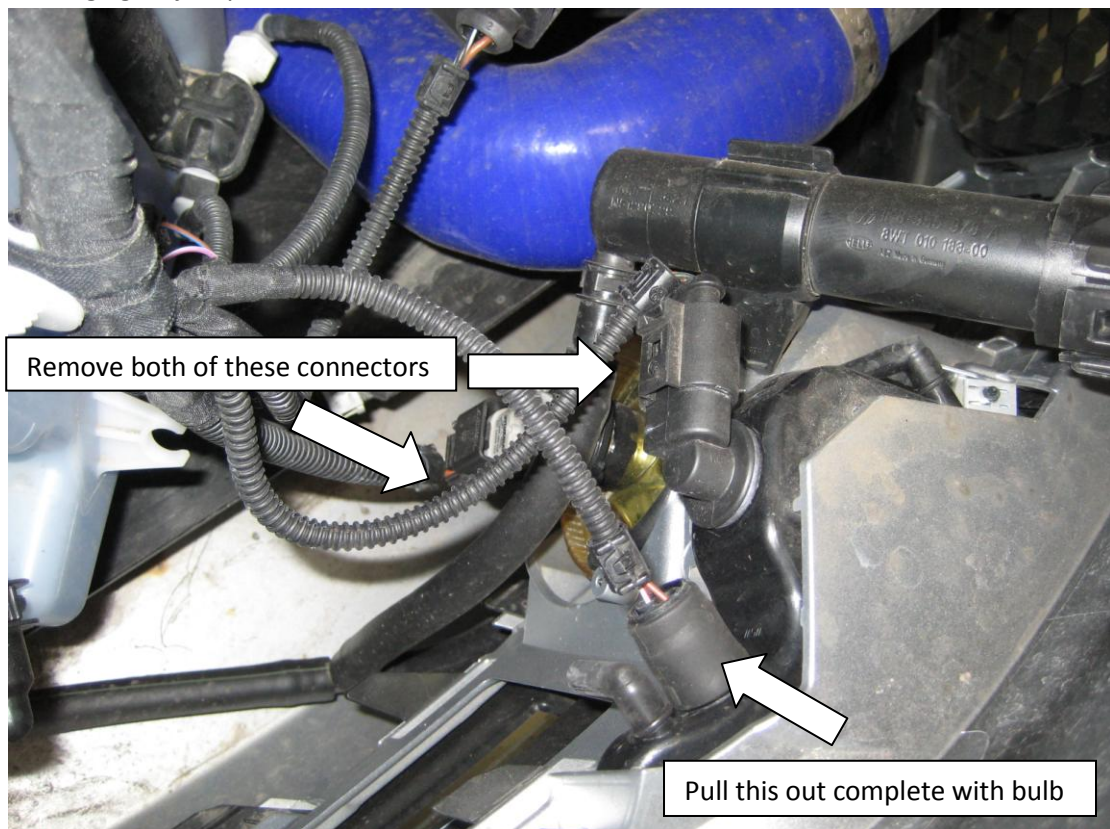
5. Undo the four T25 screws holding the top edge of the bumper to the slam panel.



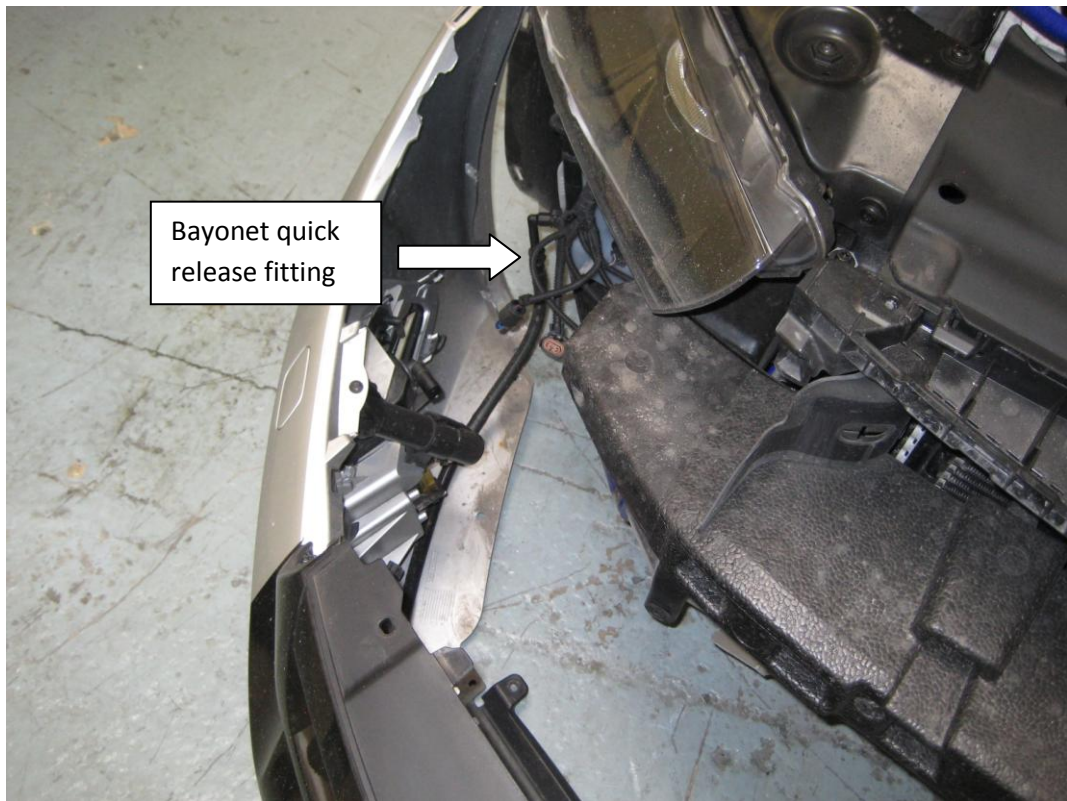
6. Pull back the edge of the bumper to release it from the plastic clips on the edge of the wing.



7. Get an assistant to support the bumper while you reach down behind and unclip the electrical connectors for the sidelights, foglights and driving lights. The connectors for the driving lights just pull out with the bulb attached.



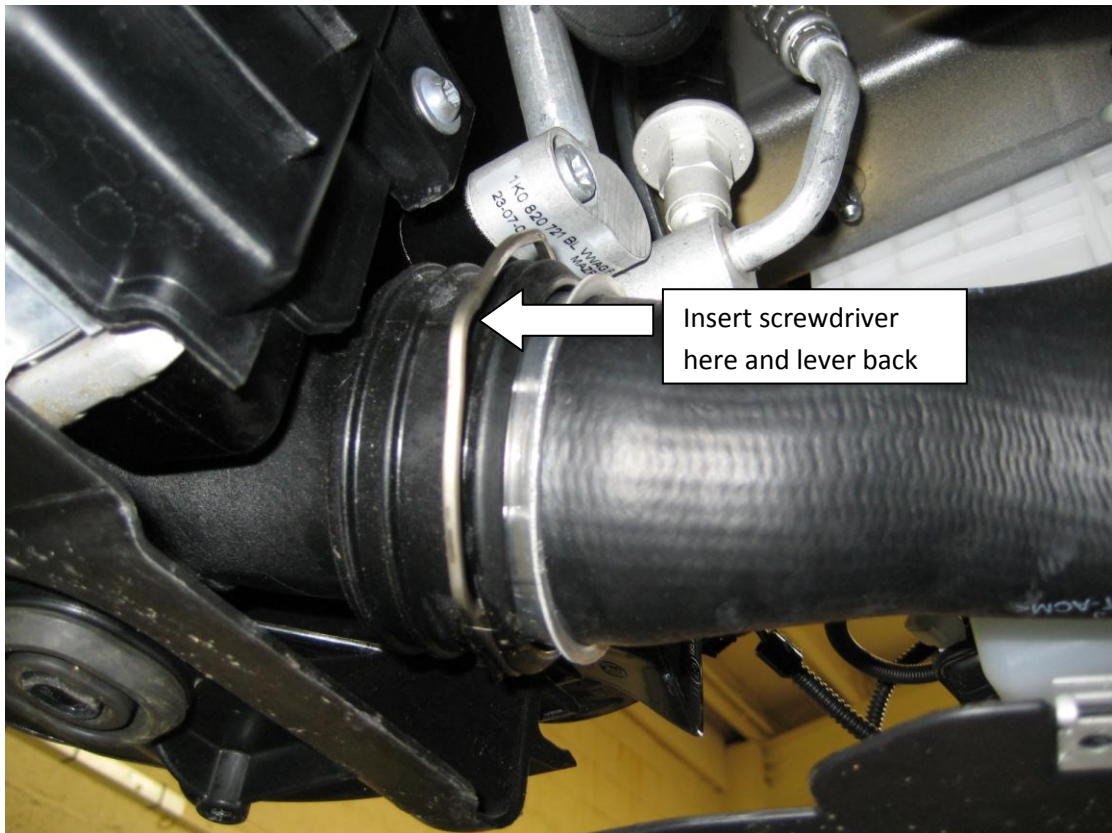
8. You can now rotate the whole bumper to the drivers side of the car where it's still attached via the headlamp washers (if fitted).



9. Place a bucket under the washer fluid reservoir and locate the bayonet fitting on the headlamp washer hose, then squeeze it to release and drain the fluid into the bucket. This will empty the whole washer reservoir (5 litres) so be sure you have something that can hold that amount. The bumper can be stored safely away for the time being.



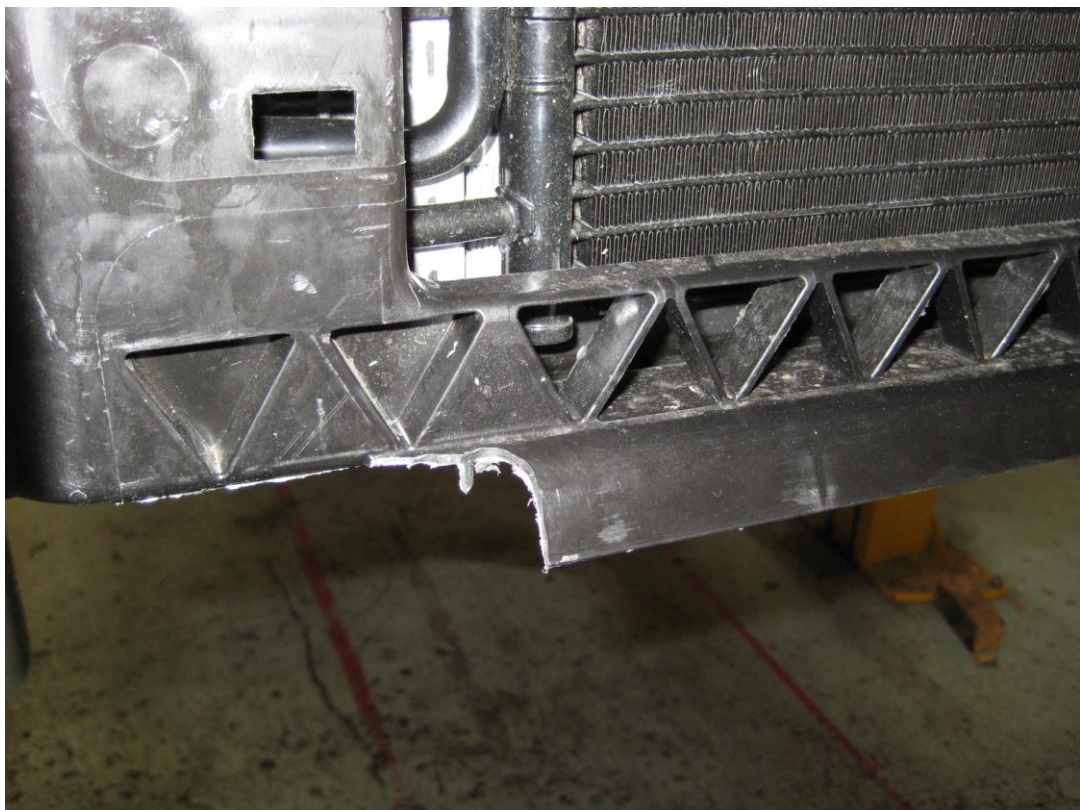
10. Working under the front of the car, remove both of the hoses that connect to the intercooler, by pushing a small screwdriver through the raised section of the c-clip and pulling to release the clip. The pipes can then be removed. Note that one connection is actually a jubilee clip which must be removed.



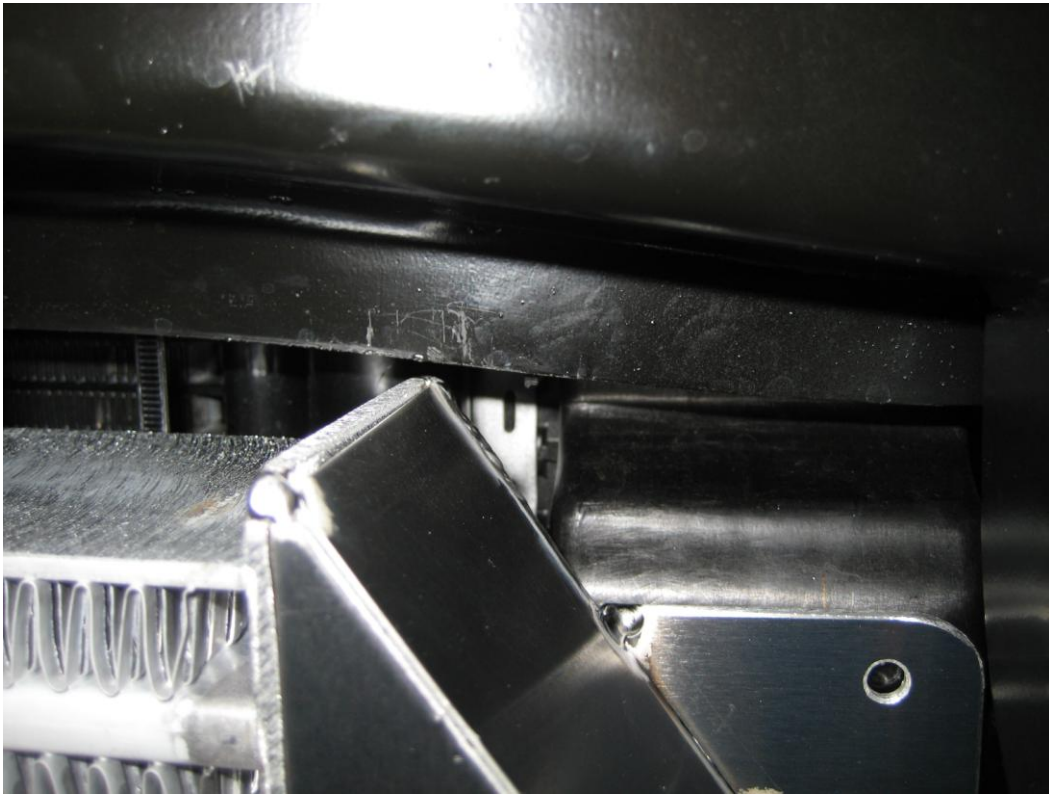
11. Working at the front of the car, cut the plastic air guides on both sides at the point marked below. Unclip the air temperature sensor on the drivers side by pushing all three tabs together on the underside, and remove the sensor.



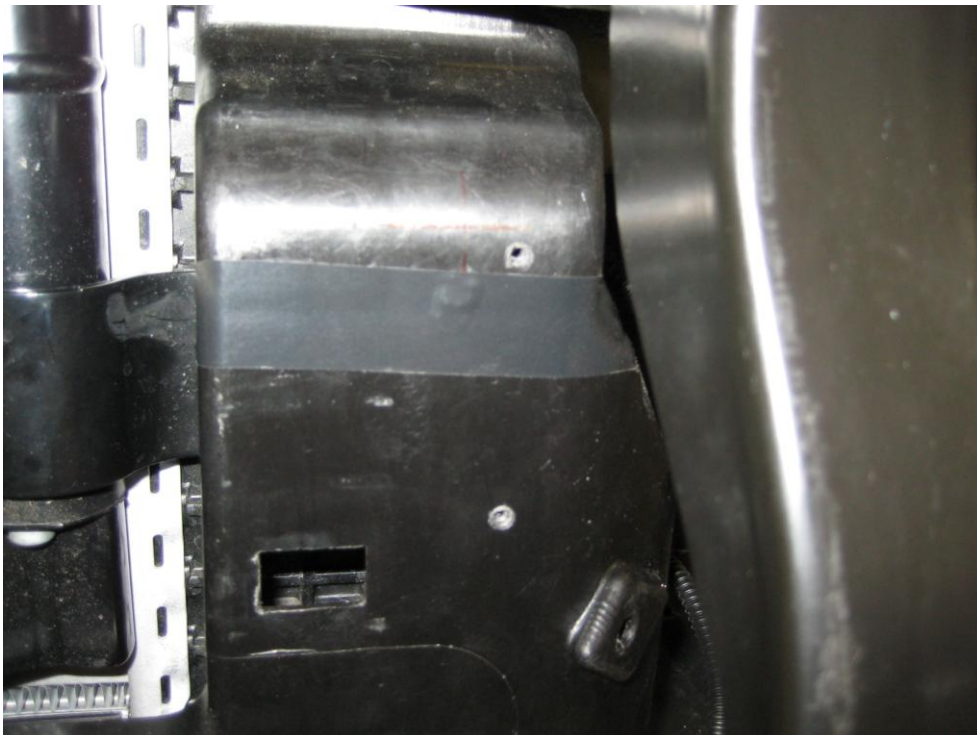
12. On the drivers side, cut out a small section of the lower lip in front of the radiator to assist in fitting the intercooler.



13. Offer up the intercooler to the front of the car, making sure the inlet/outlet pips are behind the metal supports for the bumper that are welded to the front crash bar. The intercooler should naturally sit on the lower lip that you removed a section of in the last picture, and be about 5-10mm below the bottom of the crash bar.



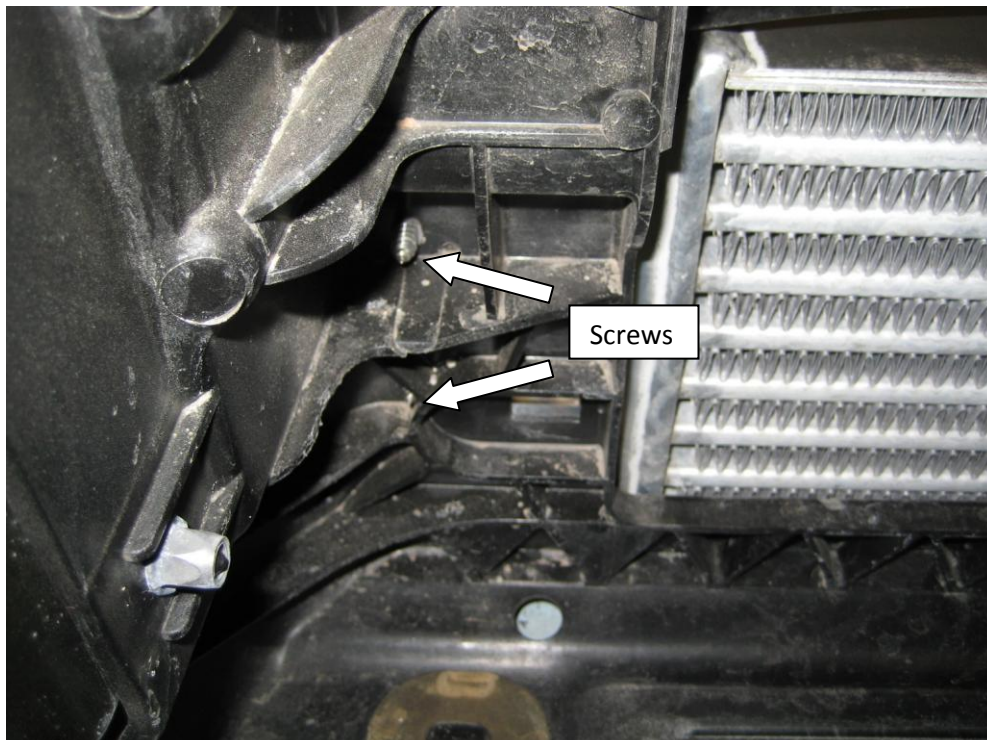
14. Mark the positions of the two screw holes at each end of the intercooler, then using a small 4mm drill, start a small hole, enough to get the self tapping screws started. **DON'T DRILL MORE THAN 30mm DEEP.** When you're finished, try starting the screw thread in the holes with the self tapping stainless steel screws provided.



15. Offer the intercooler back up to the car, and make sure the holes line up, then screw the screws until they are all nearly tight, then screw each one in a little at a time to make sure the intercooler is flush against the radiator cowl. Don't worry about screwing in too far (see bottom picture). Replace the air temperature sensor on the mount provided by simply pushing it in. You can also use the supplied penny washers on each screw if you wish.



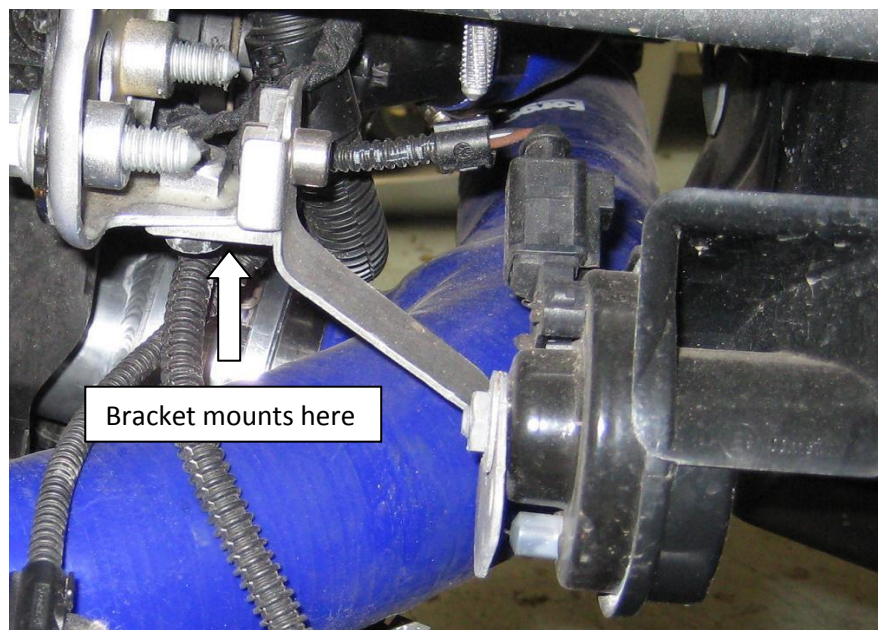
FOR REFERENCE – the screws aren't deeper than the reinforcement on the back of the radiator cowl (picture from the back of the radiator cowl showing back of intercooler)



16. The horns on the left and right must be slightly relocated. On the drivers side, undo the 12mm bolt that holds the horn to the car, then the 13mm nut holding it to the bracket, and simply reposition the horn on the top of the bracket and retighten the nut.



On the passenger side, remove the 12mm bolt that holds the horn bracket to the car and then using the right angled bracket provided, together with the M8x12 bolt, M8 washer and M8 nut, mount the bracket as shown below.

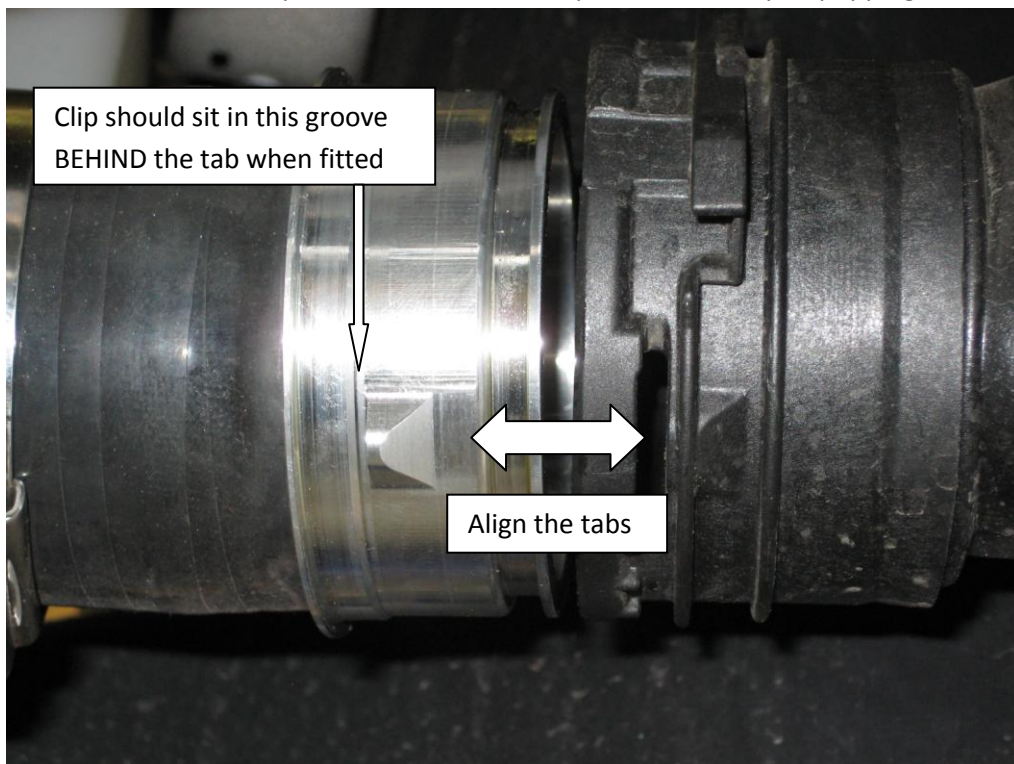


17. From the intercooler hoses you removed in step 8, remove the o-rings from the ends and place into the Forge aluminium couplers – note there are two large and one small. Try not to get any twists into the o-ring. Mount the couplers into the hoses as shown below, with jubilee clips to suit. DON'T tighten the jubilee clips yet as the orientation of the couplers is important and they will need to be rotated.





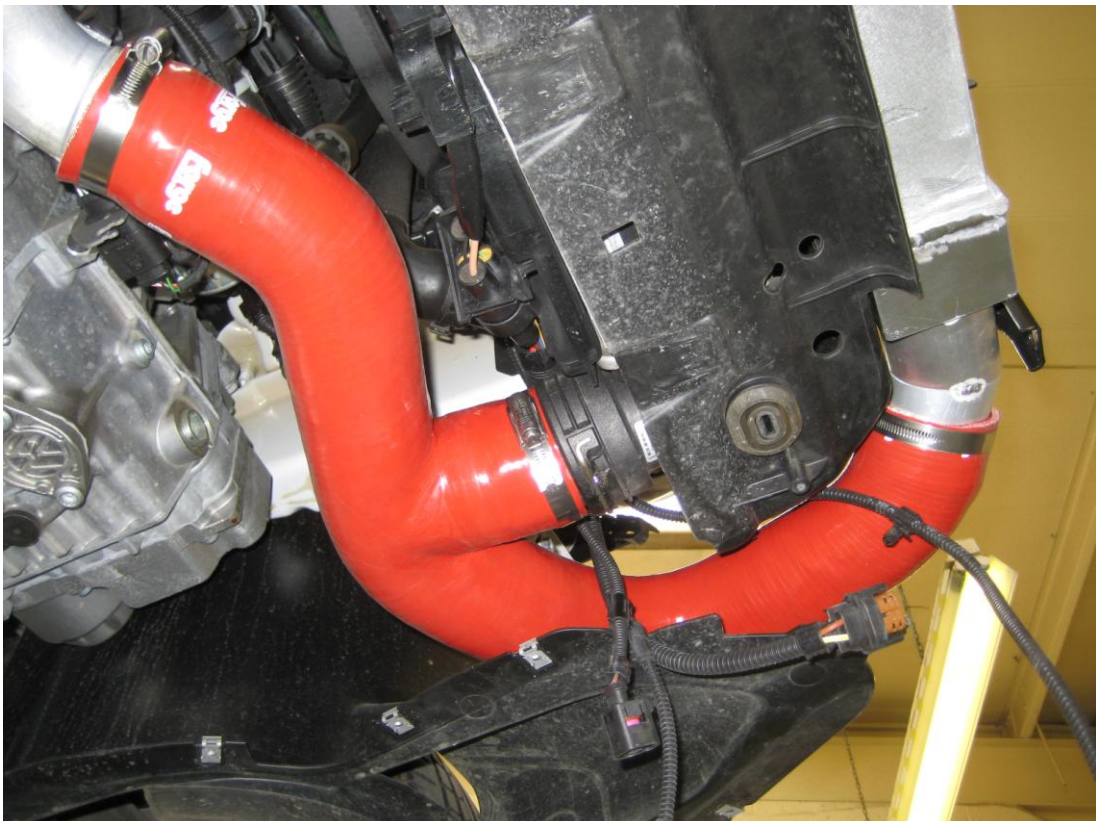
18. Offer up the drivers side hose first (top hose in last picture). Rotate the couplers in the hose until the tabs on the coupler line up with the tabs on the pipe and intercooler in the car. It's easiest to get the smaller coupler in first, then bend the hose to get the other end into the stock intercooler. Tighten the jubilees that hold the couplers to the hoses, then push the couplers in securely. Push in the retaining retaining clips that hold the couplers in place – **MAKE SURE** that the clips sit behind the tabs to prevent the coupler popping out.



Place a jubilee clip on the front part of the hose, then connect it to the twintercooler and secure with a jubilee clip.



19. Repeat for the passenger side which is easier as there is only one aluminium coupler to contend with. Use a jubilee clip on the end to the intercooler and the end which goes to the turbo. Tighten all the jubilee clips.



20. Retrieve the bumper from storage and remove the bayonet connection from the passenger side headlamp washer, and remove the connector from the end of the hose. Unclip the washer hose where it passes along the length of the bumper and pull it off the tee piece under the drivers side washer. These can both be a tight fit.



21. To facilitate fitting of the intercooler, we need to relocate the headlight washer tube. Using the supplied silicone hose, connect to the bayonet fitting and plug this in to the passenger washer. Secure it with one of the supplied cable ties. Route the hose as shown below, around the back of the foglight, and clip it in along the bottom of the bumper.



On the drivers side, connect the new silicon hose in to the tee piece, securing it with a cable tie, and route the hose as shown below.



22. Installation is now complete ! Follow steps 9-1 in reverse order to refit the bumper. Lower the car to the ground and enjoy your new found performance!



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