



## VW SCIROCCO R TWINTERCOOLER INSTALLATION INSTRUCTIONS



### Tools needed:

T25 torx driver

Small flat head screwdriver

12mm & 13mm socket, with ratchet

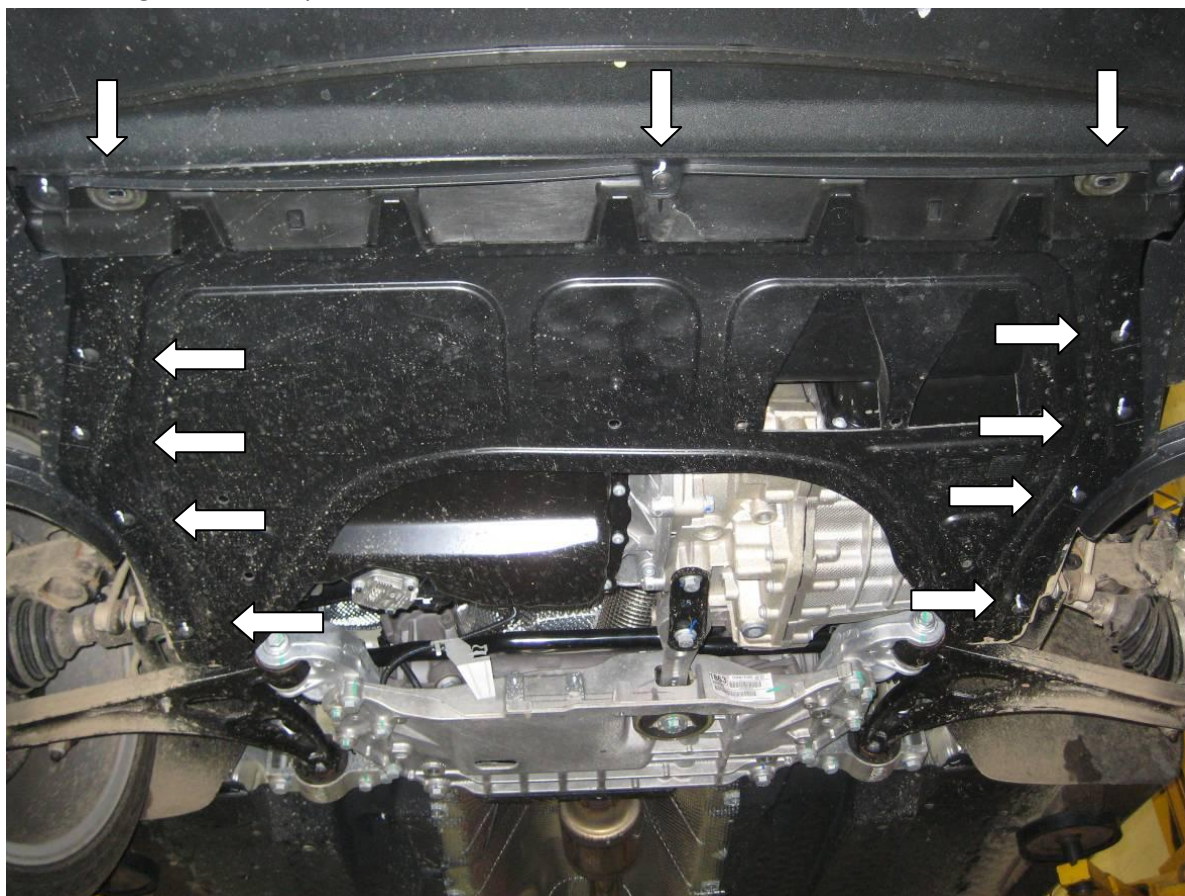
Dremel or similar with cut off disc

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 under tray of the vehicle.
2. Undo the four T25 screws down each side of the under tray, and the three T25 screws under the front edge of the bumper



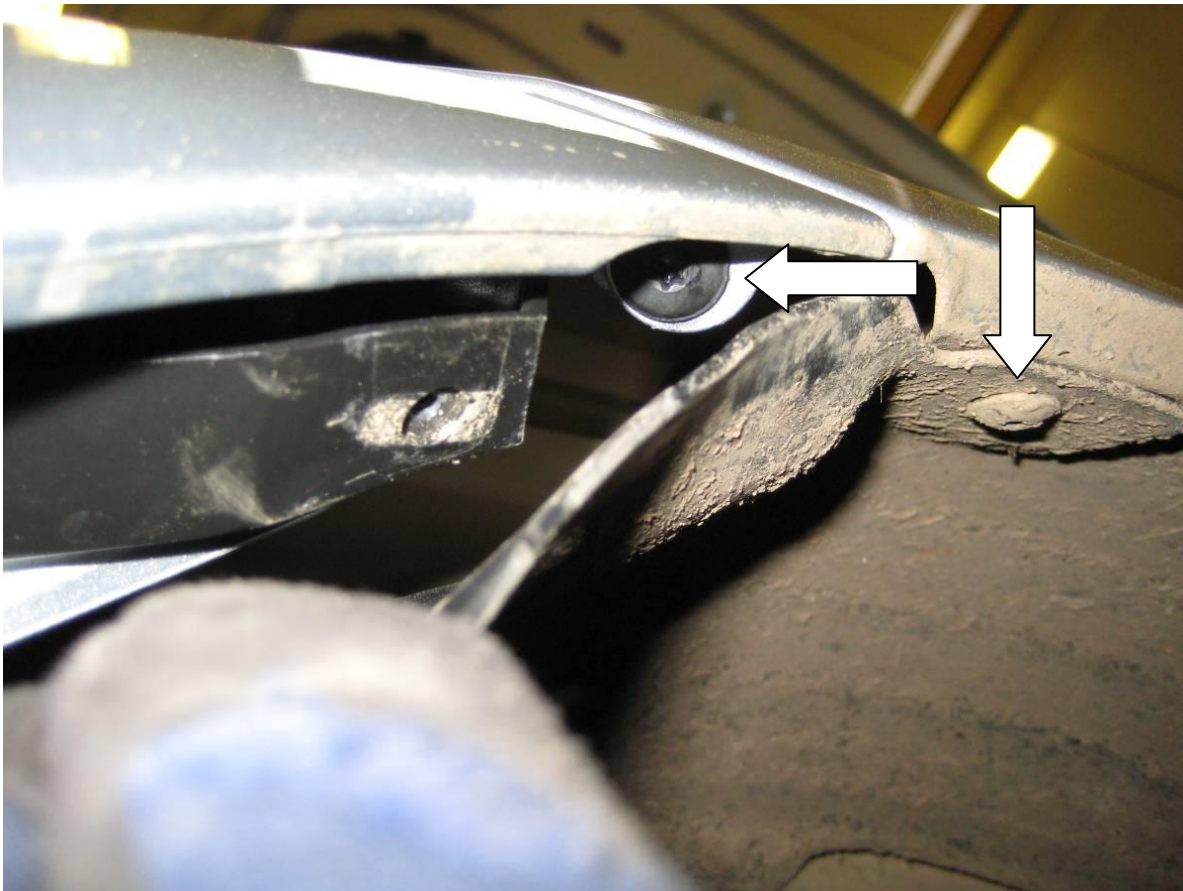
3. Undo three T25 torx screws of either side on the bumper



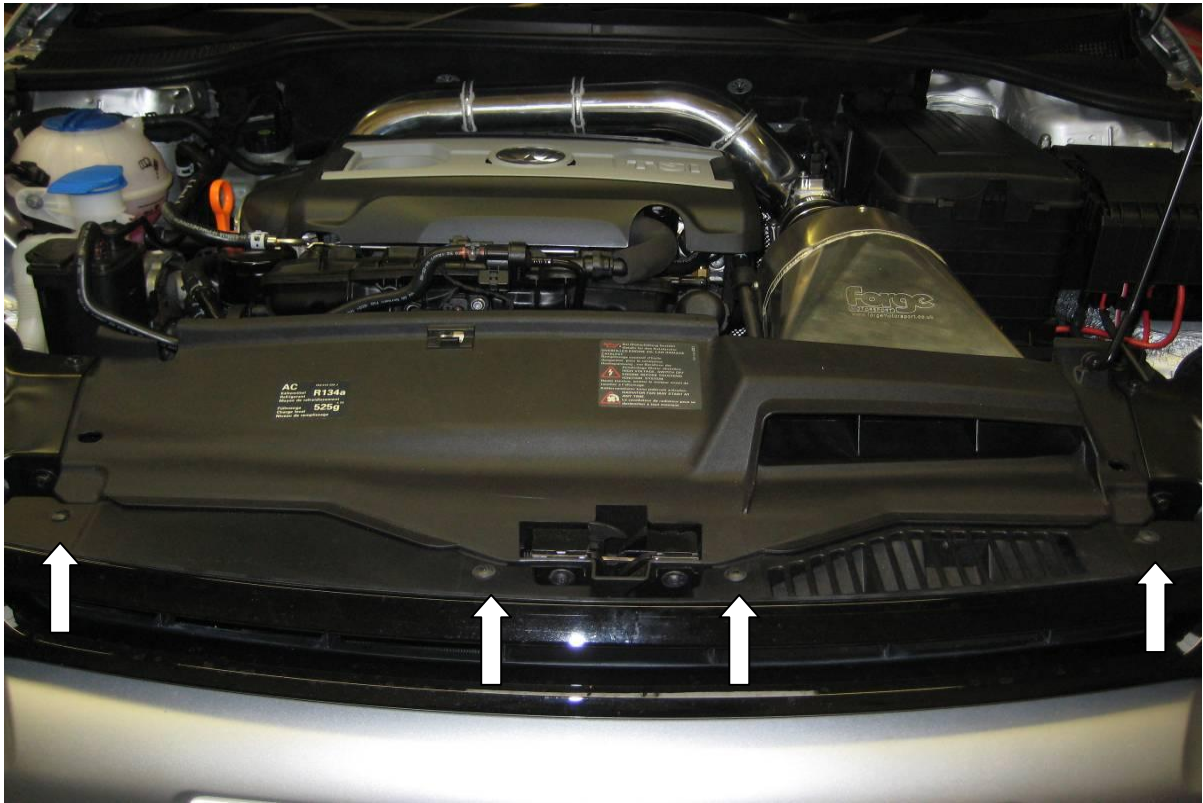
4. Undo the Three T25 screws down the inside edge of each wheel arch.



5. Undo the top T25 screw on the wheel arch liner. 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.



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



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



8. Get an assistant to support the bumper while you reach down behind and unclip the electrical connectors for the sidelights, fog lights and driving lights



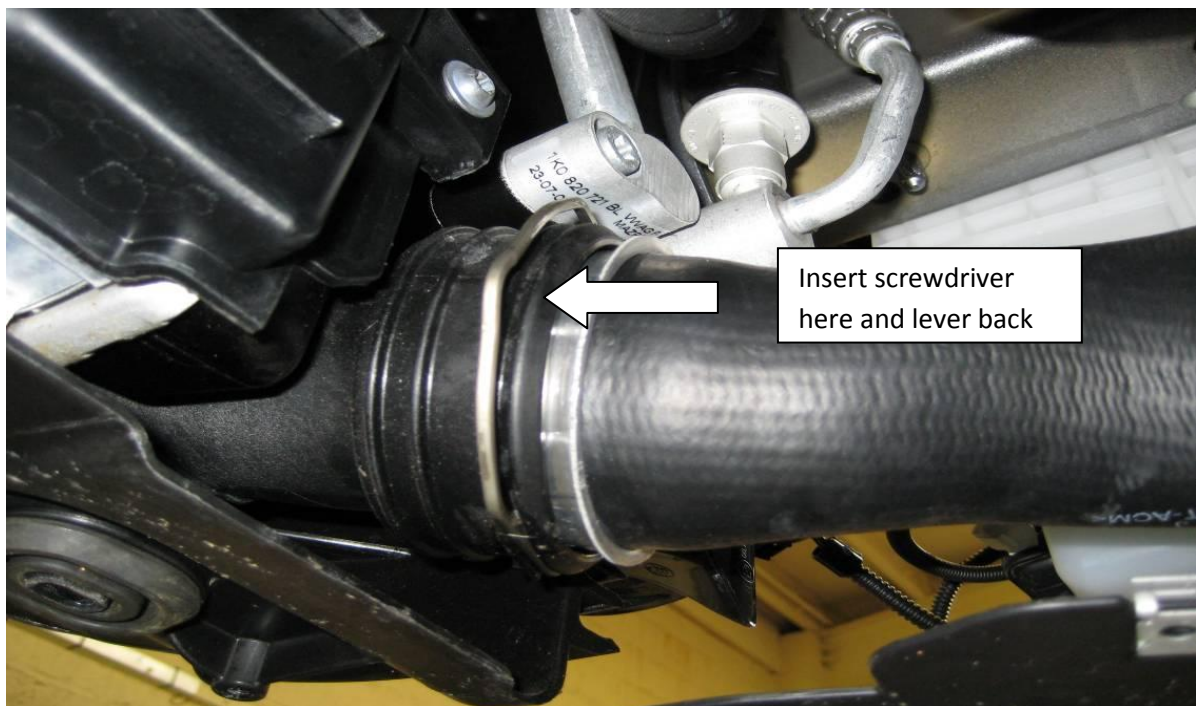
9. You can now rotate the whole bumper to the driver's side of the car where it's still attached via the headlamp washers (if fitted).



10. 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.



11. 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.



12. 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 driver's side by pushing all three tabs together on the underside, and remove the sensor.



13. On the driver's side and passenger's side, cut out a small section of the lower lip in front of the radiator to assist in fitting the intercooler.



14. Offer up the intercooler to the front of the car, making sure the inlet/outlet pipes 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.



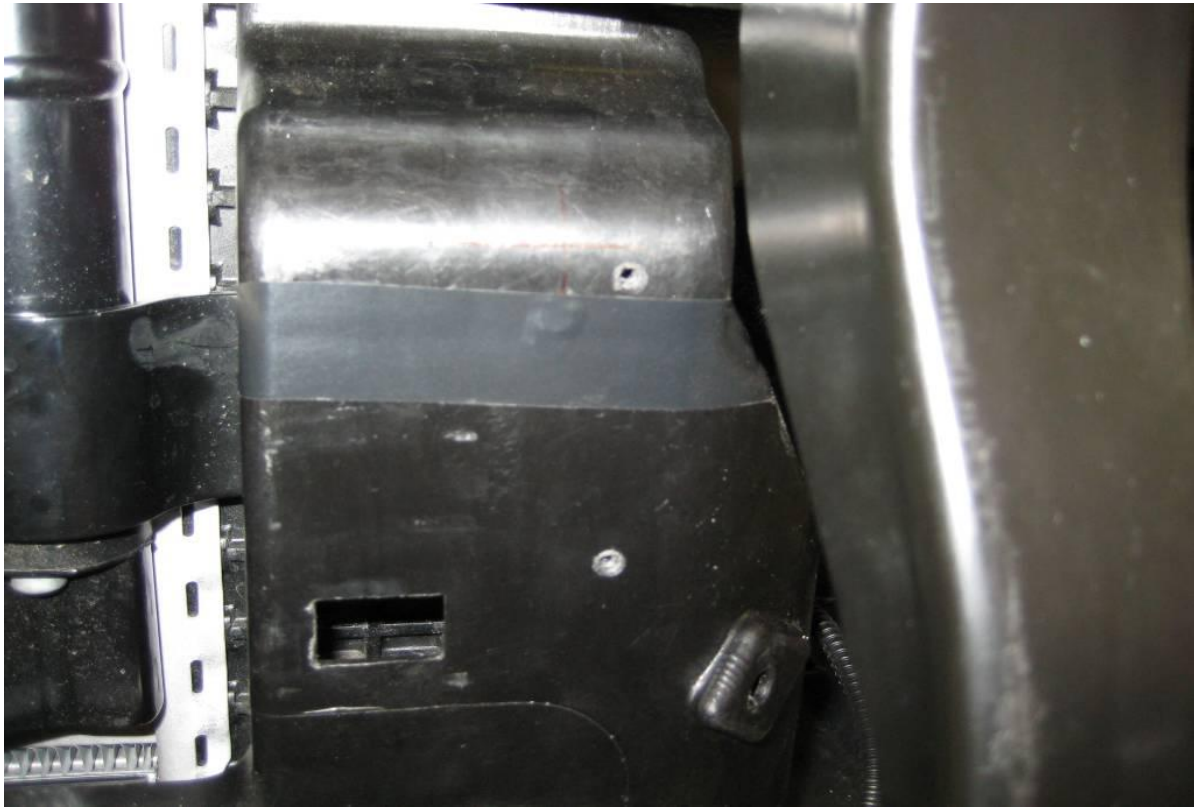
15. Mark the positions of the two screw holes at each end of the intercooler, then using a small 4mm drill, start a small hole, enough to get the self tapping screws started. **DON'T DRILL MORE THAN 30mm DEEP.** When you're finished, try starting the screw thread in the holes with the self tapping stainless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



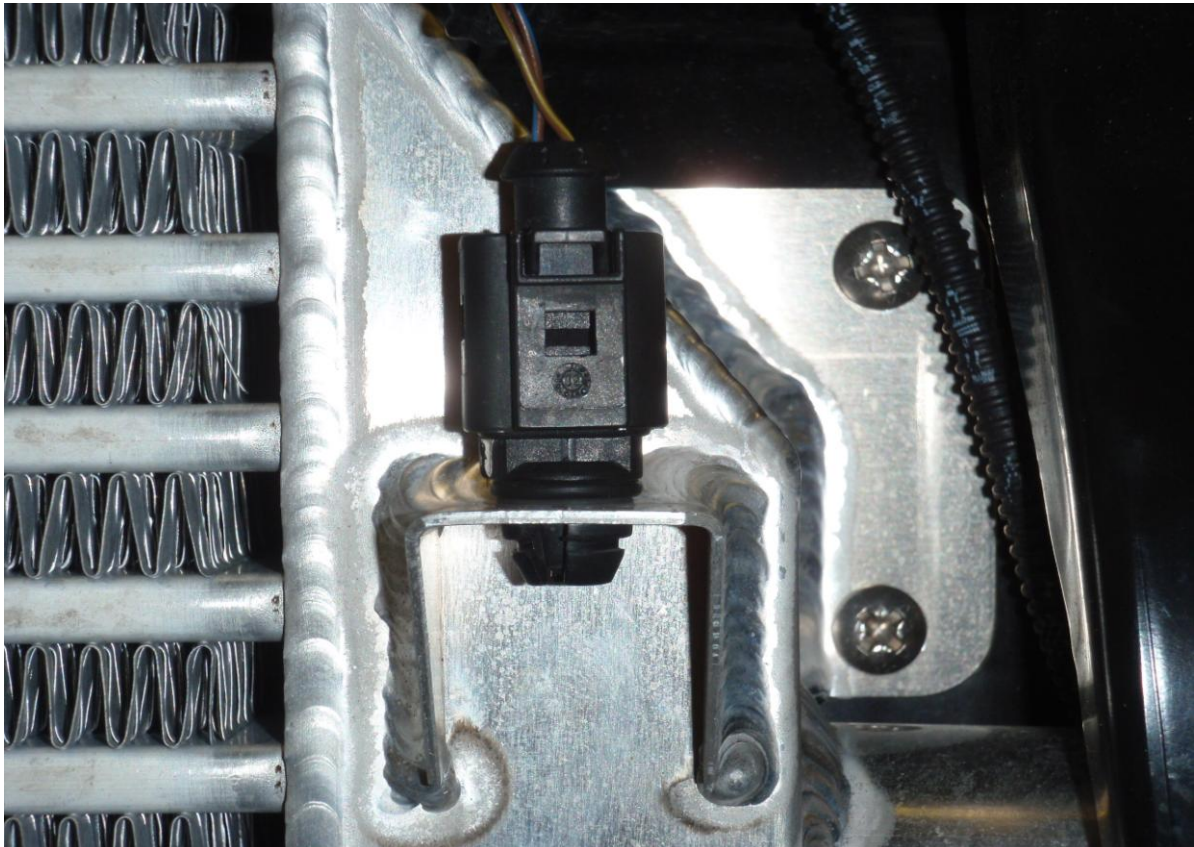
FOR REFERENCE – the screws aren't deeper than the reinforcement on the back of the Radiator cowl (picture from the back of the radiator cowl showing back of intercooler)



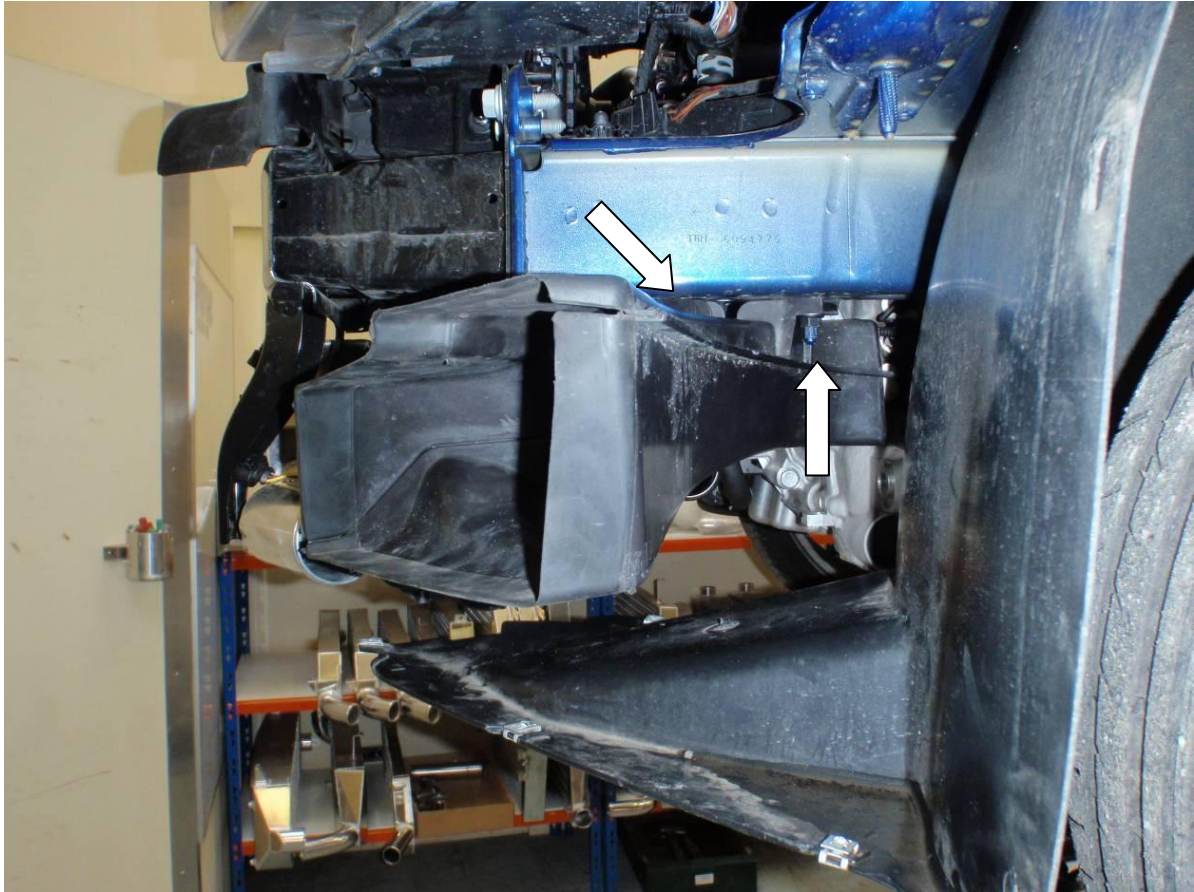
16. Offer the intercooler back up to the car, and make sure the holes line up, then screw the screws until they are all nearly tight, then screw each one in a little at a time to make sure the intercooler is flush against the radiator cowl.



17. Replace the air temperature sensor on the mount using the o rings provided to ensure a tight fit and then simply push it in



18. Undo the two nuts either side of transmission cooling duct and remove. This will be refitted after.

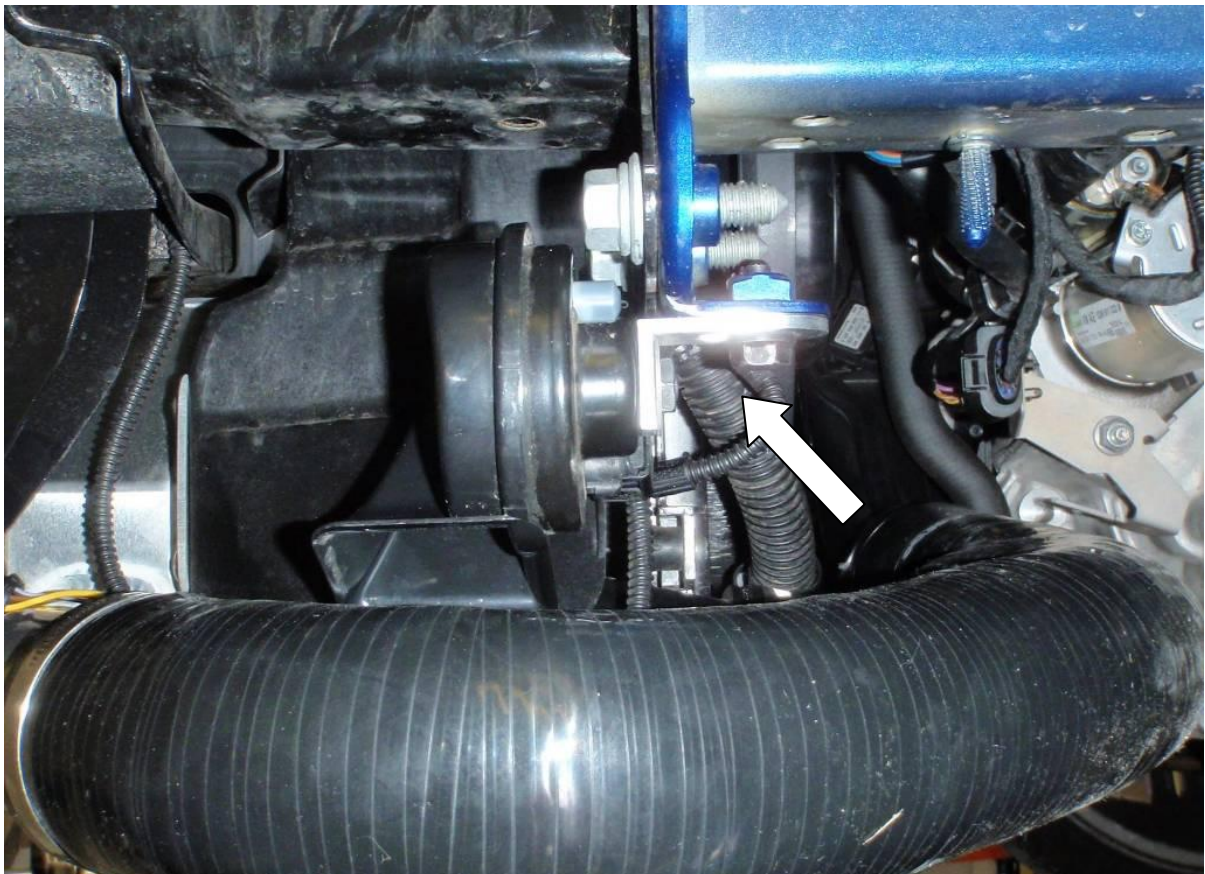


19. The horns on the left and right must be slightly relocated. On the driver's side, undo the 12mm bolt that holds the horn to the car, then the 13mm nut holding it to the bracket, and simply reposition the horn on the top of the bracket and retighten the nut





20. 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 M8x10 bolt, M8 washer and M8 nut, mount the bracket as shown below.



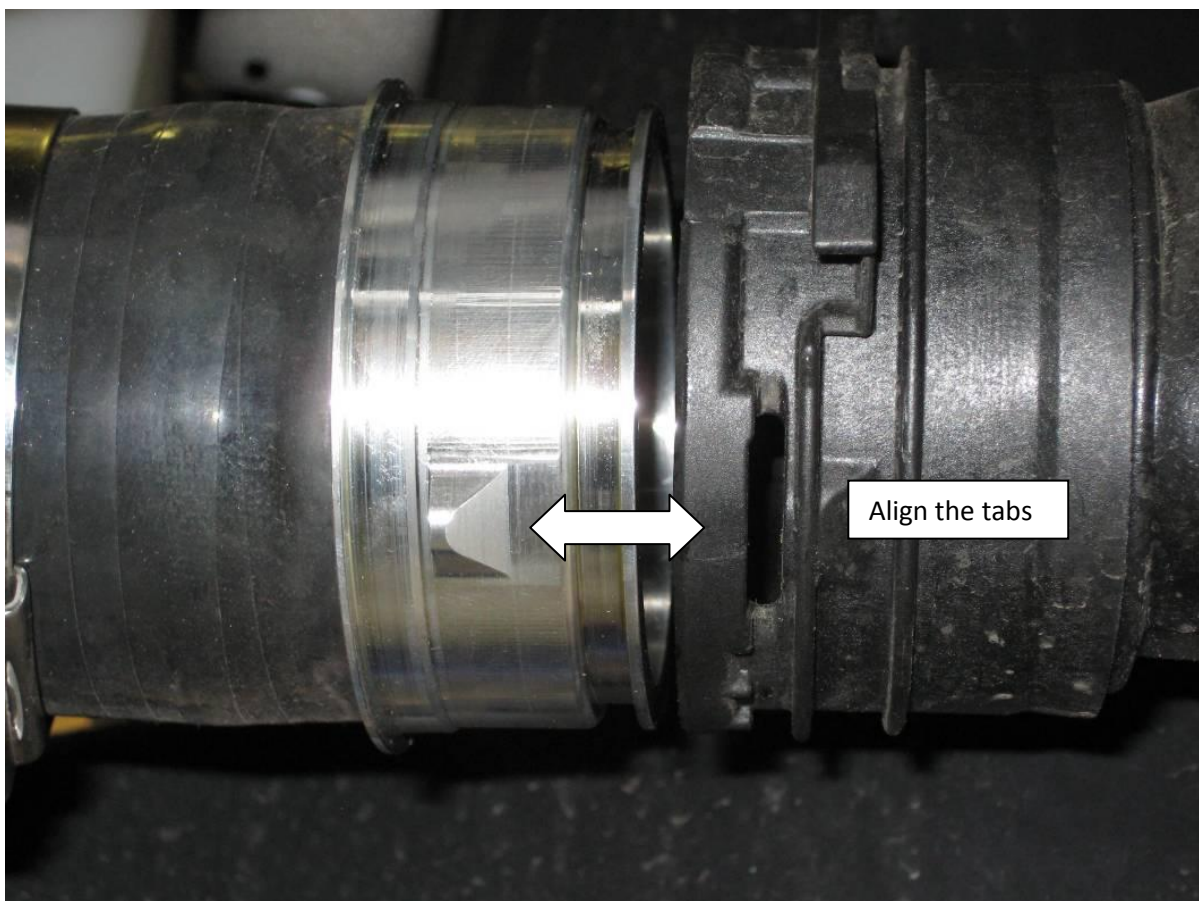
21. From the intercooler hoses you removed in step 8, remove the o-ring from the end and place into the Forge aluminium coupler. Try not to get any twists into the o-ring. Mount the coupler into the hose as shown below, with jubilee clips to suit. DON'T tighten the jubilee clips yet as the orientation of the coupler is important and it will need to be rotated.

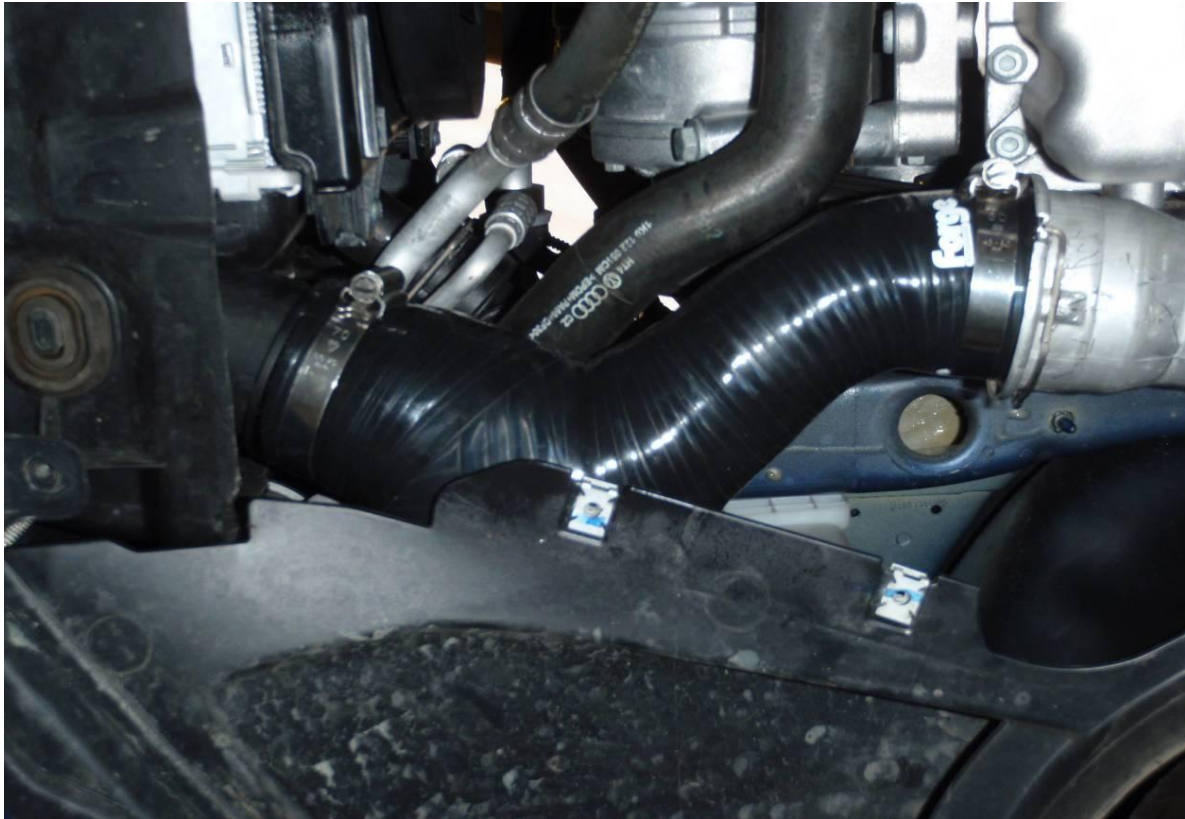


22. Offer up the driver's side hose first. Rotate the coupler in the hose until the tabs on the coupler line up with the tabs on the pipe and intercooler in the car. It's easiest to put the coupler in first, and then bend the hose to get the other end into the stock intercooler. Tighten the jubilees that hold the coupler to the hose, and then push the coupler in.



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





24. Repeat for the passenger side. Use a jubilee clip on the end to the intercooler and the end which goes to the throttle body. Tighten all the jubilee clips. Once all hoses are fitted you can now replace the transmission cooling duct.



25. Retrieve the bumper from storage. On the rear passenger side of the bumper remove the clip that holds the washer tube to the bumper, by removing this clip it will give you the clearance to refit the bumper with your new TWINtercooler



26. 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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