



**Part number: RD3025**  
**1999-06 Audi TT 1.8T 180hp Engine**  
**only**  
**FWD/Quattro**

- 1- Primary Injen intake tube (CA)
- 1- 4" 2.50"ID coupler
- 1- Silicone molded intake tube (#3046)
- 1- 2.50" Injen filter (#1012)
- 1- 2.75" straight hose (#3043)
- 4- SAE 044 CLAMP (#4003)
- 1- 2020 bracket (#20011)
- 1- m6 vibra-mount (#6020)
- 2- m6 nuts (#6002)
- 2- fender washers (#6010)
- 1- m8 flange nut (#6017)
- 1- m8 x 16 hex head bolt (#6018)
- 1- 3025 HID mounting bracket (#20030)
- (Not required on late models)
- 1- instruction

Parts and accessories are now available at  
[www.injenonline.com](http://www.injenonline.com)

**Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available.**

**Please check the contents of this box immediately.**

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from. Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from. Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

\*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Injen Technology 244 Pioneer Place Pomona, CA 91768 USA

**Please check the contents of this box immediately.**

**Note: This intake system was Dyno-tested with an Injen filter and parts the use of any other product will void the warranty and CARB exemption number.**

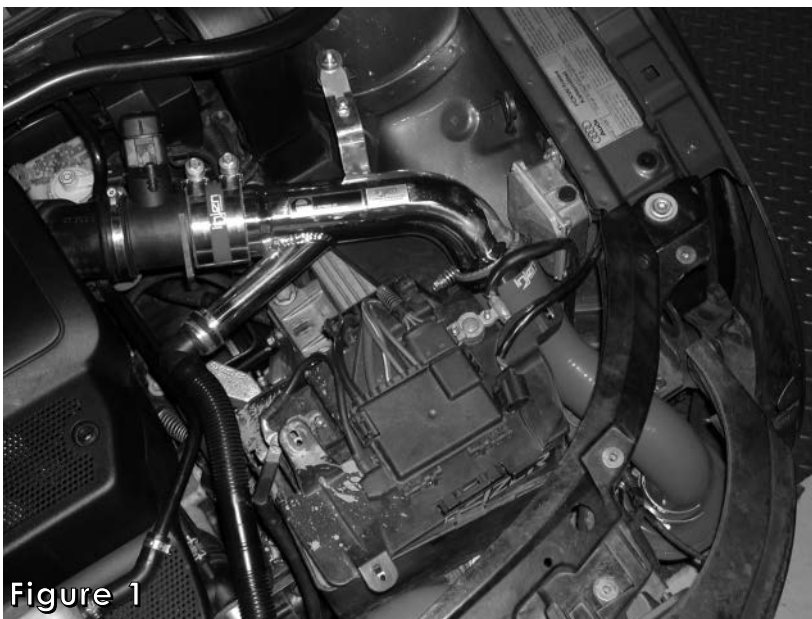


Figure 1

Now available, Hydro Shield by Injen  
 Part Number X-1033



Hydro Shield Sold Separately



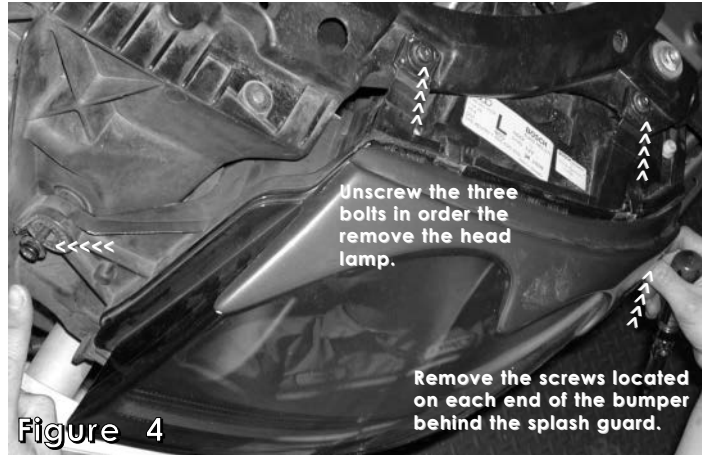
Slip the 2 3/4" hose over the mass air flow sensor and use two clamps.

Figure 2



Screw the vibra-mount into the brace on the wall of the strut tower.

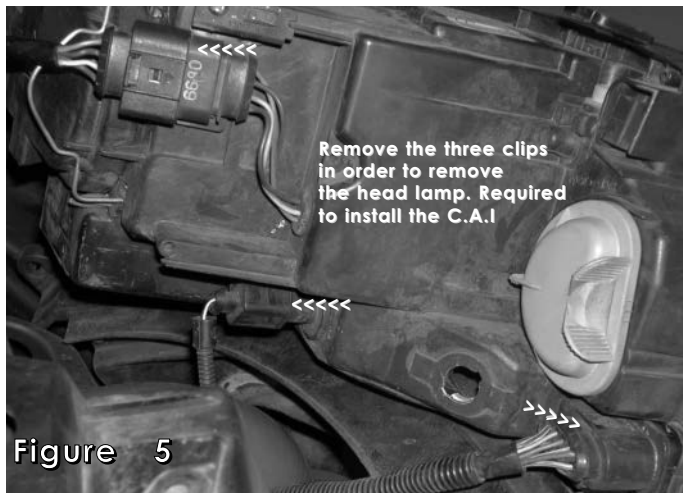
Figure 3



Unscrew the three bolts in order to remove the head lamp.

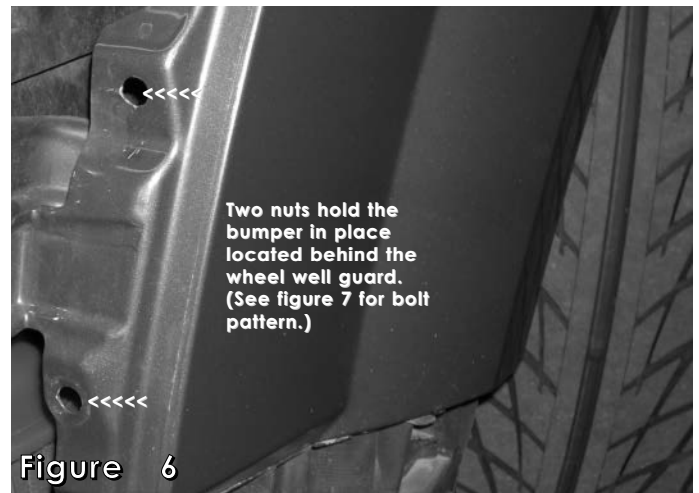
Remove the screws located on each end of the bumper behind the splash guard.

Figure 4



Remove the three clips in order to remove the head lamp. Required to install the C.A.I

Figure 5



Two nuts hold the bumper in place located behind the wheel well guard. (See figure 7 for bolt pattern.)

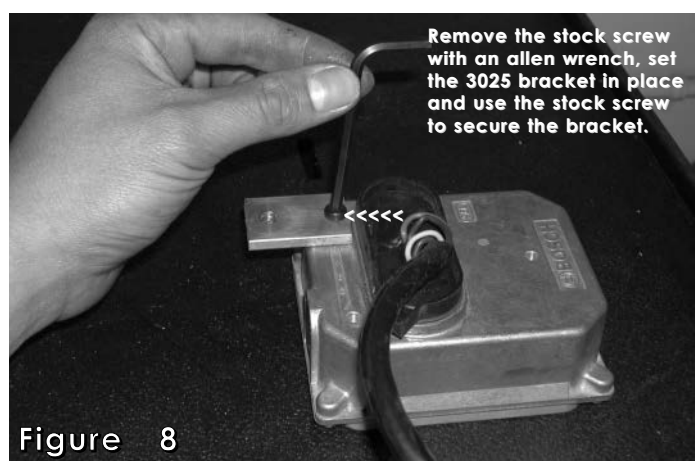
Figure 6



These are the two stock bolts located on each side of the bumper.

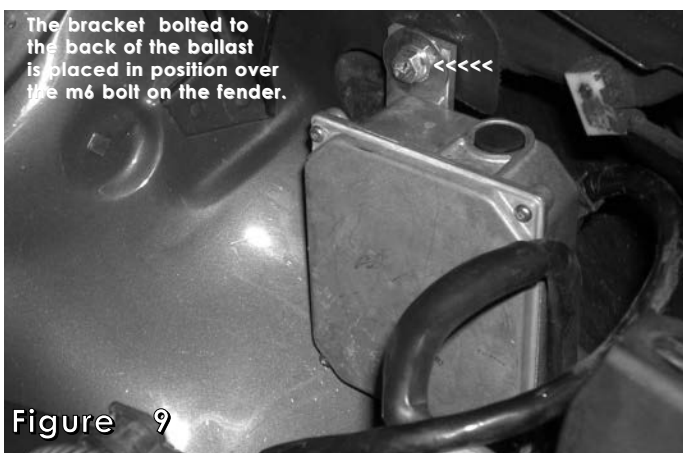
Remember to unplug >>>> the clip with the O-ring connected to the spray motors.

Figure 7



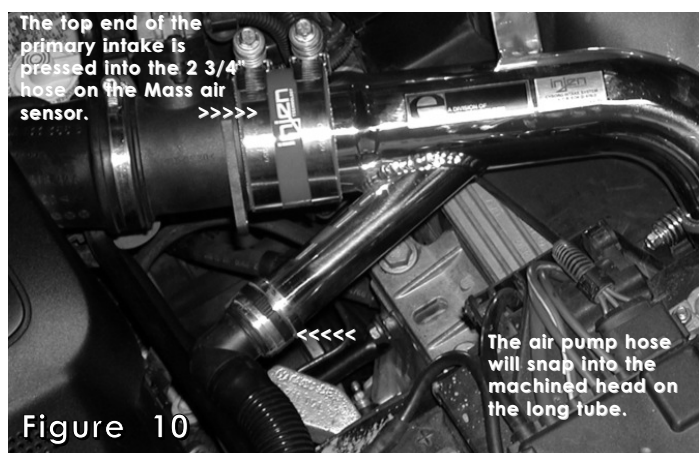
Remove the stock screw with an allen wrench, set the 3025 bracket in place and use the stock screw to secure the bracket.

Figure 8



The bracket bolted to the back of the ballast is placed in position over the m6 bolt on the fender.

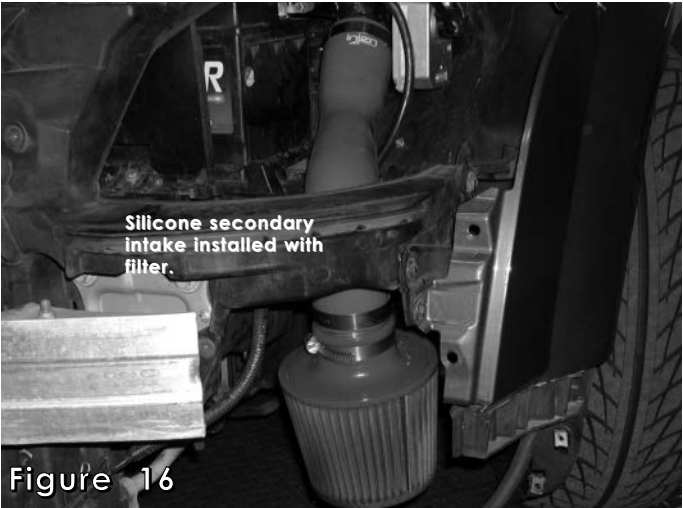
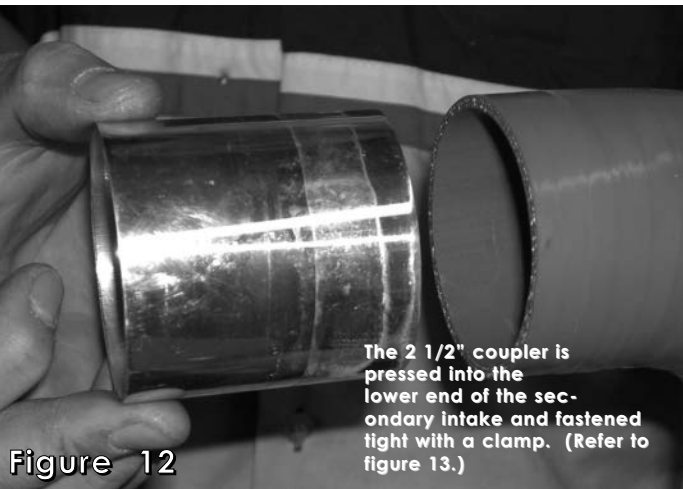
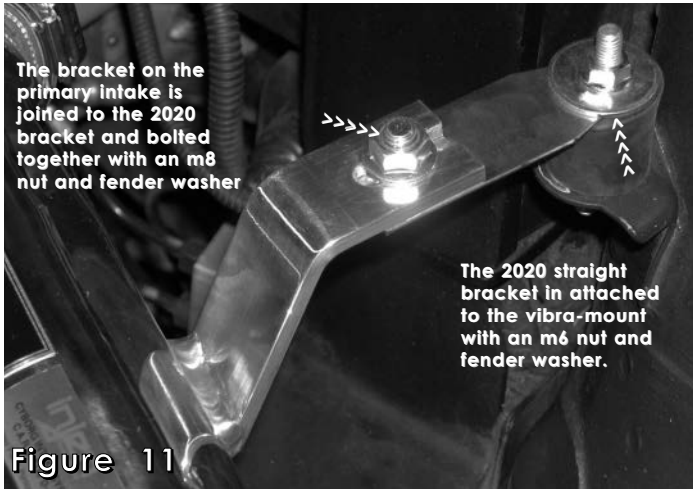
Figure 9



The top end of the primary intake is pressed into the 2 3/4" hose on the Mass air sensor.

The air pump hose will snap into the machined head on the long tube.

Figure 10



Late models such as this one has the HID ballast built into the head lamp.

These types of ballast will not interfere with the installation of the secondary silicone intake tube.

The 3025 mounting bracket will not be required.

Figure 17

**Note: Disconnect the negative battery terminal before starting this installation.**

1. Remove the air intake box and air intake duct that leads to the mass air flow sensor.
2. Slip the 2 3/4" straight hose over the mass air flow sensor use two clamps and tighten the clamp on the mass air flow sensor. (See fig. 2)
3. Take the vibra-mount and screw it into the bracket located on the side of the strut tower mount. (See fig. 3)

**Removing the head lamp and the front bumper.**

4. Remove the 3 m6 bolts located on the extended plastic arms on the head lamp. (See fig. 4) You will also disconnect the three harness clips located on the back side of the head lamp. (See fig. 5)
5. In order to remove the bumper you need to peel back the splash guards in the wheel well. Unscrew two m6 nuts on each side of the frame located behind the splash guards. (See fig. 6) The nuts are screwed into the two studs located on each side of the bumper. (See fig. 7) Remove the plastic clips located over the front grill and underneath the bumper splash guard. Unscrew the screws on the bumper one located on each side of the top corner behind the wheel well splash guard and carefully remove the bumper (See figs. 4 and 7)
6. Carefully remove the HID ballast from the stock location. Take an allen wrench and remove the bolt on the back side of the pad. Take the 3025 bracket in this kit and place it in position replace the bolt back to its original location. (See fig. 8) **Note:** Some late model cars have the HID ballast built into the head lamp no changes are required. (See fig. 17)
7. Take the assembled ballast and hang it on the stud located on the fender wall use the m6 nut and fender washer to hold it in place. (See fig. 9)
8. Take the 2020 straight bracket, m6 nut and fender washer and attach it to the vibra-mount. (See fig. 11)
9. Insert the top end of the intake into the 2 3/4" straight hose on the mass air flow sensor. Align the intake bracket to the 2020 bracket on the vibra-mount use the m8 nut and bolt to hold the intake in place. (See figs. 10 and 11)
10. Take the 2 1/2" connecting coupler and secondary silicone intake then insert the coupler into the 2 1/2" side of the secondary intake use a clamp to hold the coupler in place. (See fig. 12)
11. Press the Injen filter on the other end of the connecting coupler then fasten the clamp tight. (See fig. 13)
12. Insert the top end of the secondary intake under the frame and up over the primary intake. Align the secondary intake for best fit and tighten the clamp. (See figs. 14 and 15)
13. Take the plastic connecting hose on the air pump and press the clip end over the machined tip on the intake vacuum tube. (See fig. 10)
14. Align the entire intake system for best fit. Once proper clearance has been made throughout the length of the intake continue to tighten all nuts, bolts and clamps. (See figs. 1 and 16)
15. Replace the bumper back to its stock location and replace all nuts, bolts and plastic clips holding the bumper in place.
16. Reconnect the negative battery terminal and remove all tools and rags from the engine compartment prior to starting the engine.
17. Congratulations! You have just completed the installation.