

AToM Race V2 – Fitment Instructions:

Tools needed: T25 & T30 Torx driver, 7mm nut driver, star screw driver, side cutters, lubricating oil or silicone spray

Knowledge needed: The ability to remove the OEM intake and turbo inlet pipe. Use of small tools.

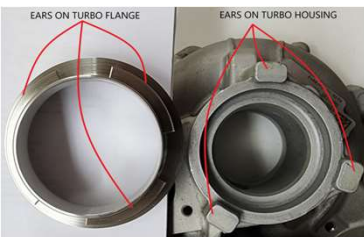
A. Turbo Flange



Fit the o ring to the flange, ensure that it is seated correctly, take time to press it down.

Ensure that the seal seats itself onto the inside of the groove on the flange.

Lightly lubricate the seal with oil or silicone spray.



Install the inlet flange into the turbo charger by aligning the ears on the turbo flange to the gaps between the ears on the turbo housing, then push the flange into turbo charger until it bottoms out.

Lock the flange by rotating it until ears on housing align with the center of the turbo flange ears."

B. Filter to Case Assembly



Set the case upright on a flat surface, large end up
Insert filter into case, small end first, aligning filter guide marks with case holes as shown.

Feed filter edge into case by gently pressing it in from one side, going around the case as you do.



Insert the filter and press down firmly. Use a hand screwdriver to secure the 4x16 screws until they are flush with the case.

Ensure that the screws are perpendicular to the case when installing them. Do not overtighten, do not use a power tool.

C. Duct Assembly



Align the tabs on the left half of the duct, to the 'D-Shape' holes on the right half of the duct and push down the left side.



The tab must fully engage into the D shape for a secure lock.



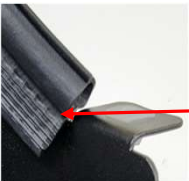
Use the two 4x6 screws to join the two halves together.



Secure the screw nearest to the duct wall first, then the other screw.



The beading is fitted over the duct edge and pushed down until the duct edge bottoms out against the beading.



The beading is fitted from one corner of the duct to the opposite corner of the duct.

INSTALLATION MUST BE DONE BY A COMPETENT PERSON OR WORKSHOP. THIS INSTRUCTION SERVES AS A GUIDE ONLY. INSTALLATION OF THIS PRODUCT IS DONE AT YOUR OWN RISK.

Product pictures may vary based on model and photographic distortion

D. Fitment to the vehicle



Install the duct using the OEM intake screws as shown. Tighten up the screws.



Install the AToM Race accumulator onto the duct, aligning the text as desired. Place the radiator return hose underneath the accumulator. Tighten the clamp that holds the accumulator to the duct.

Install turbo inlet pipe with the clamps loosely over the ends of the pipe. Slip turbo end over flange/turbo and intake end over the AToM accumulator.

Ensure that the turbo end of the inlet pipe is pushed securely over the flange or end of the turbo. Check to see that you are not touching any of the surrounding components and have adequate clearance. Tighten the clamp on the turbo.

If needed you can use the end of the inlet pipe going onto the accumulator, to obtain clearance to the brake reservoir and the lambda sensor bracket. This is done by pushing and rotating as shown and as needed. Tighten the accumulator clamp once the desired position is attained.



Connect manifold actuator vent line to nipple on underside of the turbo inlet pipe & secure with the supplied cable tie.



Rotate the head of PCV connector on OEM PCV hose, to align with inlet hose PCV nipple. This is done by holding the OEM PCV hose firmly in one hand and then twisting the end coupler as required.

Install and tighten the clamp on the PCV hose.

What's in the kit

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|--------------------------|--|-------------------------|--|----------------------|--|-----------------|--|--------------------|--|--------------------|--|-------------------|--|
| 1 x Air Accumulator | | 1 x Turbo Inlet Flange | | 1 x Turbo Inlet Pipe | | 1 x Cable Tie | | 1 x 90-120mm Clamp | | 1 x Rubber Beading | | 2 x 4*6mm Screws | |
| 1 x 4.7" Cone Air filter | | 1 x Turbo Flange O Ring | | 1 x PCV Nipple | | 2 x Duct halves | | 1 x 70-90mm Clamp | | 1 x 20-30mm Clamp | | 3 x 4*16mm Screws | |