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93-98 Reverse Intercooler Piping (RIP) Kit (RIPK-9398) Installation Instructions.

<p>Equipment/tools needed:</p> <p>Metric socket set with 1/8" and 1/4" drive ratchets Mirror Standard 7/16th deep socket for Tbolts Torx driver set Screw drivers Thread locker Floor Jack 2 jack stands</p> <p>UPC= Upper Charge Pipe LCP= Lower Charge Pipe TTP= Throttle body Transition pipe</p> <p>WD-40 or soapy lubricant will aid in the positioning of pipes and silicone. Without lubricant it will be difficult to position the parts for correct assembly.</p>	<p>Included in Kit:</p> <p>(1) 2.5" Aluminum Upper Charge pipe (1) 2.5" Aluminum Lower Charge pipe (1) 2" < 2.5" silicone coupler (turbo to UPC) (1) 2.5" straight silicone connector coupler (UPC to IC) (1) 2.5">2" 90 degree silicone coupler (IC outlet to LCP) (1) 2.5" straight silicone coupler for turbo throttle body (1) 2.9" > 2.5" reducing silicone coupler for Big bor/ NA throttle body (1) Lower IAC hose</p> <p>(6) #40 worm clamp (2) #32 worm clamp (1) #44 worm clamp (1) 1" worm clamp</p> <p>(1) 1/8" NPT nut for water injection bung.</p>
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BEFORE STARTING WORK **Remove negative terminal from battery**

You will need to jack up your car for this job. Always use a floor jack **plus** 2 jack-stands to make sure you have three points of contact for safety incase the jack fails. You will want to place the jack-stands under the side rails of the subframe so that they are not in the way for your installation.

Remove strut tie bar if applicable. Remove the upper strut tie to make access to the turbo and Charge air pipe easier.

Remove existing intercooler piping/hoses and the inlet pipe for the factory Airbox. All factory clamps use a 7mm head and can be removed with a 7mm socket or with a flathead screwdriver. If you leave the car for any period of time during the installation make sure to cover your turbo outlet so that debris does not fall into it

Remove battery negative terminal & airbox inlet



Remove all factory intercooler piping



Pull up to remove trim piece for access to IC inlet



Removing lower (stock) IC connector



Use 1/8th drive ratchet with 7mm socket to remove clamps



Once all stock piping is removed:
Connect 2" < 2.5" 90 degree coupler to LCP



Next connect the Lower IAC hose to the Idle air control motor.
To connect the LCP to the throttle body use the 2.5" if you are using the stock turbo throttle body or the 2.9" > 2.5" if you are using the larger NA throttle body. Finally connect the IAC hose to the LCP and tighten down all the clamps.

Connect UPC to IC using 2.5" straight coupler



Connect UPC to Turbo using 2" < 2.5" coupler



Once you have finished installing the RIP kit, reinstall the radiator trim piece, airbox inlet and then reconnect the negative terminal of the battery.

When you are finished installing the pipes and couplers; double check all the clamps to make sure that you have a good seal. Next we recommend that you start your car and listen for vacuum leaks. Once you are sure all the parts are installed correctly take your car out for a test drive.

Thank you for your purchase and we hope you enjoy your Snabb RIP kit.