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99-00 Reverse Intercooler Piping (RIP) Kit (RIPK-9900) Installation Instructions.

Equipment/tools needed:	Included in Kit:
Metric socket set with 1/8" and 1/4" drive ratchets Mirror Standard 7/16 th deep socket for Tbolts Torx driver set Screw drivers Thread locker Floor Jack 2 jack stands UPC= Upper Charge Pipe LCP= Lower Charge Pipe TTP= Throttle body Transition pipe	(1) 2.5" Aluminum Upper Charge pipe (1) 2.5" Aluminum Lower Charge pipe (1) 2.75" Aluminum Throttle body transition/sensor 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) 2.75">2.5" silicone coupler (LCP to TTP) (1) 3">2.75" Throttle body silicone coupler (2) #44 worm clamp (5) #40 worm clamp (2) #32 worm clamp (1) #48 worm clamp (1) M6 x 12mm bolt (Secure MAP sensor to TTP) (1) M6 lock washer (1) 1/8" NPT nut for water injection bung.
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.	

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

NOTE: For the throttle body pipe the clamp is typically facing forward (toward the fan shroud) on a factory vehicle. We recommend using a 7mm socket to get to this. The space is tight you have to reach under the intake manifold to get to this clamp. It is *very* helpful to have a mirror to locate the clamp head before you get started.

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



Remove large VAC line from nipple on Charge piping



NOTE For the next step: Be careful when removing the IAT sensor (with 2 plastic side clips) from your factory cold side charge air pipe. You will need to gently loosen and remove the IAT sensor because you need the clips intact to reinstall it into your new Snabb RIP kit cold side piping. Note you may want to use a little soapy water to aid with the install of the sensors into the Snabb TTP.

CAREFUL not to break clips when removing sensors!



Install sensors into TTP: Secure MAP with M6x12 bolt



Assemble this section as one piece as shown



Connect 2" < 2.5" 90 degree coupler to LCP



Clearance in engine bay is tight, align as needed.



Install TTP & connect to LCP with 2.75" > 2.5" coupler



Connect UPC to IC using 2.5" hump hose coupler



Connect UCP to Turbo using 2" < 2.5" coupler



UPC connected.



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!