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Volvo P2 Performance Turbo Intake Pipe

Directions for installation

Equipment you will need:

- Long flathead screwdriver
- Short flathead screwdriver
- Metric socket set with extensions
- 7mm socket or 7mm ratcheting wrench for stock clamps
- telescoping mirror is very helpful
- Several long extensions are also very helpful

Included in kit:

- 1 polished Aluminum pipe with hose barbs and boss for PTC
- 1 Snabb MAF to intake pipe reducing coupler
- (1) 2.75"-2.25" reducer
- (4) 316 stainless ABA marine grade clamps,
- (1) 1" clamp for PTC elbow
- (2) Ear clamps for PTC coupler

Please note that modification of your car is done at your own risk and all parts are meant for off road use only.

Expected time to complete: 2-4 Hours. Difficulty level-Moderate.

Tech tip: Our silicone connectors are very thick and can be difficult to install. Use a small squirt of WD40 on the inside of the silicone to lubricate it just prior to installing each piece. This will make the installation significantly easier.

Applications:

01-09 S60 Turbo (Does not fit R models or models with R airbox)

01-07 V70 Turbo (Does not fit R models)

01-07 XC70 Turbo

04-06 S80 5 cylinder Turbo

Instructions:

PART 1. REMOVAL AND MODIFICATION OF PTC

****Before you start allow the car to cool off for at least a couple of hours before you start working on it. Alternately you can place a fan or two on the engine to help cool it off. Note: If it is a little warm it is actually much easier to remove the plastic pieces like airbox and factory pipe. Furthermore it is not recommended to work in winter temperatures as the plastic becomes brittle and easy to damage****

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1. Separate stock intake pipe from MAF/airbox by loosening clamp and then pulling lid away from pipe hard at a 45 degree angle. Then remove the airbox lid from your vehicle. (Release the latches in the front and pull forward on lid to separate it from airbox.)
 2. Remove the 2 vacuum lines from the base of the stock pipe. There is one vacuum line on each side of the PTC. They are not held on with clamps you only need to twist them slightly to break them free and then pull hard to get them off the plastic barbs on the pipe.
 3. Remove Breather line (Rubber elbow) from the large PTC elbow using caution not to break the hard plastic pipe that leads to the factory oil separator. You will need to destroy the factory oetiker clamp that is on the PTC elbow to do this which is why you get a replacement in the kit. You can use a small flathead screwdriver to deform the clamp enough to get it off. Then you can separate the elbow from the PTC nipple by inserting a small flathead between the hose edge and the small lip or shelf on the PTC that the elbow sits against, pry upward gently and then pull the elbow off the PTC. Next remove the electrical connection to the PTC heater. There is a wire spring clip at the base of the connector that you will need to depress down and hold down while you pull the connector off. You will also need to depress the spring clip when you reinstall the connector.
 4. Remove clamp (that holds pipe to the turbo inlet) from base of pipe. You will not be able to see the clamp without a mirror or alternately you can jack up your car and remove the splash guard to get a good look at how it is positioned. (Typically it is positioned from the factory with the head facing slightly up and toward the firewall) Use a flathead screwdriver, 7mm ratcheting wrench or a wobble head 7mm socket with an extension to loosen the nut. Once it's very loose (If it's not very loose you will not be able to get the hose off) and you're sure nothing else is attached to the pipe, pull it off the turbo inlet with a lot of force and at an angle then remove it from the engine bay. We have found that it is easiest to access the clamp from over the top of the engine to the passenger side of the upper torque mount.
 5. If you did not get a PTC preinstalled from Snabb: Remove the PTC from the intake pipe, cut the odd shape grommet off the PTC and clean the PTC well with brake cleaner or soap and water making sure that the inner orifices are completely cleaned out.
 6. Using a dremel with a cutter wheel, a grinding wheel, or a belt sander, grind down the bottom lip of the PTC all the way so that it is completely removed. Sand any rough edges off the bottom of the PTC.

7. Install the PTC into the intake pipe where the small silicone connector is attached to the pipe. Use the small ear clamp to secure the PTC to the silicone but leave it loose enough so that the PTC can be rotated inside the silicone. **There is less clearance with the larger Snabb pipe so there are only two ways the PTC can be oriented. Either with the electrical connection on the front side and pointing slightly toward the pipe or complete opposite of that so that the electrical connection is on the firewall side and pointing toward the ABS brake module. If you install it with the electrical connection facing the firewall you will need to guide the wire underneath the pipe and to the other side.
8. If your car has a wire harness running across the top of the transmission as depicted in the picture you may need to reverse the position of the rubber coated clamp that secures it as pictured. (so that the harness is on the Drivers side of the bolt instead of the Passengers side of the bolt) **As of this revision of the directions we know that this is needed on V70's, S60's and XC70's.

PART 2. INSTALLATION OF CUSTOM INTAKE PIPE

1. Attach the small 2.75">2.25" silicone reducer to the turbo inlet (As noted above: use a small amount of WD40 to lubricate the inside of the hose to aid installation on all the hoses) **Use** a #40 clamp to attach the silicone to the turbo (you don't want to tighten it until both hoses are installed and the pipe is positioned correctly away from the brake lines and coolant lines.)
2. Place a #44 clamps over the 2.75" side of the turbo inlet silicone and then carefully (so as not to scratch it) slide the pipe in and down toward the turbo with barbs pointing away from the engine and the short end of the pipe facing down, once in all the way rotate it so connector if facing turbo. Due to the PTC and the recirc boss on the pipe you have the carefully guide the pipe past the brake lines and the engine. There is limited room but it will fit. Push the pipe into the silicone but do not tighten clamp.
3. Attach the PTC electrical connection (see Part 1. Step 7).
4. Attach the PTC rubber elbow to the PTC and clamp it on with the included 1" worm clamp to keep it in place Note. You may need to rotate the elbow slightly clockwise to make it match up to the new/slightly altered location of the PTC
5. Attach vacuum lines to the size appropriate barb on the bottom of the pipe.
6. Install the upper hose and clamps loosely then reinstall the airbox lid and connect the upper hose to the airbox. Once you are confident that the pipe is centered, fully pushed into the turbo hose and not touching any brake lines, coolant hoses or anything else tighten down the two remaining clamps. If the pipe is touching anything reposition it so that there is clearance and then tighten the remaining clamps.
7. Finally take a look through everything to make sure that all your vacuum lines are hooked up correctly, the PTC is seated correctly and all the hoses and pipes are connected tightly. Double check that the pipe is installed so that it is not touching anything and that the clamps are very tight so that it cannot come off. If everything looks good take your car for a spin to see if it feels more responsive and has a louder turbo wane. **If the pipe is not fitted right then you will need to loosen the clamps and reposition it.**

Thank you for your purchase and Enjoy!