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PERFORMANCE TURBO INTAKE

for 93-97 Volvo 850 series Directions for installation

Equipment you will need:

- Long flathead screwdriver
- long sockets with extensions
- 7mm socket or 7mm ratcheting wrench for factory clamps
- Mirror

Included in kit:

- (1) polished 6061 Aluminum laminar flow intake pipe
- (1) 2.75" 90 deg silicone elbow
- (1) 2.75"-2.25" silicone reducer
- (1) Silicone PTC elbow coupler (to replace breather line elbow to PTC)
- (1) Silicone PTC straight coupler to connect PTC to intake pipe
- (1) 90 degree 1/4" hose barb to 1/8" NPT adapter
- (1) 1/8" NPT plug
- (1) 1/4" NPT plug
- (3) #44 SS clamps,
- (1) #40 SS clamp
- (1) 1" ear clamp
- (1) 1.25" ear clamp
- (1) 1" worm clamp

Please note that modification of your car is done at your own risk!

For 93-98 Models It is recommended that your PCV system be looked at or serviced by yourself or a professional before installing this hardware. The older plastic PCV piping gets very brittle with age and can break very easily.

Expected time to complete: 2 hours

Tech tips: 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.

Instructions:

PART 1. REMOVAL AND MODIFICATION OF PTC

1. Separate stock intake pipe from MAF and airbox, then remove the airbox lid. (or remove entire airbox if needed to make installation easier)
2. Remove the vacuum line from the stock pipe
3. Remove Breather line from PTC being **very careful** not to break the pipe that leads to the factory oil separator (a small flat-head screw driver can be useful for this), then remove the electrical connection to the PTC heater.
4. Remove clamp (that holds pipe to the turbo inlet) from base of pipe. Use a flathead screwdriver, 7mm ratcheting wrench or a wobble head 7mm socket with an extension to loosen the nut. (the nut may be installed from the factory facing down, if this is the case you may wish to access the nut from under the car) Once it's loose and you're sure nothing else is attached to the pipe, pull it off the turbo inlet and remove it from the engine bay. Once it's loose and you're sure nothing else is attached to the pipe, pull it off the turbo inlet and remove it from the engine bay.

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 off the bottom lip of the PTC so that it will fit through the small silicone coupler on the new pipe. Sand any rough edges off the lip.
7. Place the small Oeticker clamp (ear clamp) over the silicone and then push the PTC in through the silicone. Before tightening clamp make sure that the electrical connection is facing the right way. The connector is facing the front of the vehicle when the pipe is installed and the Vacuum barb (if you have one) will be facing the firewall when installed. Pinch the ear clamp tight around the silicone and PTC with tile nippers, side cutters or an ear clamp crimp tool.

PART 2. INSTALLATION OF CUSTOM PIPE

1. Attach the silicone reducer to the turbo inlet using the #40 clamp. (take note of the tech tip and spray some WD40 on the inside of the hoses when attaching) Make sure you push the reducer all the way onto the inlet until it's completely flush. Tighten the clamp down nice and tight.
2. Put a #44 clamp over the reducer. Then push/fit the pipe into the reducer and position it approximately. Attach the PTC electrical connection, then the vacuum lines, and finally the PTC Elbow (replacing the original elbow with the silicone version if needed and using the 1" clamp to keep it in place. Note. You will probably need to rotate the elbow slightly clockwise to make it match up to the new/slightly altered location of the PTC
3. Reinstall the Airbox and leave the lid unsnapped and loose.
4. Position the 90 deg elbow and remaining #44 clamps onto the pipe and MAF. With the airbox lid loose twist everything until it is in position correctly (use WD40 if needed to get the pipes into position).
5. Tighten down the clamp at the base of the pipe once you have the pipe lined up and positioned correctly with room in between the sides of the pipe and the brakes lines. (make sure the pipe is not touching or close to touching anything!)
6. Tighten the clamp on the MAF second. Make it very tight but be careful not to over tighten because it's plastic.
7. Tighten the clamp on the top of the pipe last. You may need to reattach the lid of the airbox first to get the silicone into the final position on the pipe before tightening down the clamp.

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 the pipe is not fitted right then you will need to loosen the clamps and reposition it.

If everything looks good take your car for a spin and enjoy the added throttle response, power and and intake noise.

Thank you for your purchase and Enjoy!