Tools needed (some tools not required on some models):

- 13mm Combination Wrench
- Flat Blade Screwdriver
- T30 Torx Driver
- T25 Torx Driver
- 10mm Combination Wrench and/or Socket with Ratchet
- 8mm Combination Wrench and/or Socket with Ratchet
- Pliers
- Diagonal cutting pliers

Please completely read through these instructions to familiarize yourself with the installation. There are no cutting, drilling or other modifications required to install the ELEVATE Performance Inlet Manifold. Work in a clean environment and make sure the Performance Inlet Manifold is clean and free of any debris before installing. Do not allow any debris to enter the stock lower intake manifold. Use caution when working with the wires and terminals so as not to damage either.

Determine which under hood image is most like your car, specifically noting the location of the air filter box or ECU in front of the Inlet Manifold. Follow the instructions for your version listed below for proper fitment of your Performance Inlet Manifold.

Version A: Instruction Steps 1-8, 11-20, 22
Version B: Instruction Steps 9-21
1. Familiarize yourself with the under hood components and their location (Version A shown).

2. Remove black plastic ECU Cover by pulling straight up.
3. Unplug the two ECU wire harnesses by depressing tabs and rotating red levers. Once red levers are released, pull wire bosses away from the ECU.

4. With the two ECU wire harnesses removed, remove the ECU by removing four T30 screws. Wire harnesses are connected to the bottom of the air filter housing with zip ties. Cut the zip ties to allow the wire harness to be released from the air filter housing.

5. Disconnect the vacuum fitting from the inlet manifold by depressing the colored circular tab with the 13mm wrench. Pull black plastic hose away from inlet manifold with tab depressed.
6. Remove MAF sensor. Disconnect the electrical terminal on the MAF sensor. Disconnect the rubber hose from MAF sensor using a flat blade screwdriver. Remove the two screws holding the MAF sensor to the air filter housing using a T25 driver.

7. Locate the short plastic ribbed hose that connects the air intake scoop on top of the radiator support to the plastic elbow inlet on the side of the air filter housing. Rotate this hose 1/8 turn clockwise to release and remove it.
8. Remove air filter housing from the engine bay. This is achieved by first pulling the air filter housing up and toward the front of the car to release the tabs on the air filter housing from their mounting holes. The entire assembly is then slid toward the left of the car and removed at an angle as shown below. This step does require a bit of effort as the space between the back of the cooling fan and inlet manifold is tight.

![Image of the engine bay with the air filter housing removed](image1.jpg)

9. On Version B, remove the ECU by pulling the housing up and toward the front of the car, releasing the plastic housing tabs from their mounting holes. Set ECU down behind cooling fan.

![Image of the engine bay with the ECU removed](image2.jpg)
10. Disconnect the vacuum fitting from the inlet manifold by depressing the colored circular tab with the 13mm wrench. Pull black hose away from inlet manifold with tab depressed.

11. Loosen hose clamp holding the rubber boost hose to the throttle body. Pull rubber hose off of throttle body.

12. Disconnect the remaining two vacuum lines from the inlet manifold. The first is a small line on the right end of the inlet manifold. Use pliers to remove the clamp holding the larger vacuum line on the bottom of the inlet manifold near the throttle body.
13. Remove the six M6 bolts (8mm head) under the inlet manifold which attach the inlet manifold to the lower aluminum intake manifold.

14. Lift inlet manifold to gain access to the underside of the throttle body. Locate the electrical terminal and unplug the terminal from the throttle body.

15. With the inlet manifold removed from the car, remove throttle body from the inlet manifold. Using a T30 driver, remove the four screws that attach the throttle body to the inlet manifold. Remove the green o-ring for use in the next step.

16. Attach the throttle body to the Performance Inlet Manifold. Insert the green o-ring into the machined groove on the Performance Inlet Manifold and attach the throttle body using included M6 bolts. Be careful to orient the throttle body with the Performance Inlet Manifold as shown.
17. Reconnect electrical terminal to throttle body, which has already been secured to Inlet Manifold.

18. Orient included gasket on lower intake manifold as shown. Install gasket dry.

19. Align Performance Inlet Manifold on the gasket and use the factory M6 bolts to secure the Performance Inlet Manifold to the lower intake manifold. Tighten bolts.

20. Attach the rubber boost hose to the throttle body and tighten the hose clamp. Attach the small and large vacuum lines, securing with included zip-ties. Reinsert plastic hose in end of Performance Inlet Manifold and ensure it engages fully.
21. Version B: Reattach ECU in its original location. Double check all fittings. Installation is complete.

22. Version A: Reinstall the air filter housing. Using a bit of effort, pry the air filter box back into position and push tabs down into the receiving holds to keep air filter housing in place. Reinstall the ECU using the four screws. Reattach the two wire harnesses to the ECU. They are different sizes, and each can only go one way. Press red levers on the harnesses down to lock harness to the ECU. Reinstall ECU cover. Reinstall plastic ribbed hose removed in step 7. Double check all fittings. Installation is complete.