



SPYDER

CP-466

Installation Instructions

We recommend you have a trained professional install this product. Please be sure to read and understand ALL these instructions prior to installation of this product.

Note: This intake pipe kit requires the removal and reinstallation of emissions related components. If you are not familiar with the installation and/or the operation of these components please refer this installation to a qualified professional.

1. Securing the Vehicle.

- a. Make sure vehicle is parked on a level surface.
- b. Set the parking brake and block the rear wheels.
- c. Disconnect the negative battery cable
- d. Jack the front of the vehicle and support it with jack stands.

2. Removing the stock intake system.

- a. Disconnect and remove the plastic engine cover.
- b. Disconnect and remove the battery.
- c. Unplug the brown connector from the VSV
- d. Loosen the 10mm hose clamps on the throttle body and the air box.
- e. Remove the air flow meter and set it aside
- f. Remove the vacuum line from the intake manifold above the throttle body.

Seal the exposed nipple.

g. Remove the vacuum line from the air intake control located on the backside of the air box.

h. Remove the large vacuum line from the engine side of the air box.

i. Release the 2 air box cover clips and lift the air box cover to access the

VSV with the blue

connector. Press the tab and slide the connector upwards.

j. Remove the air box lid with the VSV and associated vacuum lines.

k. Remove the bolt holding the lower VSV bracket to the air box. Unscrew the phillips screw

holding the metal bracket to the VSV.

l. Disconnect and remove the lower air box.

m. Remove the stock air duct from the car.

n. Remove the bolt from the black ground wire.

3. Installing the new Intake system.

When installing the intake system **DO NOT** completely tighten the hose clamps or mounting

bracket hardware until instructed to do so later in the instructions. Be sure the Pipe and Filter are clean and free of debris before installing.

- a. Unbolt the M8 bolt toward the front from the black bracket under the brake master cylinder.
- b. Place supplied VSV spacer in line with the hole exposed in the previous step.
- c. Mount the VSV bracket assembly to the lower VSV from step 2k using the included bolt.
- d. Bolt the supplied M8 bolt to the bracket beneath the master cylinder. Be sure the spacer remains in place. Adjust the rear vacuum line to clear the bracket.
- e. Zip tie the upper VSV to the bracket.
- f. Mount the MAF sensor to the underside of the new intake pipe.
- g. Install the rubber adaptor to the throttle body with hose clamps on both ends.
- h. Remove the M6 bolt on the front of the fuse box, and replace with the included rubber mount.
- i. Install the nipple/adaptor end of the pipe to the throttle body, routing it beneath the bundle of wires.
- j. Install the intake bracket to the rubber mount.
- k. Carefully remove the tape securing the wire harness for the upper VSV and the MAF sensor and separate the two harnesses.
- l. Plug in the MAF sensor to the pipe.
- m. Remove the engine side vacuum line (the only disconnected line) from the lower VSV.
- n. Replace the vacuum line with the supplied 5/16" vacuum hose and reuse the stock spring clip.
- o. Use the stock spring clamp on the intake nipple side of the 5/16" vacuum hose, making sure the hose isn't pinched anywhere and free of kinks.
- p. Re-install battery.
- q. Position pipe for best fitment and tighten all hose clamps and bolts. Check for hood and radiator clearances and adjust as required.
- r. Remove the two screws and plastic rivet from the plastic splash guard under the front bumper. Pull the guard out of the way to access the tip of the pipe.
- s. Install the air filter onto the end of the new intake pipe using the hose clamp to secure

it. (Make sure the filter does not come in contact with any part of the vehicle)

4. Re-assembling the vehicle.

- a. Re-install the splash guard removed earlier. Failure to do so will result in severe damage during rainy conditions and diminished performance.
- b. Inspect the engine bay for any loose tools and check to see that all fasteners that were removed or moved are properly tightened.
- c. Reconnect battery cables.
- d. Start engine and perform a final inspection.
- e. Lower the vehicle.

Note: If vehicle was started with one of the VSV's or the air flow meter disconnected the check engine light may come on. If this happens then disconnect the battery for 1 minute and reconnect it.