



CITROEN DS3 INTAKE INSTALLATION



TOOLS REQUIRED

Flat bladed screwdriver
7mm hose clamp driver
Pliers
Torx T20 bit/screwdriver
10mm socket

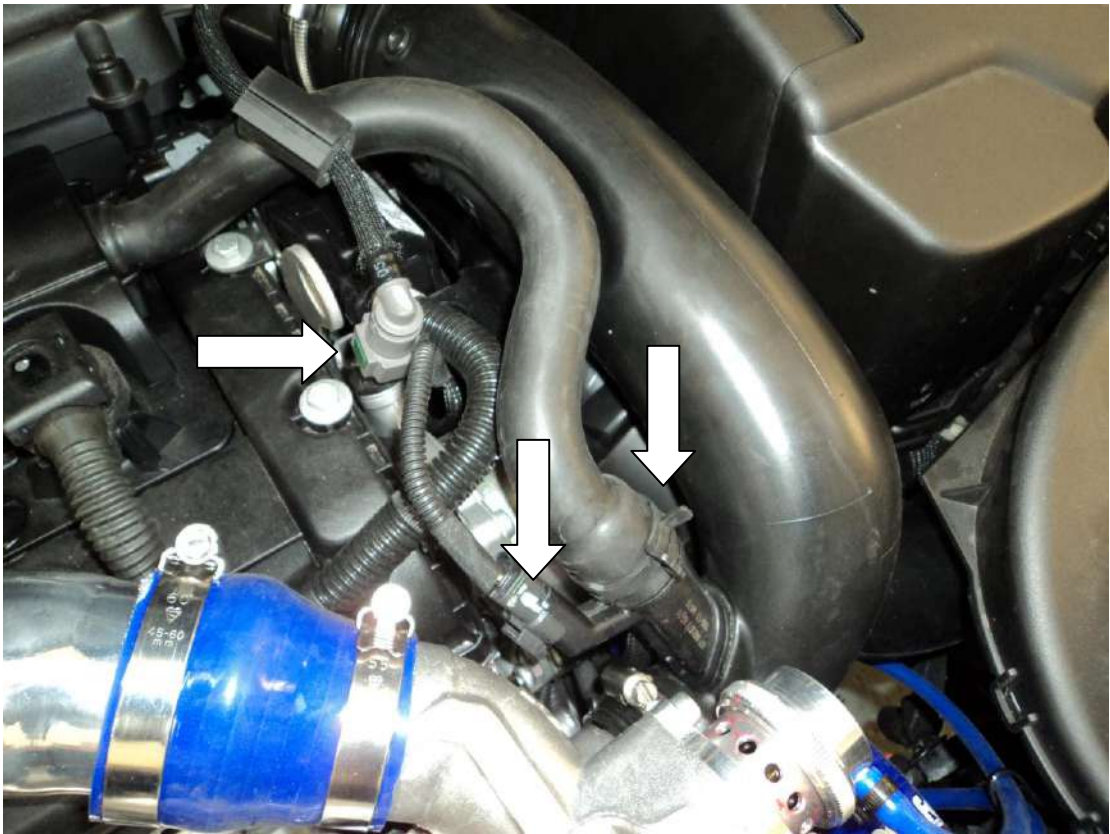
Note

Filter has now been upgraded to a Pipercross Foam Unit.

1. Open the bonnet and undo the hose clamp holding the intake pipe to the air filter with a 7mm hose clamp driver.



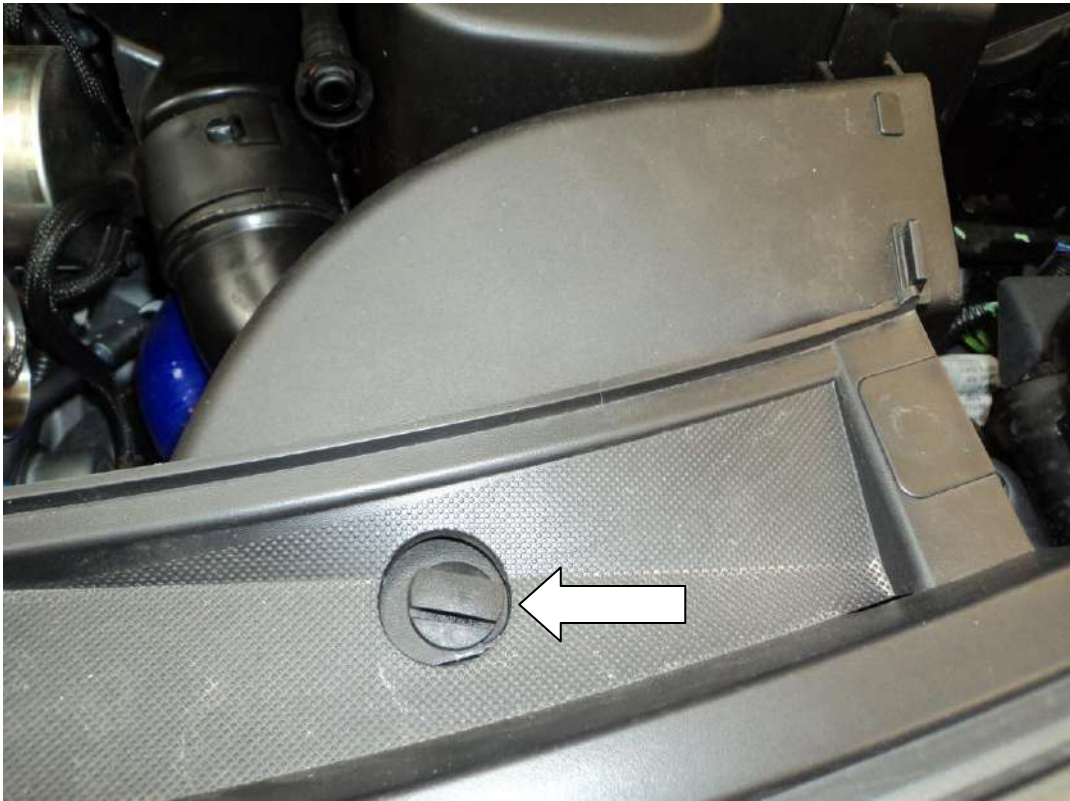
2. Remove the clip holding the breather to the inlet pipe and remove the pipe, remove the moisture sensor wiring, and remove the feed to the brake master cylinder by depressing the green push in section and lifting the hose upwards.



3. Release the secondary breather hose by squeezing the retaining tabs top and bottom and pulling the hose off towards the firewall – this can be tight as its held in place with two o-rings. Loosen the hose clip securing the pipe to the turbo with a 7mm hose clamp driver. Remove the turbo to airfilter intake pipe from the car.



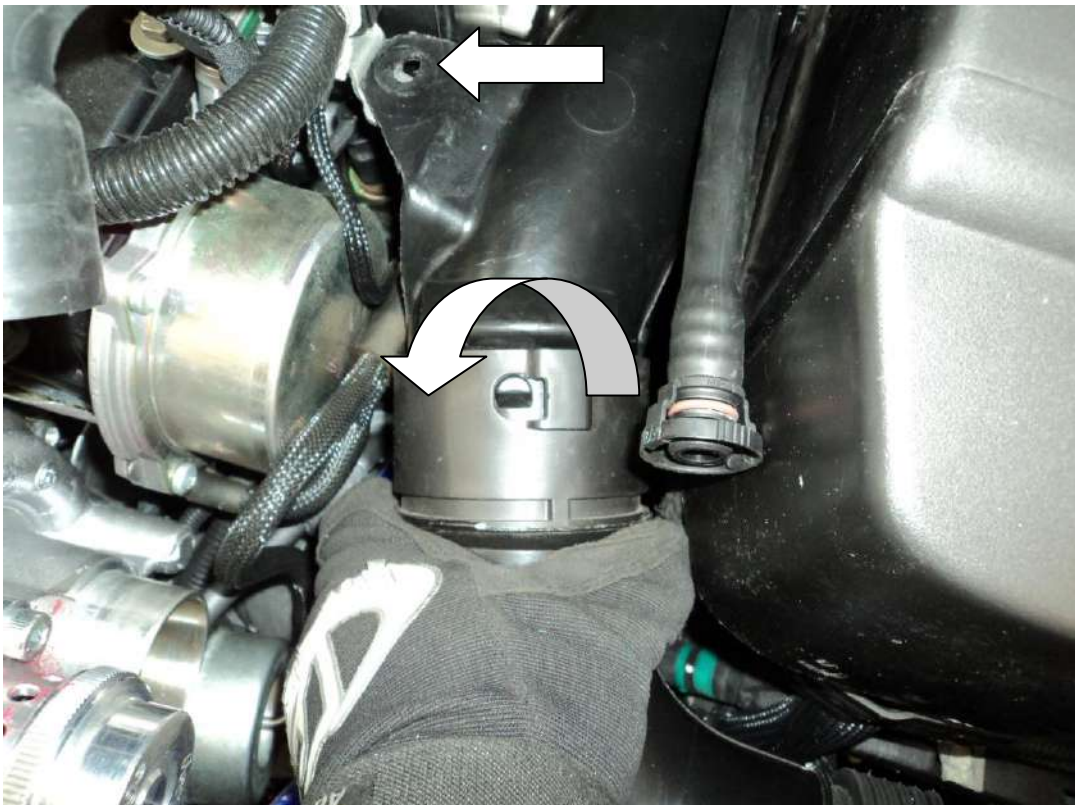
4. Pull the centre of the clip on the slam panel to release it, and pull the top of the air scoop off the car.



5. Remove the clip holding the cold air feed to the rear of the slam panel and unclip the pipe from the battery tray so the end is free.



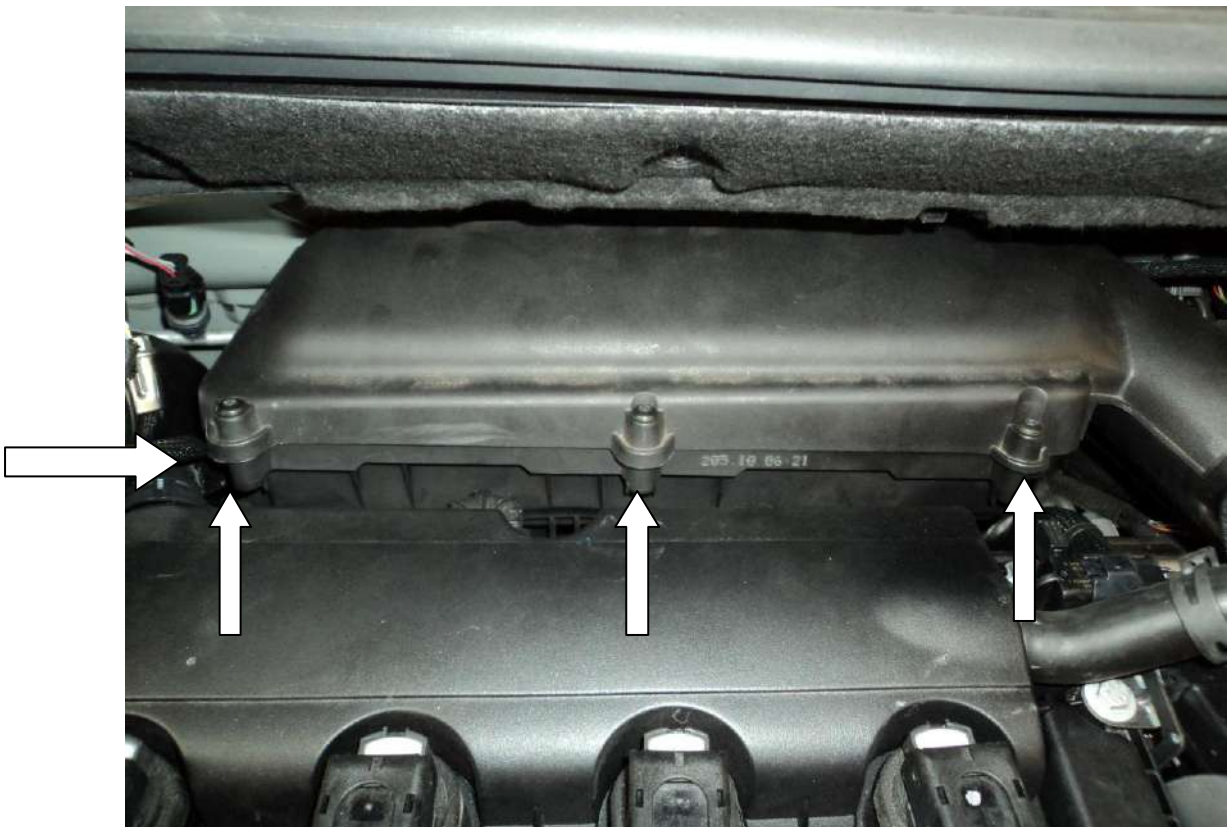
6. Rotate the other end of the pipe anti-clockwise to release the clip and remove this section of the cold air feed. Remove the 10mm bolt arrowed below (already removed in this pic)



7. Rotate the last pipe clockwise out of the bottom of the intake (its held on a rubber o-ring) to release it, then remove it from the car.



8. Undo the four T20 Torx holding the top of the air box to the bottom section. Then remove the top part of the air box.





9. Remove the single T25 screw holding the airbox down on the far left behind the oil breather pipe.



10. Remove the bottom of the air box by pulling upwards to release it from its rubber mounts, and remove it from the car.



11. Assemble the Forge intake as shown below



12. Place the intake on the turbo and orientate it so that the pipes on the car line up with the pipes on the intake, then tighten the hose clamp on the turbo, and oil breather lines.



13. The intake installation is finished. You'll notice that the intake now sits right behind the cold air feed which results in much cooler inlet temperatures.



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