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Mk4 Forge Turbo Inlet Pipe (TIP) Installation

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Author	Message
<p>Flanders OVD post whore</p>  <p>Joined: 08 Mar 2003 Posts: 6935 Location: Ottawa</p>	<p>  Posted: Thu Jul 22, 2004 9:11 pm Post subject: Mk4 Forge Turbo Inlet Pipe (TIP) Installation </p> <hr/> <p>The Forge TIP replaces the stock air snorkel and TIP. It flows gobs more air than the stock part, and is quite a nice piece. This install procedure goes through the process of replacing your TIP on your 1.8T. I'm doing this on my AWW, but it works for any 1.8T VW engine code. This only took me 1.5 hours and I was taking my time (and taking pictures!) and it really went smoothly. The Forge TIP fit great! My pipe didn't come with hose clamps, so you'll have to scoot out and buy some. I just took my Forge TIP to a local hardware store and said "I need good ring clamps for each opening on this pipe" and didn't pay more than \$6 Cdn for 8 clamps of various sizes (I bought extras, just in case).</p> <p>Tools required:</p> <ul style="list-style-type: none"> - ratchet - universal joint socket (for ratchet) and a few extensions - 10 mm socket

- 5mm and 8mm allen key socket
- side cutters

Step by Step:

Step 1

Admire your quality Forge TIP!

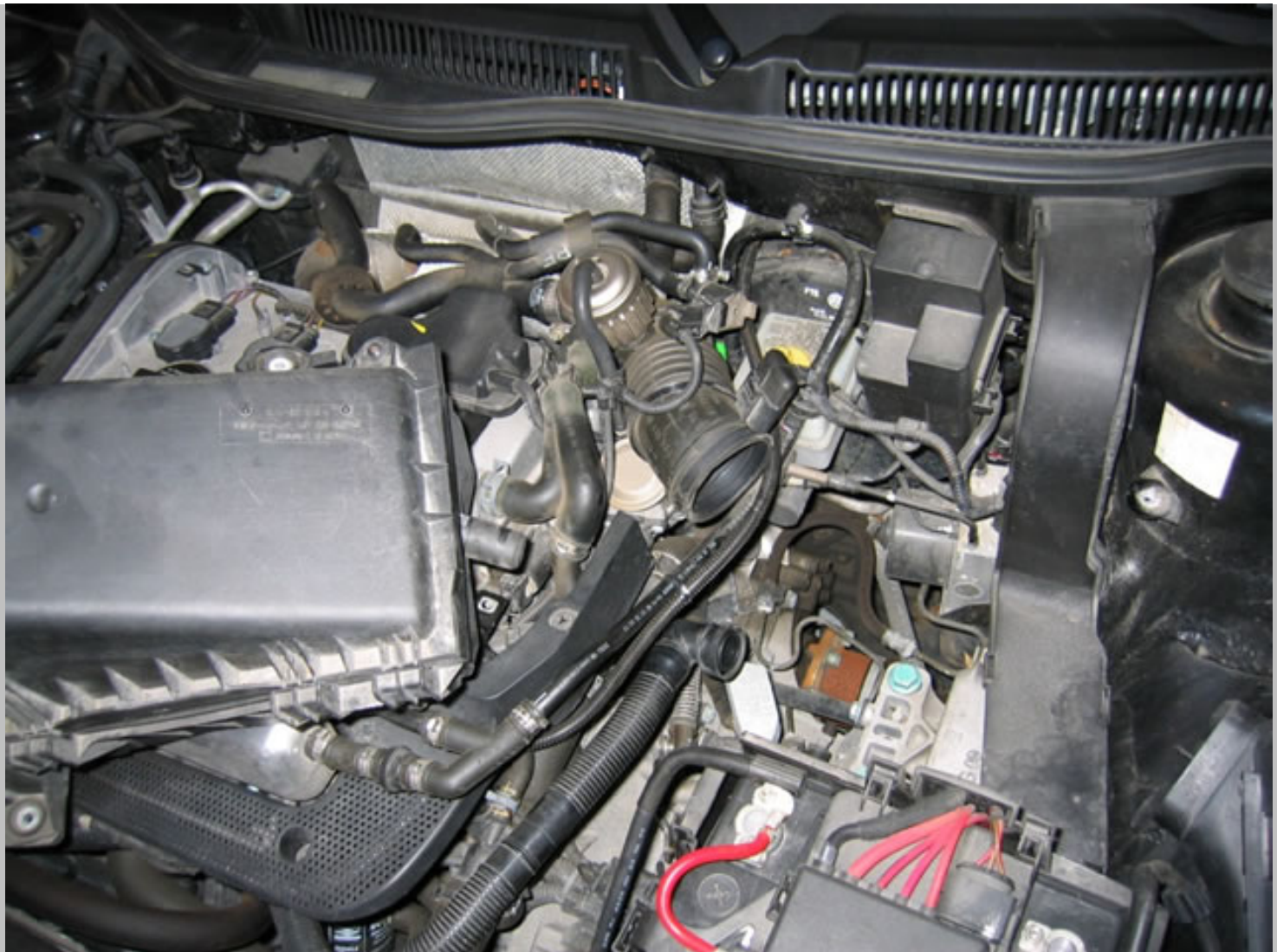


I'd recommend putting the hose ring clamps onto your TIP right now, so you don't forget!

Step 2

Remove your battery cover, and remove your stock airbox: Disconnect the smog hose from the side of it (squeeze the plastic connector, and pull it out). Remove the ring clamp at the MAF connection (number 1 in the picture). Remove the two 10mm nuts (numbers 2 and 3) and finally with a bit of jiggling you can slide your airbox out (you have to jiggle to get #4 out of the hole). Be gentle! You don't want to break your MAF.





Step 3

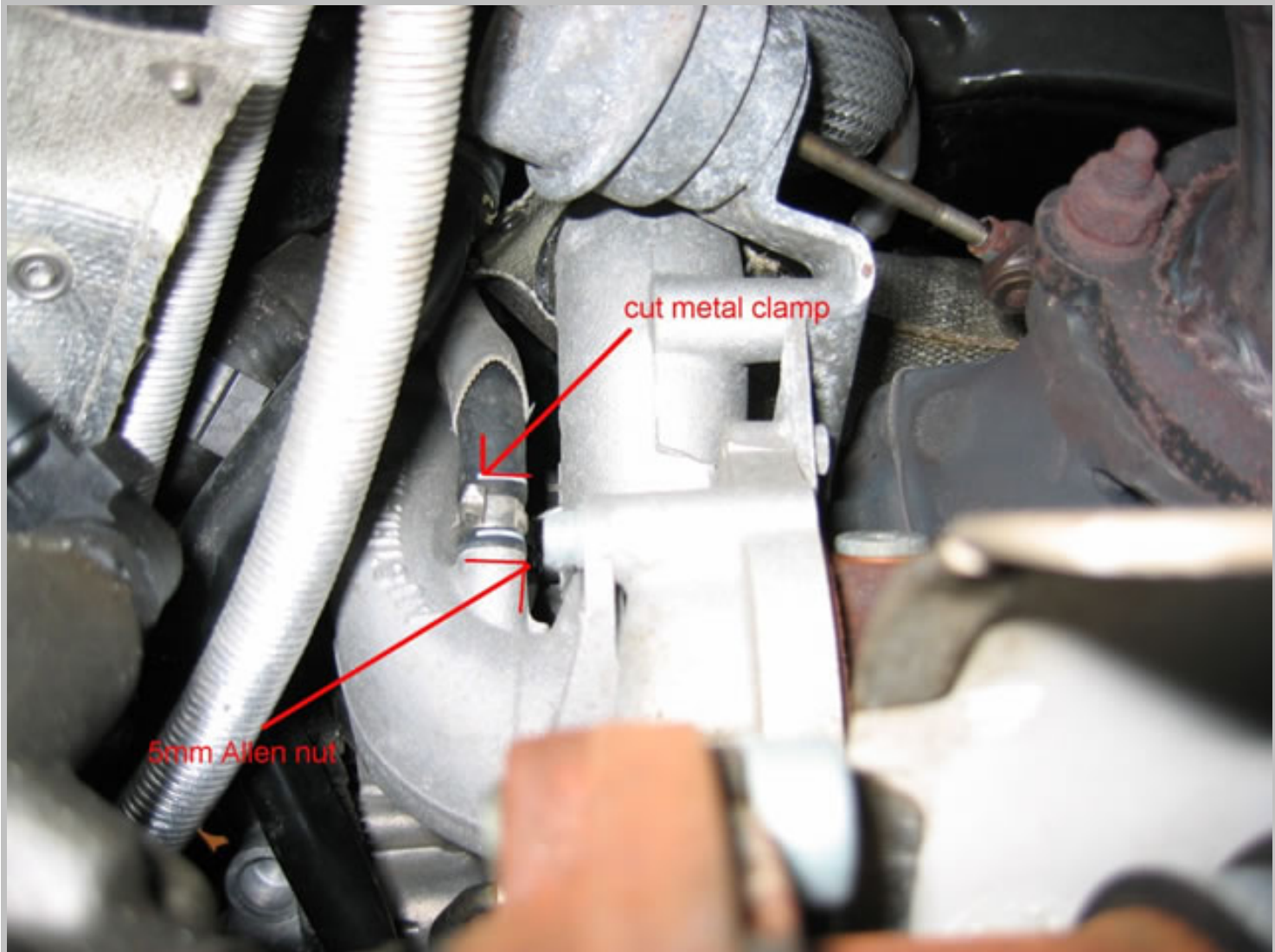
Remove your Diverter valve, your N75 valve, and the air pump. All three of these are on the top of the air intake snorkel (see pic). You may have to snip off the original metal one-time-use ring clamps that VW originally installed...



Step 4

Jack up your car, and place your jackstand so the car is high enough so that you've got enough room to get underneath and work. I only needed to jack up the front drivers side, and that was enough. Climb underneath your car, and find your turbo.

You'll have to remove the 5mm allen nut that's holding the stock TIP to the turbo. You'll also have to cut off one more ring clamp and remove the small vacuuum hose from the stock TIP (don't forget to reattach this hose onto the new TIP!).



Step 5 - OPTIONAL

You may or may not have to do this step. Remove the 8mm allen nut that holds the coolant pipe to the engine block. This is quite the biatch to get at, requiring the universal joint socket and maybe even a small mirror to see where you're going. By removing this nut, you can move the coolant pipe around so you'll have a bit more room to extract your old TIP and install the new one. It's a tight squeeze so I'd try to remove the stock TIP first BEFORE you remove this nut, just to save you a bit of hassle. I removed this nut and had no problems.



Step 6

Pull your TIP out! Get underneath the car, and gently pull it away from the turbo. From the top of the car, you can gently wiggle it out. If you're having problems, keep trying! You may have to remove the nut in step #5 to give yourself some more room. Now that your TIP is out, let's compare the sizes!





What a nice piece, eh!

Step 7

Reassemble! Here's where the fun begins. Slide the TIP down from the top of the engine bay. Get underneath the car and wiggle it onto the turbo inlet (don't forget your hose clamp!). Make sure the TIP is fully on the turbo inlet! This may take a bit of wiggling just because it's a really tight fit. Now from the top of the engine bay, make sure that the Forge TIP is roughly in the right spot (ie. the hose points to where the airbox is going to go!). Get back underneath the car and tighten up the hose clamp around the turbo inlet,

and don't forget to re-attach the little vacuum hose to the metal nipple of the Forge TIP.



In addition, AWP engine's actually have something that uses the remaining hose outlet on the TIP (see picture). AWD's and AWW's don't need this, so it's plugged up.

Step 8

Reinstall the stock airbox (reverse to removal!) and clamp down the Forge TIP to the MAF. I found that I had to slightly twist the TIP to get it to fit on my airbox. Once I got it on, I went back underneath the car and loosened the ring clamp on the turbo inlet. I then slightly adjusted the position of the TIP on the turbo inlet

so that the pipe wasn't twisting anymore (or as much!) when the airbox ring clamp was tightened. Don't forget to reinstall your DV, n75 and air pump. Reconnect the smog pipe back to the side of the airbox too. Tighten up all hose ring clamps and you're done!



Conclusion

I found that my DV and n75 have slightly shifted their positions with the new pipe. Everything has moved to the left by about 3/4 inch. This means that the hole I cut out in the top of my engine cover for my DV doesn't line up anymore (doh!) and the small vacuum line for the top of my DV is really stretched (note to

self: buy a longer vaccuum line for the top of my DV!).

My turbo spools up a bit quicker, and I've noticed that boost delivery is smoother than before. Another bonus is that my surging is now gone! Previous mods include a 2.5" downpipe and chip. I've had surging for a while, and the n75J valve made it even worse. With the Forge TIP installed, my surging is gone. My boost gently spikes up, and then holds steady...no more oscillations!

While the difference isn't night and day, the car does pull a bit harder up top. This combined with the smoother throttle response/boost delivery makes it money well spent.

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PM

FrEdErIcA

OVD member



Joined: 28 Jul 2004

Posts: 594

Location: In Transit

Posted: Sun Oct 31, 2004 1:12 pm Post subject:

QUOTE

wow 🤩

That's a nicely detailed DIYThanks man, I'm sure this will be helpfull to a few peeps. 👍

04 1.8T Jetta

93 ZX7-R

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PM

roccodan

Site Admin



Joined: 09 Mar 2003

Posts: 10208

Location: Planet Claire

Posted: Fri Nov 04, 2005 9:46 pm Post subject:

QUOTE

Updated.

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Hotwire

OVD rookie



Joined: 25 Jul 2004

Posts: 417

Location: In front of you!

Posted: Thu Jun 01, 2006 8:56 pm Post subject:

QUOTE

Very useful, now that I have a TIP to install. heheh.

Proud Owner of :

2003 VW Golf Wagon 20VT

GIAC X+ ~ Forge 007 DV ~ Forge TIP ~ Deleted Air Box ~ K&N Filter

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