Q50/Q60/Z 80mm AIR INTAKES

INSTALL INSTRUCTIONS

Introduction ///

The goal of AMS Performance is to provide the highest quality, best performing products available. By utilizing research and development, and rigorous testing programs AMS Performance will never compromise the quality or performance of our products. In addition, AMS Performance will only provide the finest customer service offering only parts and advice that are in the best interests of the customer. AMS Performance was built on a foundation of integrity. This is who we are. This is what you can count on.

A vehicle modified by the use of performance parts and tuning may not meet the legal requirements for use on public roads. AMS Performance makes no claims of compliance unless otherwise stated on a per-product basis. Use or installation of performance parts and tuning may adversely affect the drivability and reliability of your vehicle, and may also affect or eliminate your insurance coverage, factory warranty and new OEM part warranty. There is no stated or implied guarantee by AMS of continued OEM vehicle warranty, insurance coverage, or emissions compliance, due to the stress placed on your vehicle by performance parts and our inability to monitor its use, tuning or modification.

These instructions are not intended to be a comprehensive guide for installation as there are many variables that may affect your particular vehicle, including but not limited to model year differences, sub-model/trim/optional equipment differences, the presence of non-OEM parts, or other modifications that may have previously been completed. A basic understanding of automotive parts and systems and novice mechanical skills should be all that is necessary for installation, but certain circumstances may necessitate professional installation.

AMS Performance is committed to providing quality support for our products. If you are in need of technical support, installation help, or a replacement component, our Customer Service Team is available directly via telephone at 847-709-0530, or digitally via the contact form linked here: amsperformance.com/support

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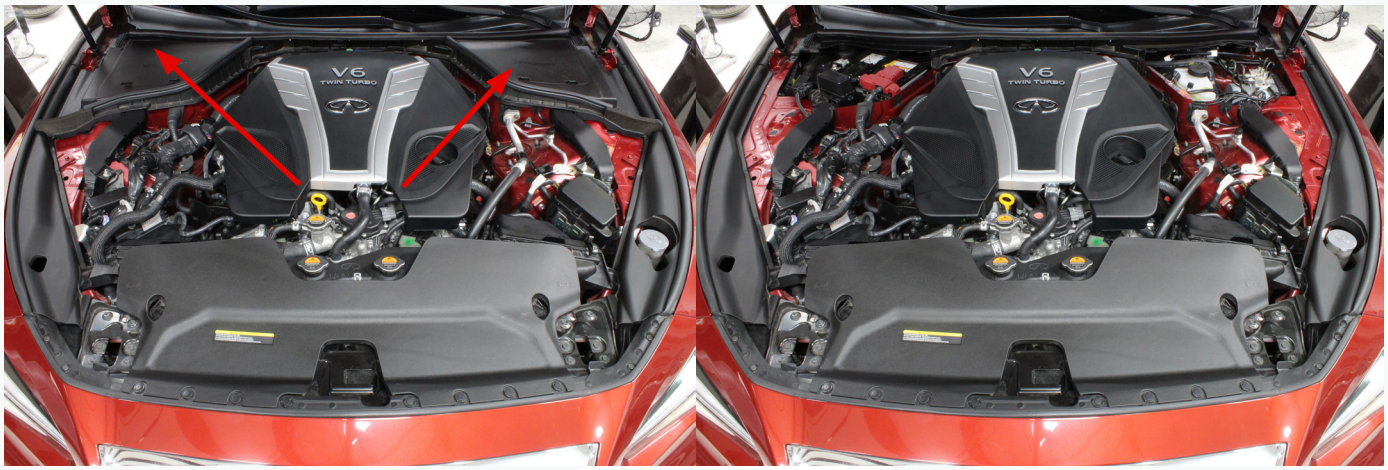
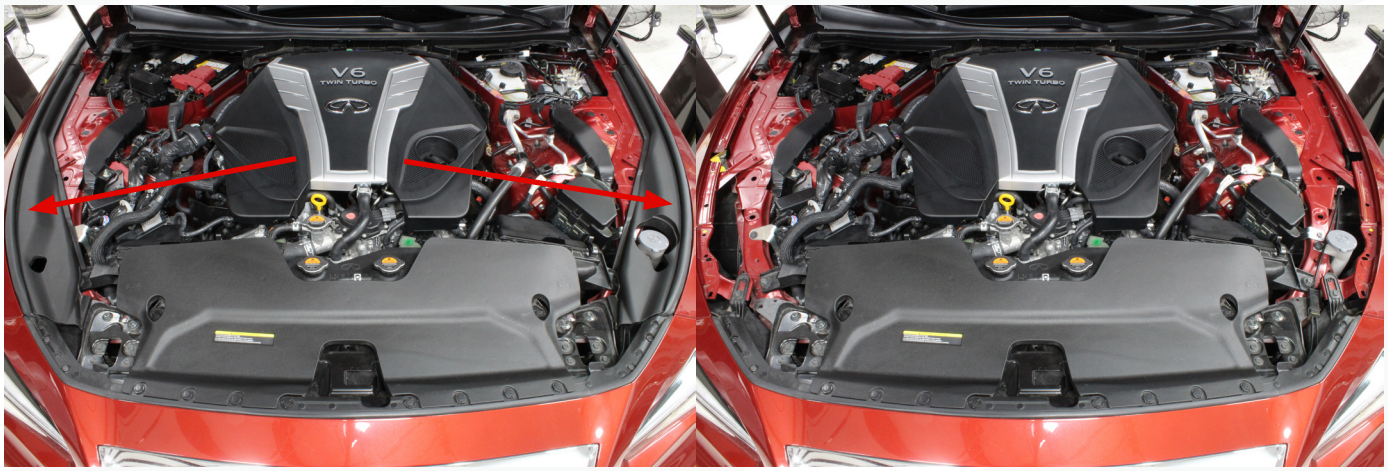
DISASSEMBLY:

1. Start by removing both the brake master and battery cowl covers.

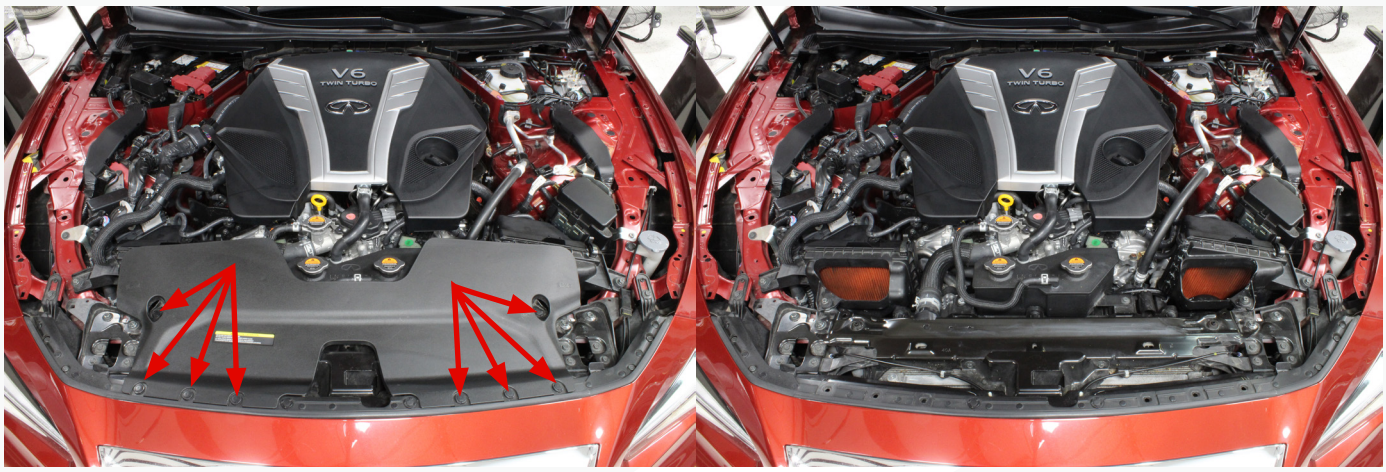


2. Remove both plastic fender trim panels. These panels can be difficult to remove due to the plastic clips. The clips under the panels run along the fender edge. In order to remove these panels without breaking the clips, lift straight upwards starting at the front by the head light and work backwards.

a. The trick is to place a finger through the headlight adjustment hole and washer fill hole while supporting the edge by the hood latches. Lift straight upwards while wiggling the panel in the different directions. A circular wiggle motion is the most effective. Once the main clip closest to the headlight is disconnected, the rest of the clips release easily.

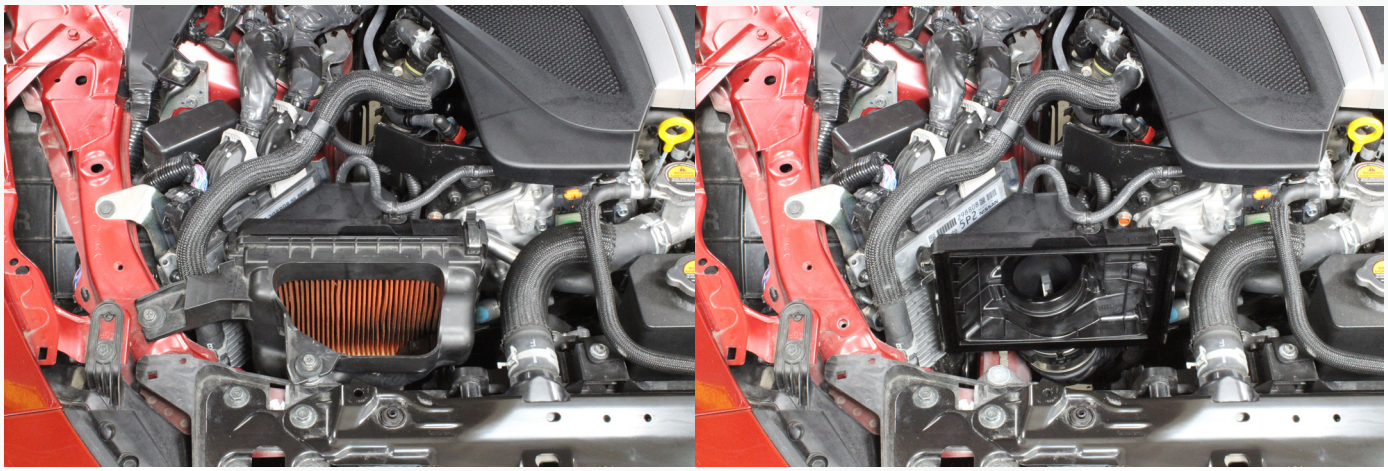


3. Remove the front air box inlet / core support cover. Take note of the different style clips as they are specific to the location installed. There will be six (3 prong) clips along the front bumper and then two (4 prong) clips close to the air boxes.

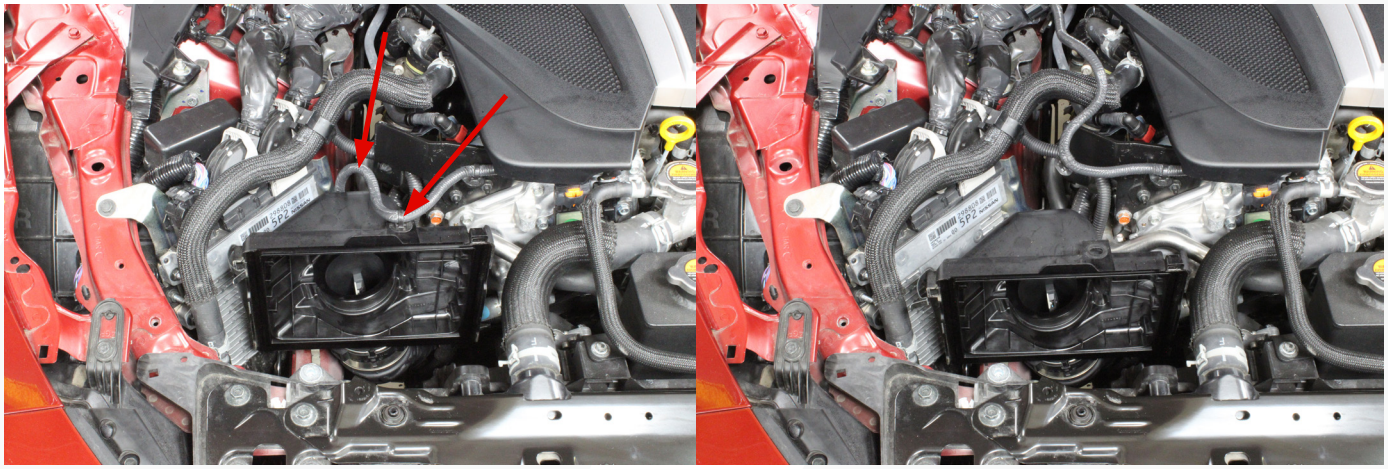


RIGHT SIDE OEM AIR BOX INSTALLATION (PASSENGER)

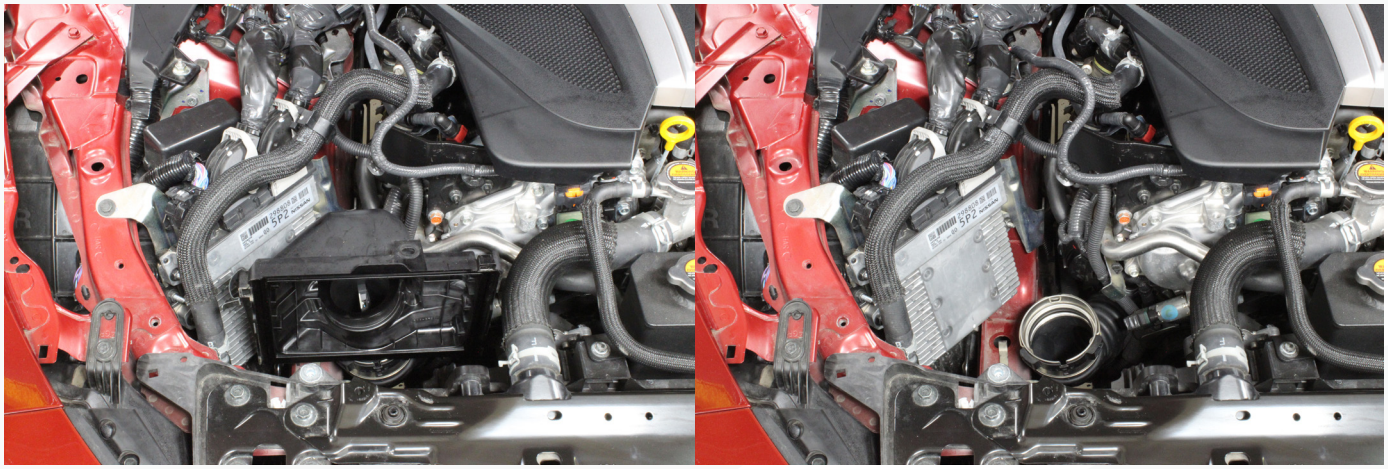
4. Remove the two M6 bolts from the front air box mounting brackets. Unclip the front portion and remove it along with the filter.



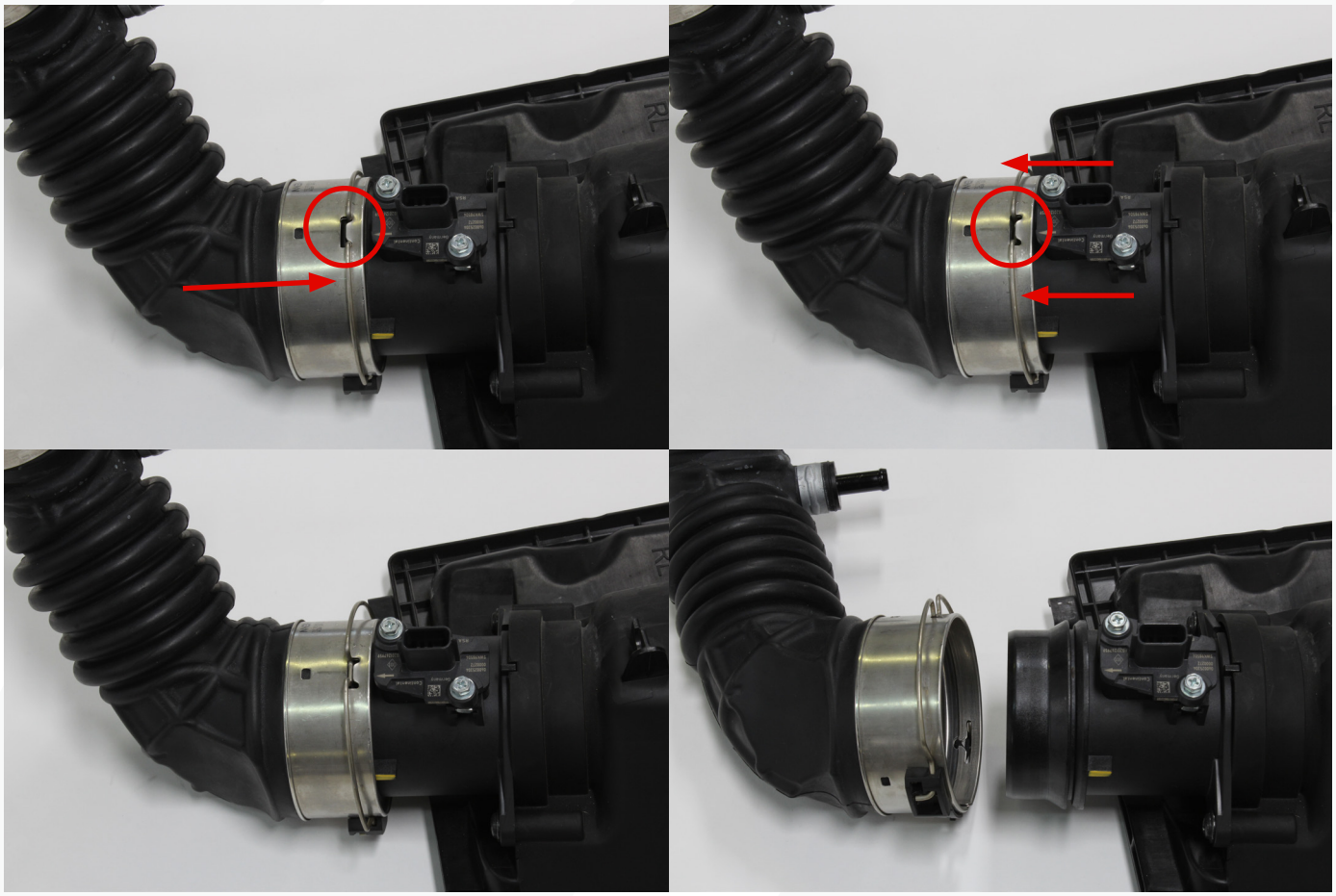
5. Disconnect the MAF sensor and unclip the harness from the top and rear side of the air box.



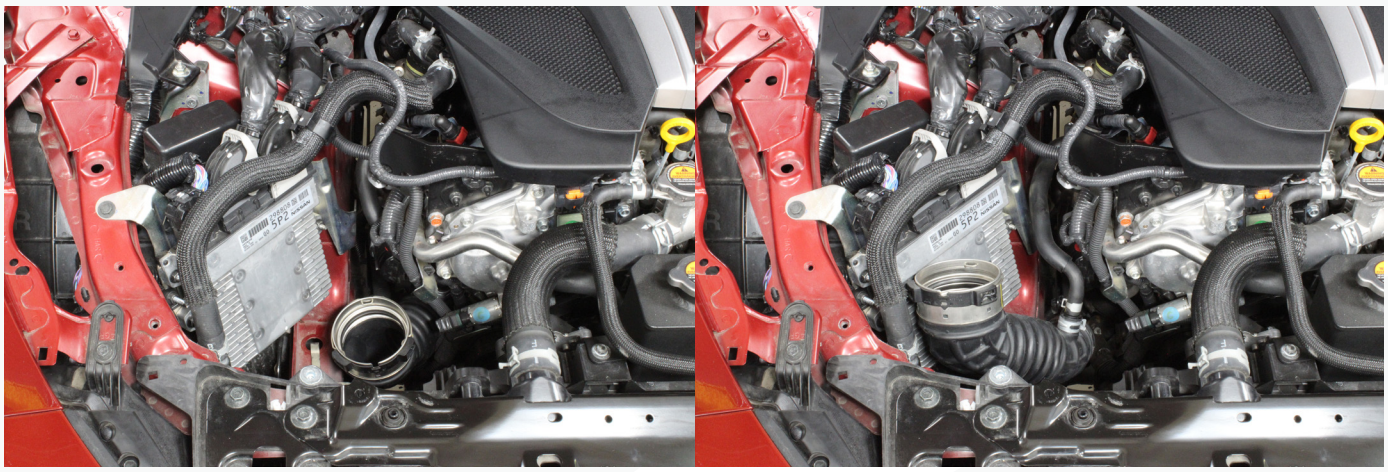
6. Disconnect the OEM coupler from the rear section of the air box and remove the air box.



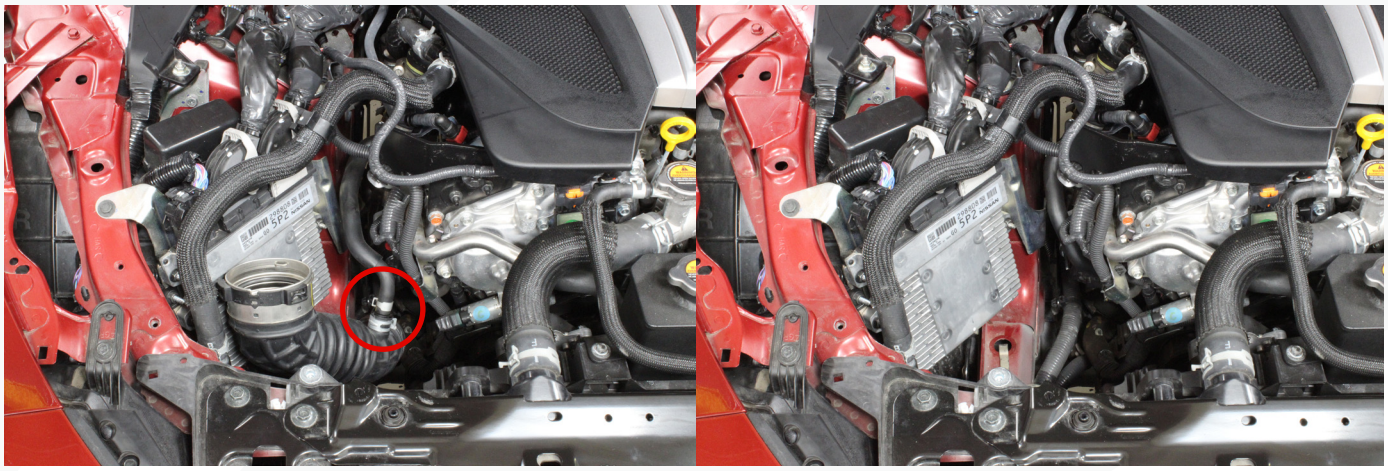
Tech Note: The OEM coupler has a double retention method. In order to disconnect, you must do two things. First place a hand on the coupler and force it towards the MAF housing and air box. This moves the retention ring out of the locked area to allow it to disconnect. Next, while still forcing the coupler against the MAF housing and air box, use a long flat head screw driver and release the retention clip. The retention clip will sit in detents when properly released. Remove the air box once disconnected. (The below pictures were taken off the car to better show the process)



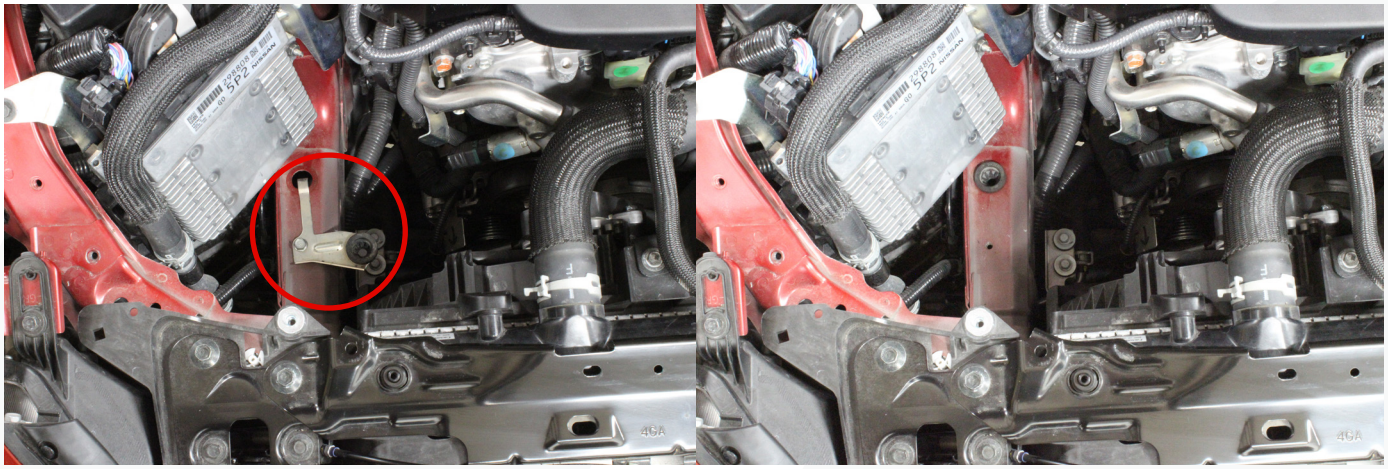
7. Disconnect the coupler from the turbo inlet. The hose clamp is a little difficult to get to but can be done with a small 8mm ratchet and socket or a long extension and a swivel 8mm socket. Once disconnected, pull the coupler forwards.



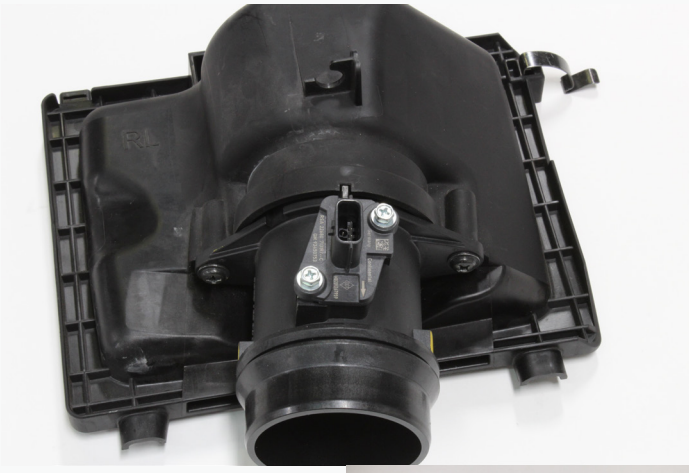
8. Disconnect the PCV hose from the OEM coupler. Only disconnect the small clamp at this time. Completely remove the OEM coupler.



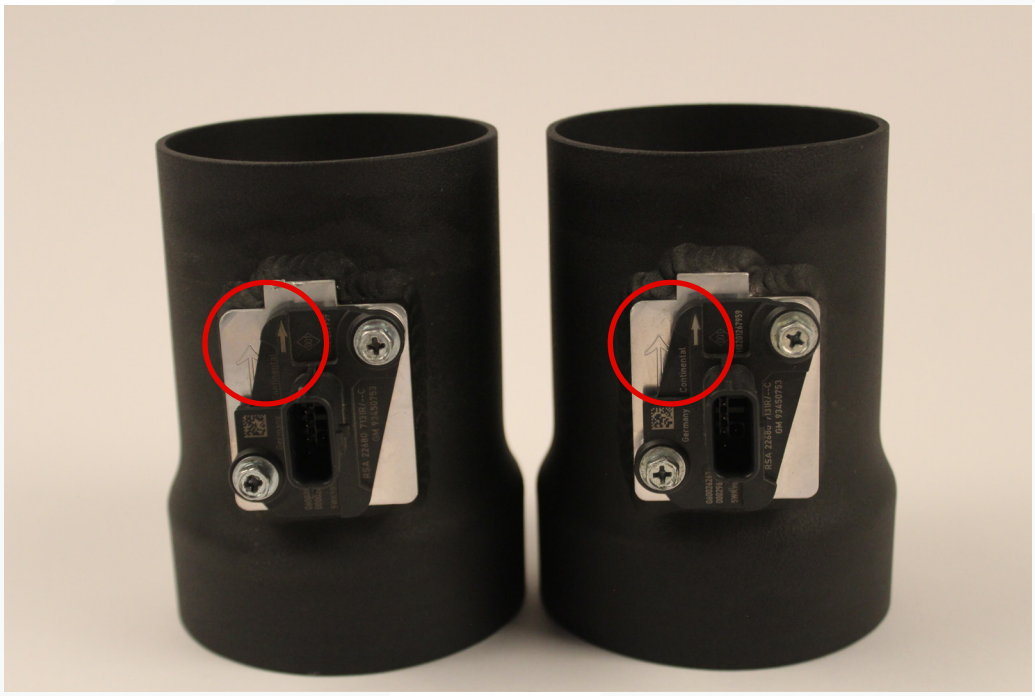
9. For the right side only (Passenger Side), remove the OEM air box support bracket.



10. Remove the MAF sensors from the rear section of the OEM air boxes. On the passenger side, also remove the barb fitting.



11. Locate the new MAF housings and install the MAF sensors into the housing. Be sure the arrow on the MAF flange matches the arrow on the sensor.



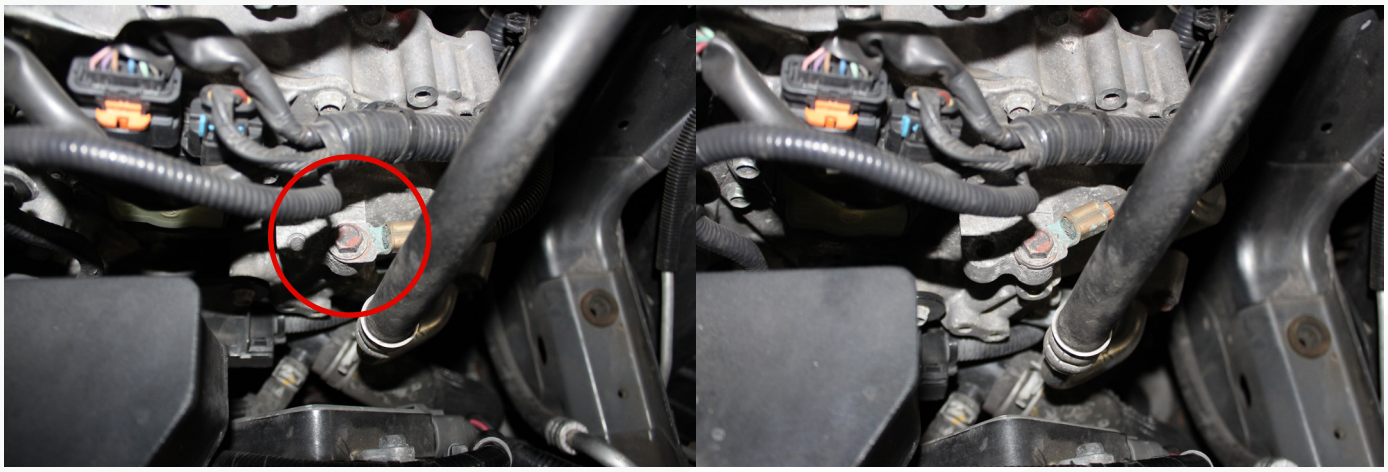
12. The MAF housings come with preinstalled inserts. These are for vehicles running stock flash and stock MAF curve. These can be removed when going in for a tune using our preconfigured MAF curve to provide more airflow to the engine while maintaining like stock drivability.

13. Install the barb fitting removed from the previous step into the new passenger side silicone and secure it with a small clamp.

14. Install both MAF housings into the silicones and line up the notch. Use #48 clamp to loosely secure for now.

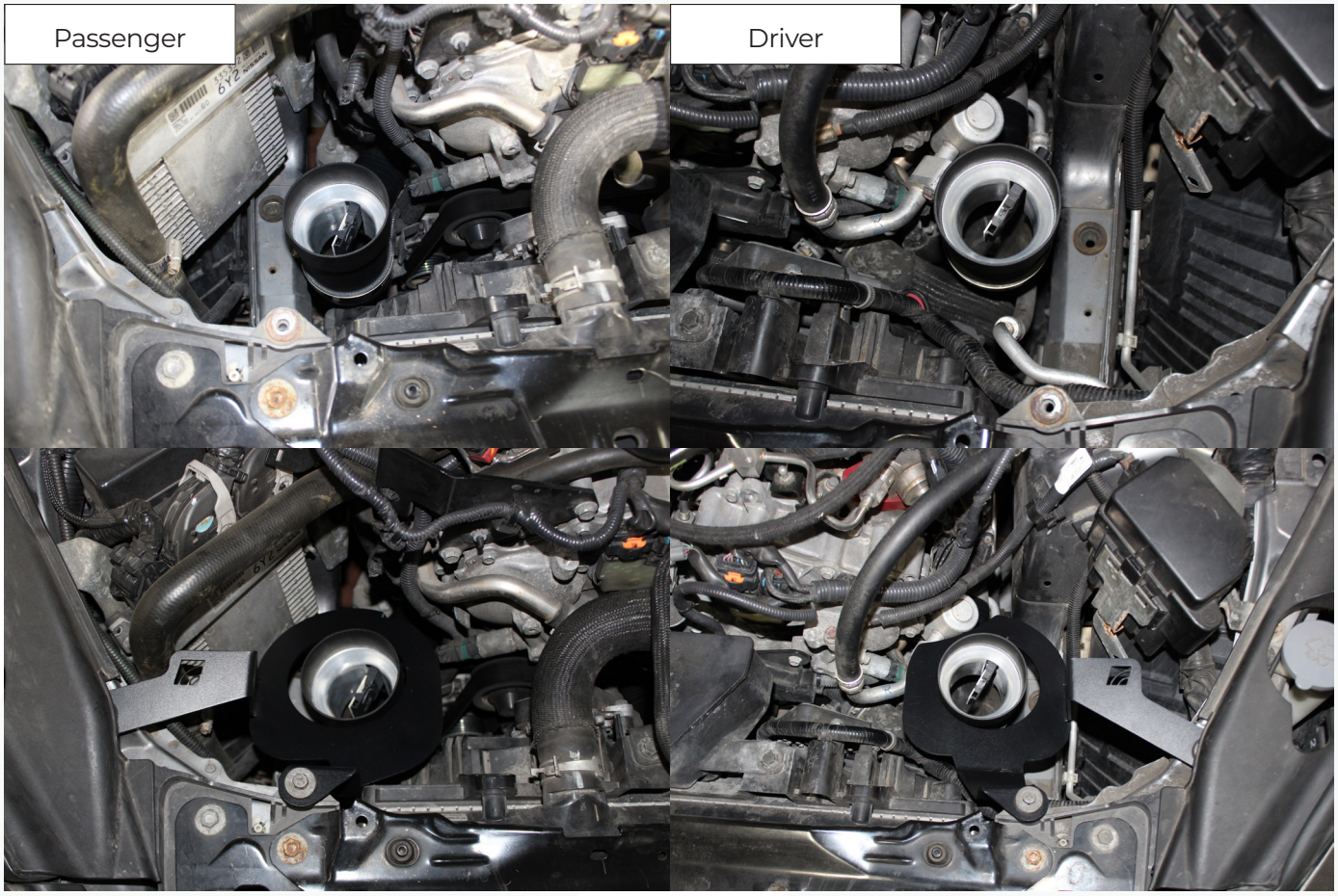
15. Swap over the rubber grommets from the stock air box to the new intake brackets. Push out the metal sleeve and then work the grommet out.

16. Locate the ground wire on the drives side of the engine. Loosen the bolt and rotate the ground towards the engine to make room for the intake.

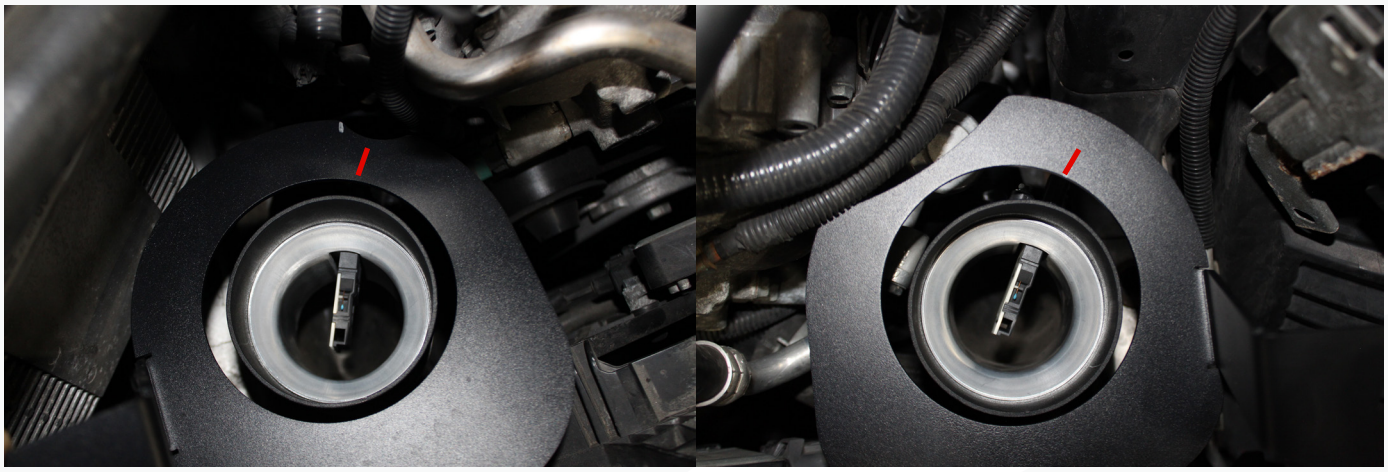


17. It's easiest to test fit the intakes without the filter and mark the position of the MAF on the bracket to then assemble the intake assembly out of the car. Having the MAF in the correct position is very important to the performance of the intake.

18. Without the clamp, install both silicone/MAF assemblies onto the vehicle, and then loosely install each intake bracket.



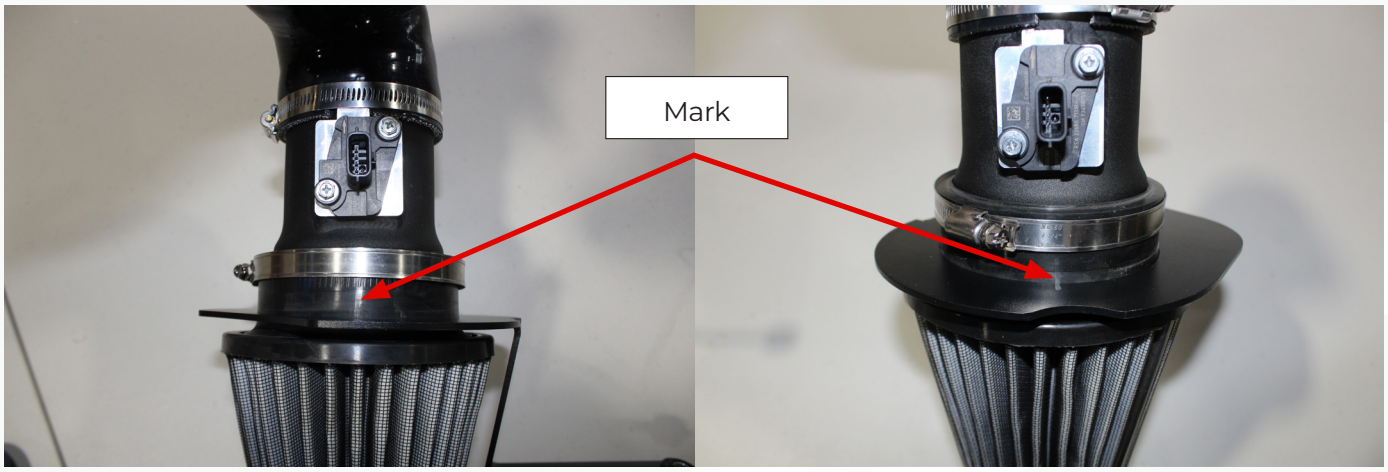
19. Mark the MAF location with a small line on the bracket, then remove both intakes completely.



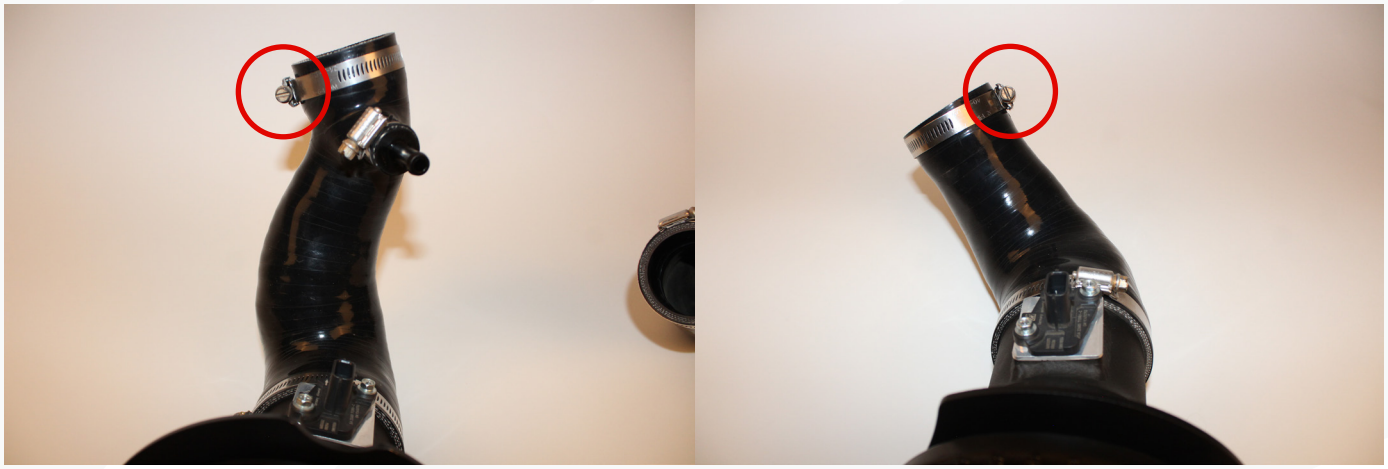
20. Place the brackets on the bench, transfer the mark you made onto the underside of the bracket.

21. Position the brackets on the bench like they would be installed on the car. Install the filters through the top of the bracket with the logo on the filter facing forward.

22. Reinstall the clamp on the filter, then install the preassembled lower intake silicone/ MAF housing and align the MAF to the mark you made in the earlier step.

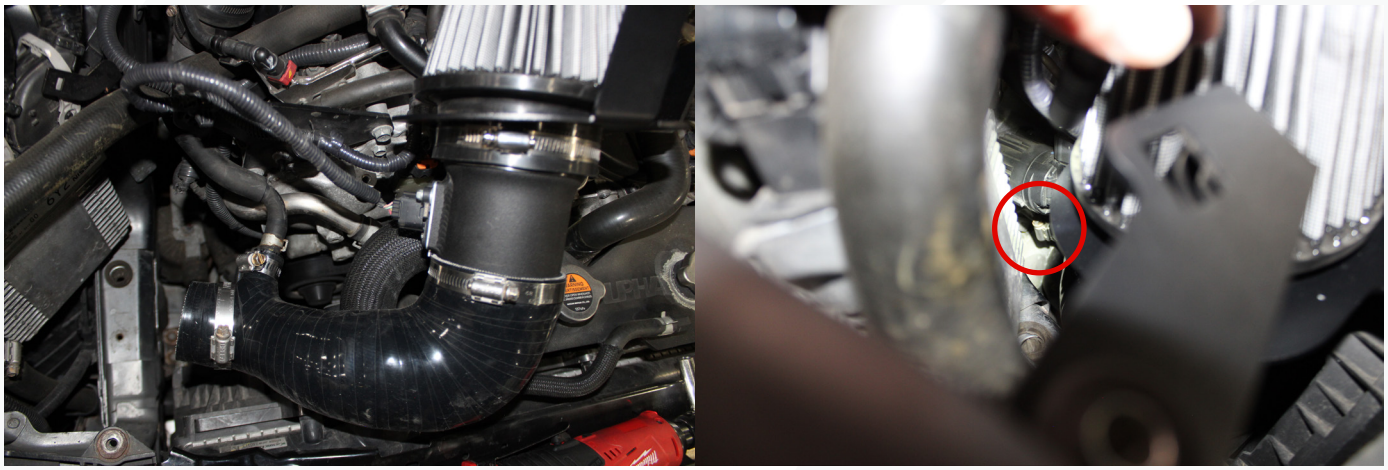


23. Position the clamps as picture below to allow easier access when tightening after install.



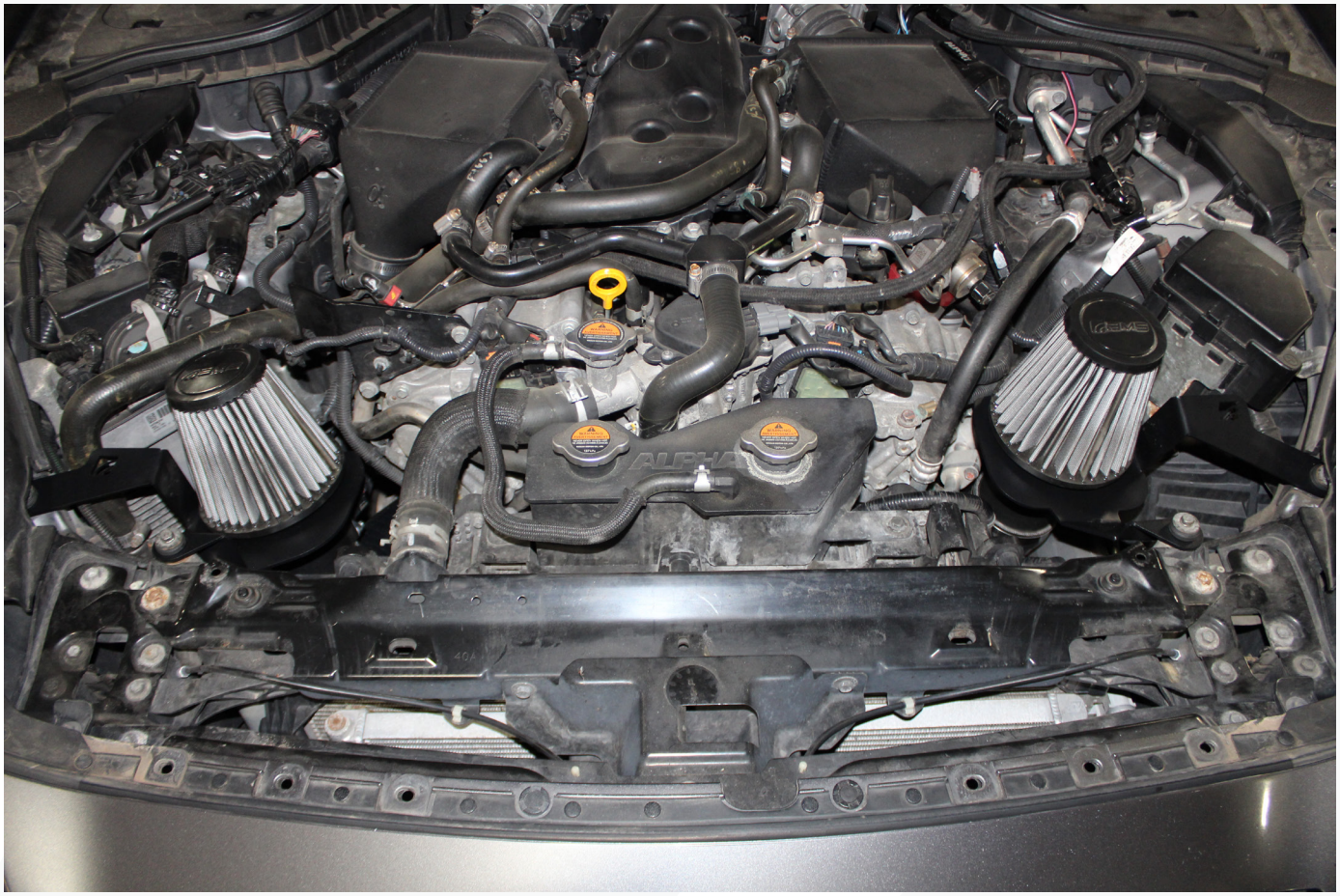
24. On the passenger side, plug in the MAF sensor and install the vacuum hose to the barb fitting. Then install the intake onto the turbo.

Note: With a long ¼" extension and 8mm swivel socket you can install this as one unit. Alternatively, you can install the silicone first and then the MAF/Intake bracket and filter assembled after. Just be sure the silicone is aligned to the MAF tube notch.



25. Repeat the same step on the driver side.

26. Once the clamps are tight, install the (4) M6 intake mounting bolts.



27. Reinstall the OEM air box inlet duct / core support cover.

28. Reinstall the remaining engine bay trim panels that were removed in the first few steps, in the reverse order.

AMS FILTER CLEANING

AMS air filters feature a specially designed media that allows performance and efficiency to be restored to near new each time by simply using compressed air from inside out, making frequent washing unnecessary in order to restore filter performance.

AMS air filters feature a media that is fully compatible with washing.

Biodegradable cleaners such as Simple Green or other mild shop degreasers can be used. Simply place the filter in a solution or spray the cleaner on the filter. Allow the solution to loosen the particulate and then rinse thoroughly. Shake the filter or use compressed air from the inside outward to remove residual water and allow a full day or two to dry. While the media may discolor, filter efficiency and restriction are not affected.

Note: Always follow the dilution and application time instructions for “light cleaning” as indicated by the cleaner manufacturer