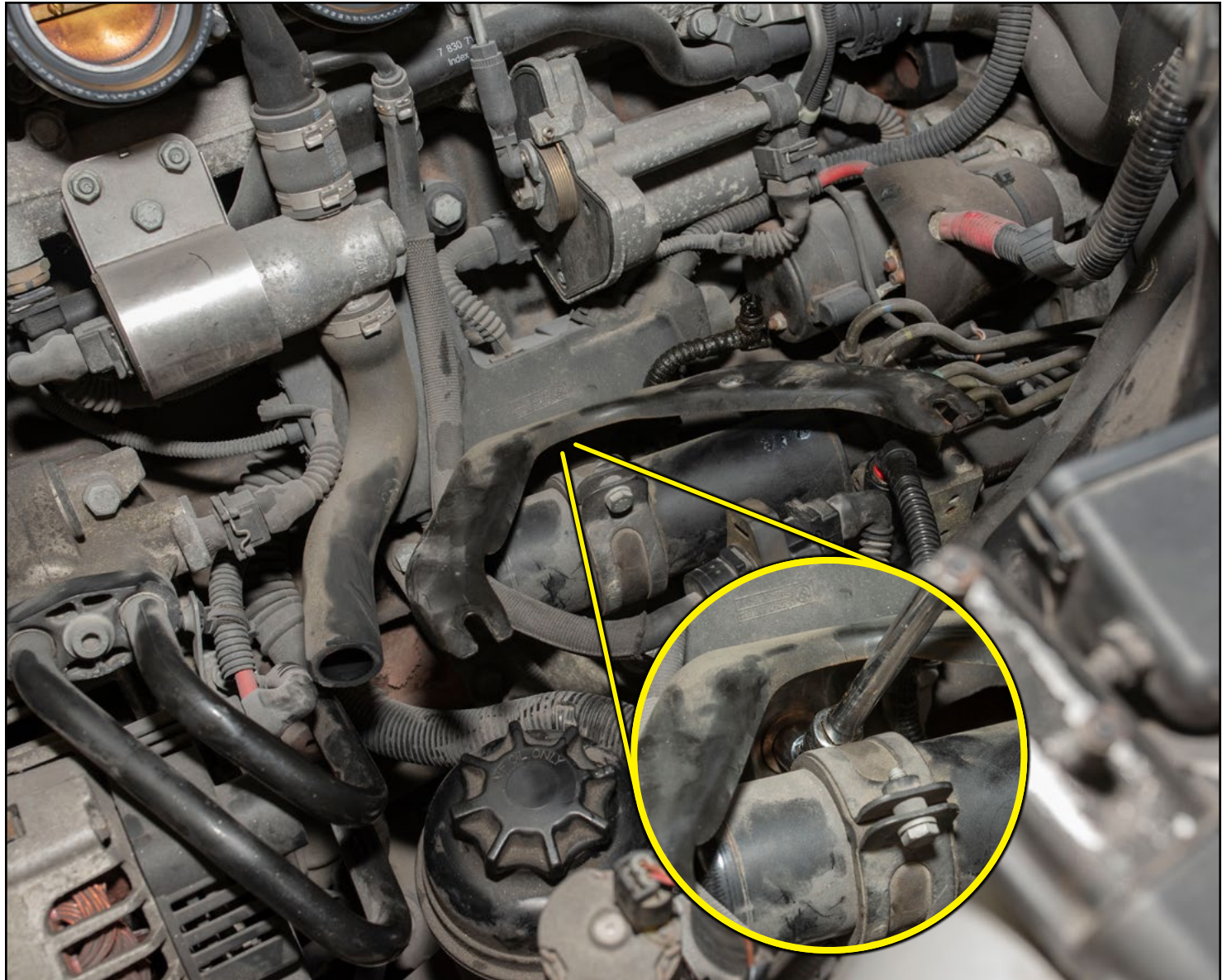


MODIFYING THE PLENUM SUPPORT BRACKET

Step 1:

There are several factors which may cause the CSL-style intake to make contact with neighboring components inside the engine bay. Luckily, there is some room for adjustment in the support bracket which can provide extra clearance around the plenum.

Start by removing the plenum, then remove the support bracket from the engine block. If your vehicle is equipped with SMG you'll need to unbolt the pump/canister from the mounting grommet and swing it slightly out of the way to reach the bolt for the plenum support bracket (see the **YELLOW** inset photo on the right).

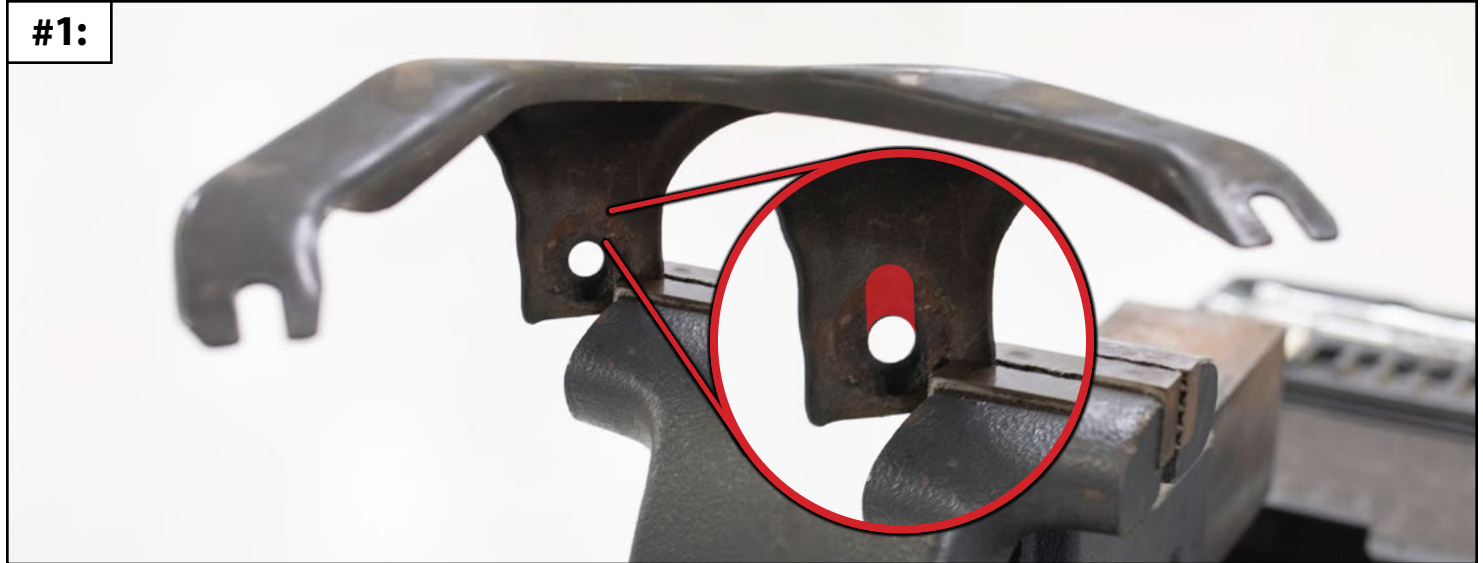


MODIFYING THE PLENUM SUPPORT BRACKET

Step 2:

With the plenum support bracket removed from the engine you can see that the mounting hole to the block is not slotted (**photo #1**), that is what we're going to change. We want to slot this bolt hole **UPWARD** approximately 8mm (**RED** highlight in the **RED** inset photo).

For this we used a $\frac{5}{16}$ " drill bit to open up the other end of our slot, then we used a grinder to finish the job (**GREEN** inset photo). **Photo #2** shows the finished product.

#1:**#2:**

MODIFYING THE PLENUM SUPPORT BRACKET

Step 3:

Reinstall the plenum support bracket.

Reinstall the SMG pump/ canister (if equipped).

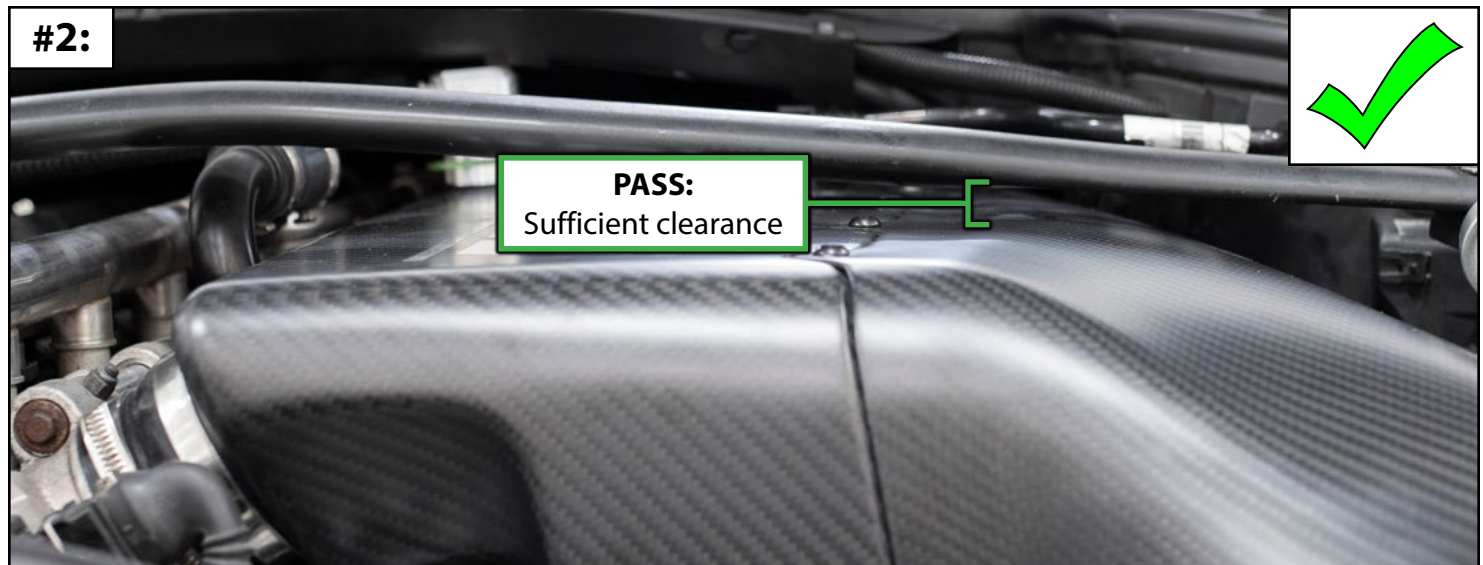
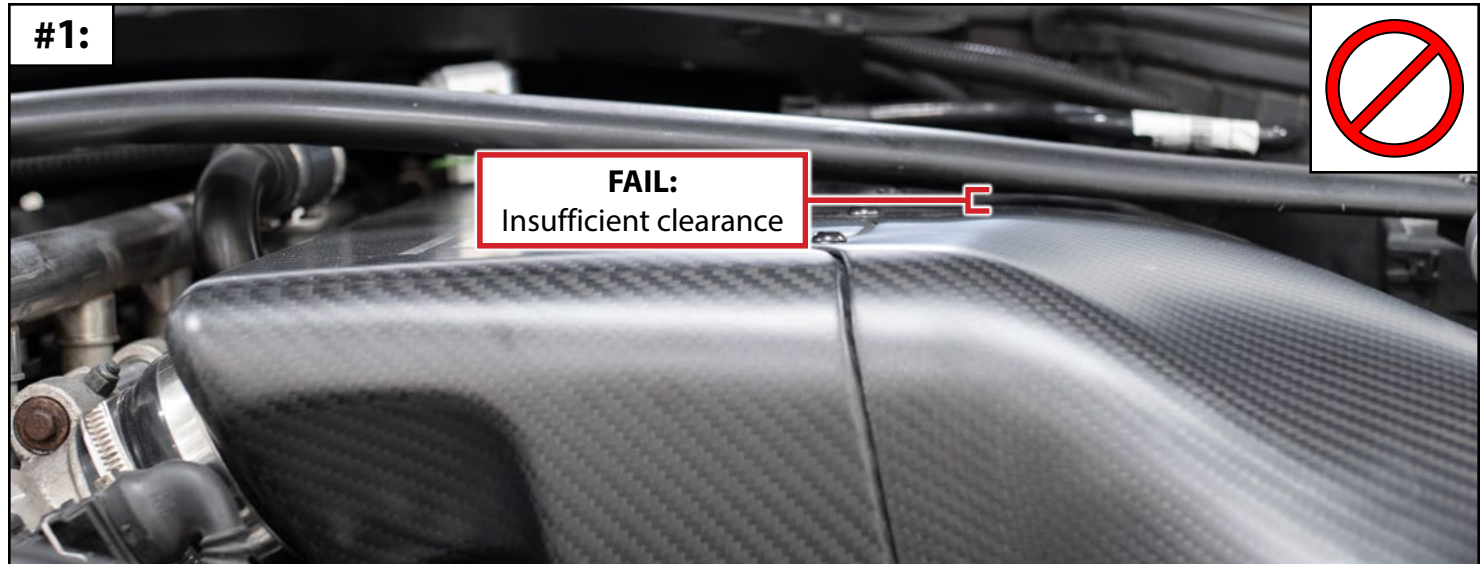


ADJUSTING THE CSL-STYLE INTAKE SYSTEM

Step 1:

Use the newly cut slot in the plenum support bracket to adjust the fitment of the CSL-style intake system. The goal here is to open up clearance between the plenum and the strut tower brace, cabin filter housing, cowl, or any other neighboring components.

Please continue to the next page before you finish.



ADJUSTING THE CSL-STYLE INTAKE SYSTEM

Step 2:

The plenum can be adjusted slightly upward or downward by moving the rubber air box mounts inside the slots (arrows in **photo #1**).

Moving the mounts inside these slots will raise or lower the top of the plenum slightly, as well as move the entire intake system toward or away from the LH strut tower (**photo #2**).

Once you are satisfied with the fitment, ensure that all fasteners are tight, and all pipes, hoses, and other connections are fully seated.

