



Installation Instructions

Carbon Fiber Intake System

2017+ Alfa Romeo Giulia Quadrifoglio

What's in the box?



#ID (QTY) Description

- #1 (1) Left carbon intake tube (not shown above)
- #2 (1) Right carbon intake tube (not shown above)
- #3 (2) Silicon couplers
- #4 (4) Hose clamps
- #5 (2) K&N air filters - hose clamp inside each K&N box
- #6 (1) M6 x 1.0 socket head cap screw (SHCS) – 50mm long
- #7 (1) M6 small washer
- #8 (2) M6 x 1.0 socket head cap screw – 15mm long
- #9 (2) M6 large washers
- #10 (2) Rubber grommets
- #11 (1) Stainless steel engine cover bracket
- #12 (2) IdealRace stickers

Depending on your vehicle model you may receive one or the other of the following:

- #13 (2) Intercooler Bundy cap assembly
 - #13A (2) Earls Bundy to -6AN Adapter Fitting (2 pieces)
 - #13B (2) Earls -6AN Cap

OR

- #14 (2) Plastic Intercooler Bundy Caps

Recommended Tools

- 90 degree pick
- Flat head screwdriver 3/16" wide, 8" long
- Flat head screwdriver 7/32" wide, any length
- ¼" drive fine ratchet
- ¼" drive 7mm short socket
- 5mm hex key
- 13mm wrench
- Painters tape
- O-ring lube

Step 1. Disconnecting and Removing the Airbox

- A.** Open the hood of the car. Remove the engine cover by lifting the front edge of the cover (**Figure 1**).



Figure 1

B. Remove the inlet duct to the airbox by sliding the accordion couplers on each side back
(Figure 2)



Figure 2

Lift from under the
front of the inlet duct
(Figure 3)



Figure 3

- C. Remove the band clamps (**Figure 4**) that connect the air box assembly to the intake tubes. To do this, use a pick or a flathead screwdriver to pry and release the clamps away from the tube (**Figure 5**).

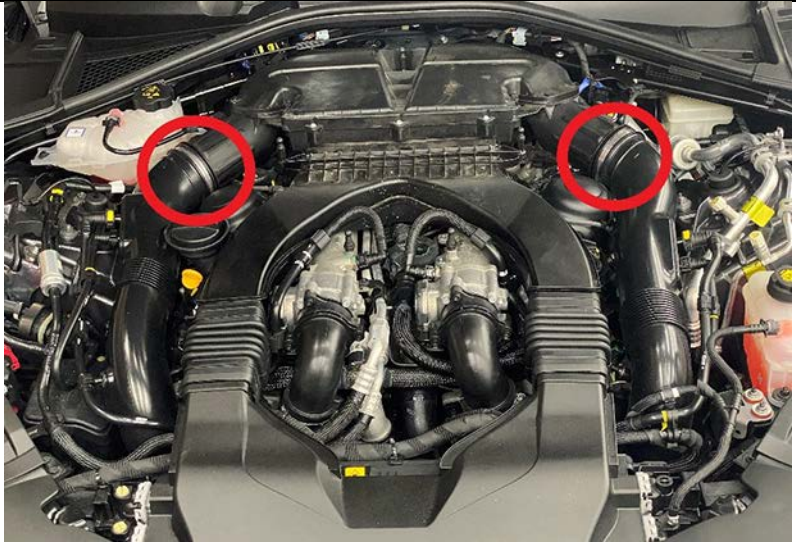


Figure 4

- D. After the clamps are free, pull back on the intake tubes to separate them from the airbox.



Figure 5

- E. On the back side of the airbox, remove the plastic clamp from the coolant line (**Figure 6**). *Note: There are two additional clamps that cannot be accessed until the airbox is lifted. In the following steps, be sure to lift the airbox with care to avoid damaging the still-attached coolant line.*



Figure 6

- F. Lift up – *do not remove* – the airbox (**Figure 7**). You will hear and feel the mounting sockets release.



Figure 7

- G. Slide the intake tubes off the airbox (**Figure 8**).



Figure 8

- H. Disconnect the two remaining plastic clamps that attach the coolant line to the back of the airbox (**Figure 15**). Remove the airbox from the vehicle and set it aside.



Figure 9

- I. At this point, the engine bay should look like **Figure 10**. Cover the open intake tubes (using towels, tape, plastic wrap etc.) to prevent matter and debris from entering the turbochargers.



Figure 10

Step 2. Disconnecting and Removing the Intake Tubes

Note: There are two intake tubes. The remaining steps must be repeated on each side to remove both tubes.

- J. Disconnect EVAP Purge lines (2 per side). Squeeze the yellow or black tabs and pull to remove the Bundy fitting line (**Figure 11**).

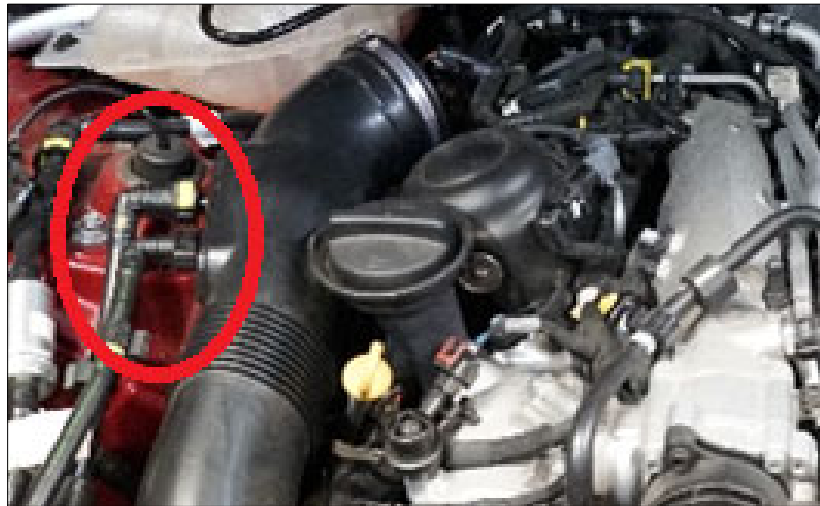


Figure 11

- K. Release and remove the band clamps that connect the intake tubes to the turbo inlets (**Figure 12**). To do this, use a 90° pick or a narrow flat-head screwdriver to pry clamps away from the tube (**Refer back to Figure 5**).



Figure 12

- L. Remove Intake Tubes from engine bay.

Step 3. Remove Additional EVAP Purge Plastic Lines

M. The **YELLOW-tab** EVAP purge lines must be removed from the car (*there are two, one per intake*). To do this, follow the line from its previous connection point on the intake tube to its connection on the intercooler (**Figure 13**). Disconnect and remove line.

*Note: The **BLACK-tab** EVAP purge lines (there are two, one per intake) must remain. These will connect to the new Intake Tubes, once installed.*



Figure 13

Step 4. Install Coupler on Turbo Inlet Pipe (NOT CARBON INTAKE)

N. Locate the Ideal Race silicon coupler and supplied hose clamps (**Figure 14**).

Note: For the following steps, you will need a short 7mm socket with a very fine ratchet.



Figure 14

- O. Slide one clamp on the base of the coupler. Tighten clamp so it will not fall off the coupler, but do not tighten it completely (*Figure 15*).



Figure 15

- P. Fit the coupler onto the turbo inlet pipe (*Figure 16*). The base of the coupler and hose clamp should fit over the turbo inlet pipe.



Figure 16

- Q.** Using a ratchet, finish tightening the hose clamp onto the coupler and turbo inlet pipe (**Figure 17**). There is a flange on the pipe to prevent the coupler from being installed too far onto the pipe.



Figure 17

- R.** Slide a second hose clamp over the top of the coupler (**Figure 18**). Orient the clamp to match the other and leave loose.



Figure 18

- S. Remove the two ball mounts that are threaded into the back of the intake manifold (**Figure 19 and Figure 20**). Set them carefully aside – they will be required in future steps. Remove the additional 2 ball mounts from the back of the cylinder heads (*these 4 mounts were for the factory airbox*)

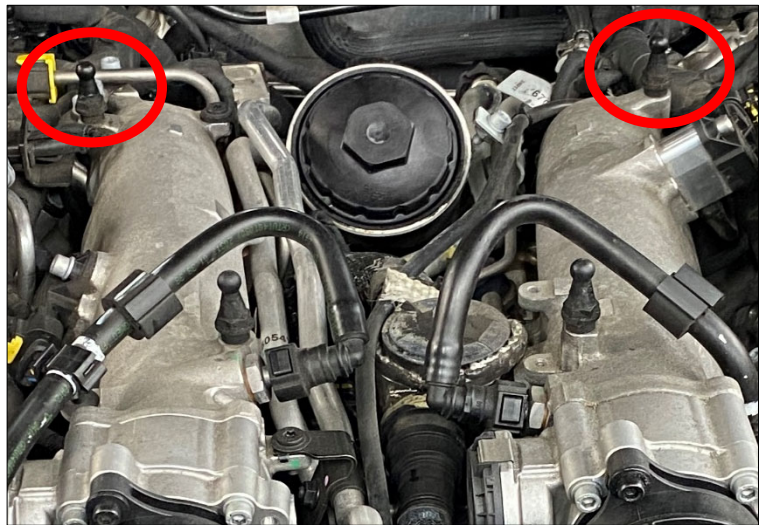


Figure 19

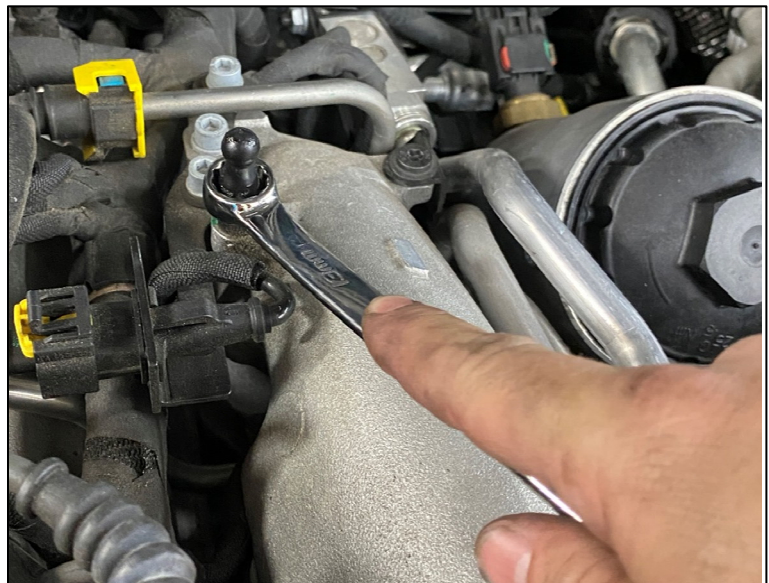


Figure 20

Step 5. Remove Ball and Socket Mounts from Intake Manifold.

Step 6. Install *Ideal Race* Carbon Intake Tubes

- A. Use masking tape to protect intake tubes during fitting. Fit the end of intake tube into silicon coupler (**Figure 27**)
- B. Verify the intake tube does not touch the oil fill tube, dipstick tube, or the A/C hardline (**Refer to Figure 28 & 29**). If the intake tube is rubbing these, loosen the hose clamp on the silicon coupler and readjust the intake pipe. Do not forget to re-tighten components if loosened. The passenger's side intake normally needs to be pushed further into the coupler to clear the oil fill tube sufficiently.
- C. Refer back to *Step 5* and **Figure 18**. Tighten the band clamps that were left loose on the silicon couplers. Ensure the clamps are level and flat to the couplers. *Do not over tighten clamp.* 5



Figure 27



Figure 28

in-lbs is all that is required.



Figure 29

- D. From the supplied hardware bag, remove the 2 short socket head cap screws, 2 large washers, and 2 grommets (**Figure 21**).

*Note: Once installed, these pieces will be configured as shown in **Figure 22**. One set per side.*



Figure 21



Figure 22

- E. At the location of the removed ball mount (*Refer back to Figure 19 and 20*), install grommet between the intake manifold and supplied *Ideal Race* intake tube (*Figures 23 and 24*).



Figure 23



Figure 24

F. Install the washer on top of the carbon intake tube, above the grommet (**Figure 25**).

G. Install the socket head cap screw through the washer and grommet (**Figure 25**).



Figure 25

H. Tighten the screw configuration (**Figure 26**).



Figure 26

Step 7. Install Intercooler Bundy Fittings with AN Caps.

- I. Locate the included Ideal Race hardware bag (**Figure 30**).
- T. Unthread the U-shaped threaded end from the Bundy body.

Note: The U-shaped threaded piece has some filed-down corners for clearance. This is to accommodate the geometry of the intercooler end tank.



Figure 30

U-shaped end

- U. Using one hand, slide the U-shaped threaded piece around the plastic Bundy tube on the intercooler end tank (**Figure 31 & 32**). Using other hand, push the female Bundy fitting body onto the intercooler's male Bundy fitting and thread onto the u-shaped piece until snug (**Figure 33 & 34**). Using



Figure 31

two wrenches,
tighten the U-
shaped threaded
piece to the body.



Figure 32



Figure 33



Figure 34

Step 8. Connect EVAP Purge Lines

- V. Lubricate male bundy fittings on the carbon intake tubes with oil/grease. Push on the 2 EVAP purge Bunding fittings onto the carbon intake tube. There will be a snap noise when they click into place. **Figure 35**



Figure 35

Step 9. Install Air Filters

- W. Open included K&N High Flow Air Filter boxes (2). **Figure 36**
- X. Carefully push away any wiring, hoses, or other obstacles to get air filter onto the carbon intake tube.
- Y. Adjust air filters so they are symmetrical in the engine bay. The rubber end caps on each air filter should nearly be touching. Tighten hose clamps



Figure 36

to 5 in-lbs. Do not over tighten.



Figure 37

Step 10. Install Engine Cover Bracket

- Z. Thread the socket head cap screw through the washer, then through the stainless steel bracket (use the non-threaded hole at base).
(Figure 38)



Figure 38

AA. Locate the oil filter housing. There is an un-used threaded hole to bolt the bracket to. Adjust the rotation of the bracket so it is centered between the air filters. Test fit the engine cover and adjust as necessary. The engine cover will use 3 of the 5 original ball and socket engine cover mounts. **(Figure 39)**

Install the Y shaped Inlet duct **(Figure 40)**

Then install engine cover **(Figure 41)**

***Install complete!
Thank you for your
business and
support.***

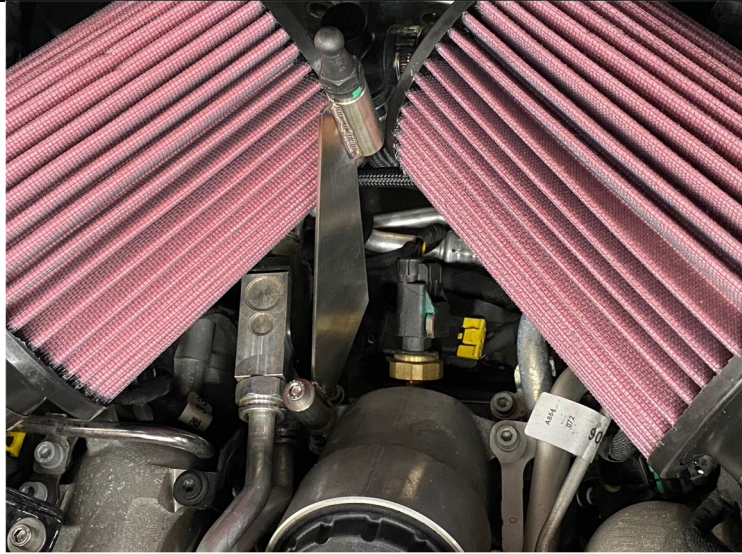


Figure 39

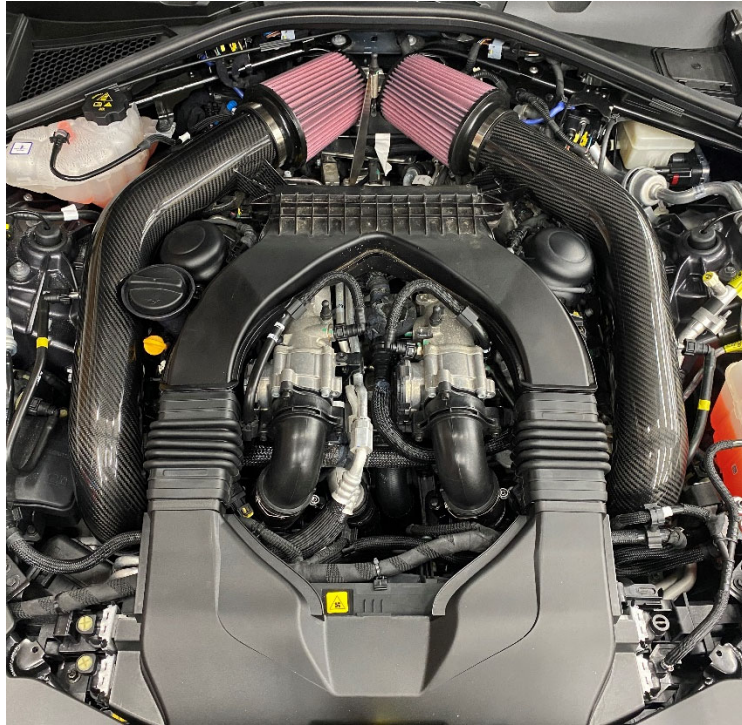


Figure 40



Figure 41