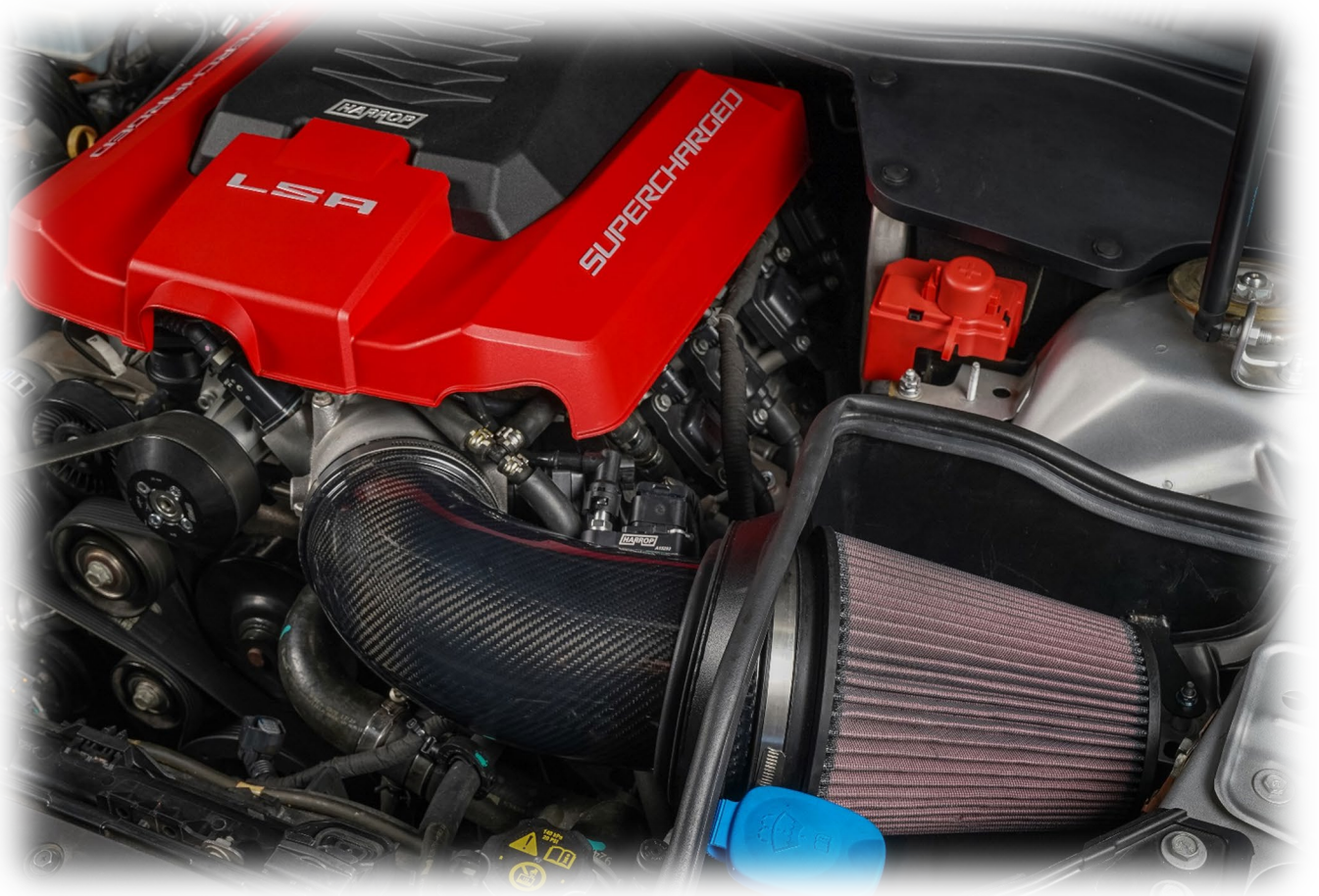




## Installation Guide

# H2650i LSA 115 Throttle Body & Carbon Cold Air Intake



## Important Information

Installing the 115mm throttle body and carbon air intake system indicates your acceptance of the responsibility and liability associated with the fitment and use of this product.

Thank you for purchasing this performance upgrade which has been designed and made with pride. The installation of this product will require the vehicle to be retuned:

It is the owner's/driver's responsibility to accept any consequences and liabilities of using this product and any subsequent effect it may have. Harrop Engineering shall not be liable and shall be 'Held Harmless' for any direct and/or indirect/consequential losses, costs, damages, expenses, injuries or liabilities whatsoever incurred by the owner/driver of the vehicle or other parties arising from this supercharger upgrade, its installation and/or its operation.

## Warranty

This product is covered by a limited warranty on components for a period of 12 months from the date of purchase, subject to the following:

- **Installation must be completed by a qualified motor mechanic or technician.**

No warranty shall apply where Harrop have determined improper fitment or handling, misuse in operation, neglect, or accident damage. Engine modifications made prior to or in conjunction with this intake upgrade may void the Harrop limited warranty. Any warranty claims must be made immediately & directly in writing to Harrop Engineering so that a determination can be made promptly. Involvement of a third party or an attempt to repair a perceived/actual fault may void the warranty. To the extent of the law, the determination on any warranty claim & associated costs will be at the sole discretion of Harrop Engineering.

By installing this throttle body and carbon clean air intake you acknowledge that all conditions pertaining to this kit and its operation have been read, understood and accepted.

For over 65 years, Harrop Engineering has been at the forefront of designing, developing, and manufacturing precision performance components. Today our innovative and logical approach is applied to low volume automotive OEMs and the performance aftermarket through a dedicated team of 60 staff. Core performance products include Superchargers, Engine Components, Brakes, Differentials and we are also the exclusive Australian Distributor for Forgeline Motorsport Wheels.

Harrop is a master distributor of Eaton Supercharger and Traction Control technology including dual branded product designed and manufactured in-house. There are currently over 4,000 components in our portfolio, and this is growing daily as we continually develop more Harrop Performance Products. Our high-profile car manufacturing customers have included Holden, HSV, FPV, Ford, Roush, Toyota, TRD and Lotus.

We also supply to race teams from categories including F1, NASCAR and V8 Supercars and an extensive range of drag, circuit and off-road competitors. Just as importantly, a large portion of our customers are performance enthusiasts and weekend warriors who are highly passionate about their ride. Please take a moment to review the following pages and learn why Harrop is the first choice in Superchargers and aftermarket performance.

Thank you for choosing Harrop and enjoy your Harrop Enhanced ride.

- Team **HARROP**



### Removal of the existing air intake and throttle body/adaptor

- Remove the existing air intake and airbox system, remembering to unplug the MAF and disconnect the Breather hose
- Unplug and remove the existing throttle body
- Remove the map sensor located on top of the throttle body adaptor
- Unplug, disconnect and remove the fuel purge valve
- Disconnect the booster vacuum hose
- On the underside of the throttle body, disconnect the supercharger by-pass valve hose and the valley plate breather hose
- Unbolt the 4 x hex head screws holding the throttle body adaptor to the manifold assembly using a 5mm hex key, then remove the adaptor.

### Installation of the 115mm throttle body

Using the screws just removed from the existing throttle body adaptor, screw the new 115mm throttle body onto the supercharger manifold. Torque these screws to 10Nm. On the underside of the throttle body connect the supercharger by-pass valve hose and the valley plate breather hose.



Ensure the bi-modal air intake wire/plug (if fitted) is cable tied to the AC line to prevent the plug floating around. Install the supplied airbox spacer and ensure you have removed the OEM airbox grommet locator.



Install the rubber seal onto the throttle body. Lubricate the outer surface of the rubber seal on the throttle body with assembly silicone.



Feed the slotted end of the carbon duct through the hole from the inside of the airbox, ensuring that the rubber seal stays in place around the airbox hole. Rotate the duct roughly into its correct orientation.



Install the airbox with the duct assembled inside it onto the throttle body. NOTE do this without the filter fitted. This is a tight fit and you will need to work the duct onto the throttle body ensuring the seal does not get pushed away. Once pushed on, check to ensure that the seal has not pushed back. The throttle body should not be visible through the slits in the carbon tube, just the seal. Prior to locating the airbox down on the mounting stud, install the air filter with hose clamp onto the duct but do not do up the hose clamp. Locate the airbox into position and install the screw in the lower left corner, and fit the supplied nut and washer to the stud that already has the spacer fitted. Now fit the filter correctly and tighten the hose clamp on the filter and throttle body.



Transfer the MAF card using the new screws supplied into the carbon duct, noting orientation as it can only be fixed in the correct flow direction. Connect the MAF plug.



Install the breather fitting using thread sealant to ensure there is no leak. Connect the breather hose.

Transfer the engine cover spigot from the old throttle body. Note you may need to trim the thread length due to the larger intake.



Refit the fuel purge and connect it.

Refit the MAP sensor using existing screws and connect it.



Refit the booster hose.

NOTE: The vehicle tune file will have to be recalibrated to suit the larger throttle body and MAF configuration.

***A cable version of the 115mm throttle body (99-AHSG15529) is also available and is supplied with a TPS (Delphi SS10425). If an Idle control valve is needed there is a spare boss on top that can be drilled and tapped for an external unit.***

