

## Installation Instructions

*SPORT TUNING*

www.autotech.com

**Part Number: 10.129.020K-021**

**Description: SCHRICK variable geometry intake manifold for VR6 engines**

**Notes:**

The installation of the SCHRICK variable intake manifold is similar to that of the standard manifold. Some additional work need to be done, compared to the standard intake manifold, due to the 3 part design of the variable resonance system.

**Procedure:**

1. Switch off ignition  
Disconnect battery
2. Remove existing intake manifold  
at this point it is recommended to install new spark plugs NGK BKR%EKUP  
VW No 101 000 035 HA, which will last more than 60000km
3. Fit all spark plug connectors and tie the high tension ignition leads of the front cylinder bank with cable ties to the injector rail.
4. Assemble the air distributor with gasket to the manifold. Torque the 3 M8 bolts to 15-20Nm
5. Assemble the throttle body to the air distributor. Torque the bolts to 15-20 Nm
6. Mount the accelerator cable bracket to the air distributor  
Detach the noise damper of the idle control valve (where present) and connect the idle control valve directly to the air distributor (see illus. 1)
7. Loosely mount the assembled intake manifold unit with standard gasket to the engine
8. Loosely mount the right hand manifold support on the exhaust side. Detach the left hand manifold support, it is no longer required.
9. Torque the fastening bolts of the manifold and manifold-support to the 15-20Nm
10. Fasten the high tension ignition leads of the rear cylinder bank to the plastic brackets on the underside of the intake manifold.
11. Connection of all outstanding components are similar to the standard intake manifold
12. Attach the accelerator cable
13. Secure the vacuum tank, solenoid valve and electronic control unit to appropriate areas. Because of the plastic content of the parts it should only be fitted to heat-protected areas.
14. Connect the vacuum hoses and rout it in an appropriate way. Connect the open end to the vacuum hose of the brake-servo. (see illus. 2)

15. Connect the electronic control unit as follow:

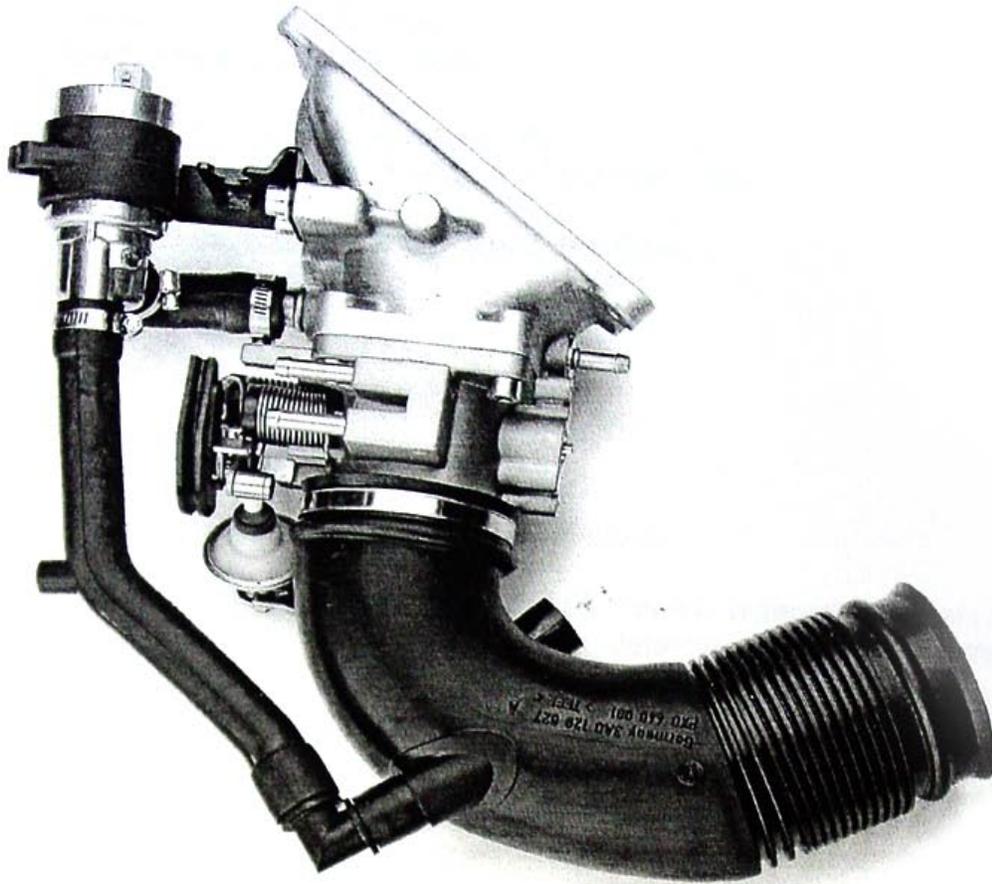
- a) connect plug to solenoid valve
- b) red cable to switched + (15)
- c) black cable to earth (chassis)
- d) blue cable to rev-counter input signal

The rev-counter input signal can be allocated to different terminals / leads for different vehicle types. You will have to determine which is the correct terminal / lead for your vehicle

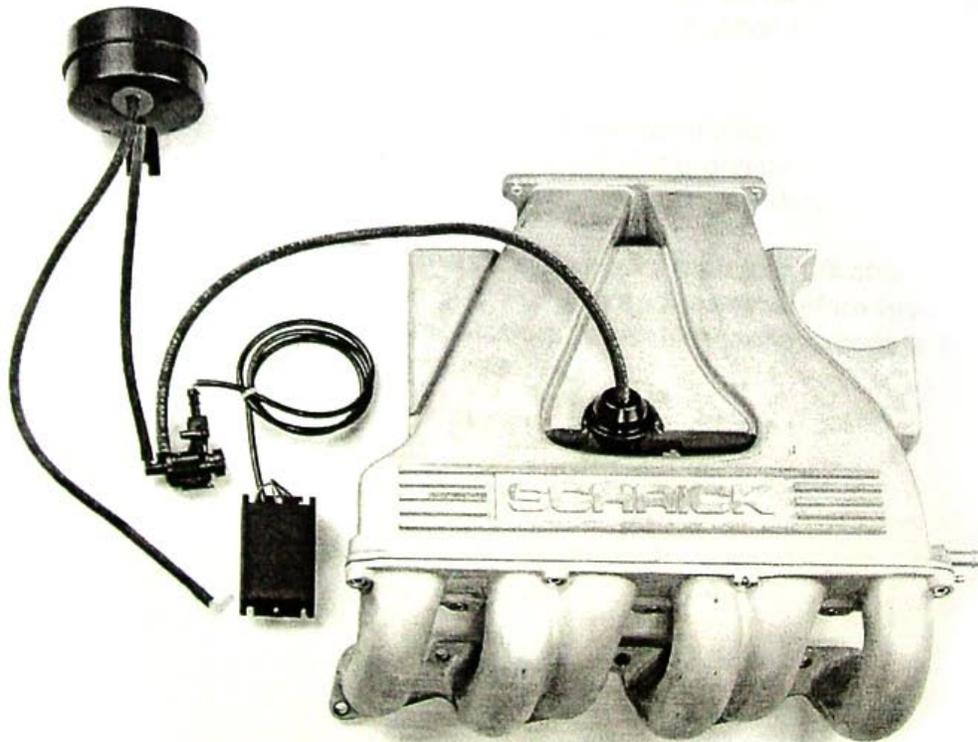
16. the switching point of this control device is programmed for an engine speed of 4000 r.p.m. at which point the rising engine speed causes the plenum valve flap to open. The hysteresis is programmed for 50 r.p.m. so, that with falling engine speed the plenum flap valve closes at 3950 r.p.m. To set another switching pint, the control unit has to be opened. The chosen switching point can be set by adjusting the switches (Protected by a waterproof film) according to the attached chart. After completion the switches must be sealed against water.

17. The battery may be connected after all electrical elements are properly connected, otherwise faults will be stored in the engine electronics, which must be subsequently deleted by an authorized workshop.

18. Please note; Installation of the variable intake manifold will change the performance characteristics of the engine and may therefore invalidate the vehicle registration documentation. A technical assessment at the responsible institution is required.



Illus. 1



Illus. 2

Switch positions  
flap-valve opens at:

n

switch:	1	2	3	4	5	6
n [1/min]						
Test	off	off	off	off	off	off
2000	off	off	on	off	on	off
2100	on	off	on	off	on	off
2200	off	on	on	off	on	off
2300	on	on	on	off	on	off
2400	off	off	off	on	on	off
2500	on	off	off	on	on	off
2600	off	on	off	on	on	off
2700	on	on	off	on	on	off
2800	off	off	on	on	on	off
2900	on	off	on	on	on	off
3000	off	on	on	on	on	off
3100	on	on	on	on	on	off
3200	off	off	off	off	off	on
3300	on	off	off	off	off	on
3400	off	on	off	off	off	on
3500	on	on	off	off	off	on
3600	off	off	on	off	off	on
3700	on	off	on	off	off	on
3800	off	on	on	off	off	on
3900	on	on	on	off	off	on
<b>4000</b>	<b>off</b>	<b>off</b>	<b>off</b>	<b>on</b>	<b>off</b>	<b>on</b>
4100	on	off	off	on	off	on
4200	off	on	off	on	off	on
4300	on	on	off	on	off	on
4400	off	off	on	on	off	on
4500	on	off	on	on	off	on
4600	off	on	on	on	off	on
4700	on	on	on	on	off	on
4800	off	off	off	off	on	on
4900	on	off	off	off	on	on
5000	off	on	off	off	on	on
5100	on	on	off	off	on	on
5200	off	off	on	off	on	on
5300	on	off	on	off	on	on
5400	off	on	on	off	on	on
5500	on	on	on	off	on	on
5600	off	off	off	on	on	on
5700	on	off	off	on	on	on
5800	off	on	off	on	on	on
5900	on	on	off	on	on	on
6000	off	off	on	on	on	on
6100	on	off	on	on	on	on
6200	off	on	on	on	on	on
6300	on	on	on	on	on	on

hysteresis,  
flap-valve closes at:

n - Hyst.

switch:	7	8
Hyst. [1/min]		
0	off	off
<b>50</b>	<b>on</b>	<b>off</b>
100	off	on
200	on	on