

034Motorsport 1.8T/2.7T ICM Delete & FSI Coil Conversion Kits Installation Instructions



While this kit is relatively easy to install, here are some general instructions to help ensure everything will work correctly!

First order of business is removing your old OEM 3-wire coilpacks. Once this is complete, we can begin installing the new FSI coils. Depending on your particular setup, you may need to unbolt your top turbo inlet pipes in order to access the coilpacks at the front of the motor. We also recommend moving your coolant tank out of the way, as well as your MAF assembly and/or airbox for easier access.

Next, bolt down the billet aluminum coil adapters with the newly supplied hardware. To get the new FSI coilpack to seat properly into the adapter with the spark plug, slightly rotate/screw the coilpack into the cylinder so that the rubber seals don't fight against you. You'll notice there are 2 rubber tabs on either side of the coilpack that line up with the billet adapters. Once these are lined up, you'll need to push them home with a fair bit of force/pressure.

You can see in this picture the appropriate depth of a properly installed FSI coil:



Once all the coils have been installed, it is time to install the 034Motorsport FSI coil connector adapters. The 4-wire side plugs into the coil; make sure it clicks to indicate it's fully seated and locked. Next, plug the 3 wire side to your original coil connectors.



The supplied FSI coil connector adapters are long enough to allow you to tuck the new coil plug junction out of the way, or under/behind the runners of the intake manifold. Installing them behind the intake manifold runners requires unclipping some of the fuel injector connectors for easier access. Make sure you plug them back in.

When plugging the new 3-wire connector into the old coil connector, ensure they cannot be pulled apart. Early models of the adapters have a slight amount of give/play once plugged-in, in order to compensate for varying state of the weather seals inside the original coil connectors. Connection is made before the connectors are even locked together, so this is not a cause for alarm so long as they cannot be easily pulled apart.

However, for extra security, you may wish to run a zip tie around the locking tabs to ensure there is no way for things to become loose when working on other parts of the car, moving things around, etc, etc.

Once all the coil connections are finished, we need to bypass the ICM that is atop your factory airbox. Our coil conversion kit negates the need for the ICM. Two ICM bypass adapters are provided; ensure that you maintain the color coding of the connectors; brown 4-wire goes to brown 3-wire, and black 4-wire goes to black 3-wire, as you can see in the picture:



For 1.8T owners, there is only one ICM bypass and only one way for it to be installed.

The last step is to go over your work, make sure you plug everything back in, make sure the connector connections are good, confirm the ICM connectors are correct, coolant tank is back in position, airbox is installed, and MAF assembly is secure. Once everything has been checked over, start the car; if it runs rough or misfires, shut it off and recheck over your work to ensure everything has been plugged back in and the ICM bypasses are correctly oriented as well.

These comments are provided only as a rough guide. Please do not hesitate to contact 034Motorsport with additional questions or concerns; we are here to support our products and our customers!