Method 1

This method was originally posted on VWvortex.com by “Black_cabbie”: http://forums.vwvortex.com/zerothread?id=1731460.

If you have a 1990-1993 Digifant II engine, this procedure is really easy. Take your lower air box out (it is connected by two rubber band thingies – one in back on the fender side, one forward on the engine side – and three or four clips attaching it to the upper air box). Remove the air filter. You will see a cone-thing in the bottom; take this out. I found the easiest way was to use a wide flathead screwdriver on the outside portion to get it started; once that is loose, push out from the inside of the box. Put a K&N filter in, if not so equipped.

![Diagram showing Digifant II box and highlighted area to remove](image)

_Digifant II box shown; remove highlighted area (this part restricts airflow)._ 

If you have a CIS car, you will need to cut out part of the air box. I used a Swiss Army Knife to cut mine. You don't want to cut a hole on the engine side, as this will suck in hot air (hot air=expanded air=less oxygen=less hp).
**Method 2 ~ Digifant**

This how-to was originally posted on VWvortex.com by "Black_cabbie": [http://forums.vwvortex.com/zerothread?id=1995248](http://forums.vwvortex.com/zerothread?id=1995248).

Tools needed for this method:
- Dremel
- Screwdriver for undoing air box clips
- 3 meters of flexible 80mm hose and matching connector

<table>
<thead>
<tr>
<th>Steps</th>
<th>Photos</th>
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<tbody>
<tr>
<td>1. First, remove the air box from the car. Then, remove the snorkel from the air box.</td>
<td><img src="image1.jpg" alt="Step 1 Photos" /> <img src="image2.jpg" alt="Step 1 Photos" /> <img src="image3.jpg" alt="Step 1 Photos" /></td>
</tr>
<tr>
<td>2. Have your 3 meters of 80mm hose handy. It’s flexible so I can route it easily wherever I want.</td>
<td><img src="image4.jpg" alt="Step 2 Photos" /></td>
</tr>
<tr>
<td>3. Remove the old intake hose. This goes from the air box under the radiator.</td>
<td><img src="image5.jpg" alt="Step 3 Photos" /></td>
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4. I made a round mark of 80mm and cut it with my trusty Dremel.

5. Perfect! Snug fit!!!!

6. But the remaining of the old intake hose was still in the way. Not anymore 😃

   Trimming the both old intakes (warm and cold).

   The finished result.

7. Route the hose where airflow is good: grille, beneath the bumper, etc.
Method 3

This how-to was originally posted on VWvortex.com by "dab043": http://forums.vwvortex.com/zerotread?id=3344095.

Tools needed for this method:

- Screwdriver and/or pliers for undoing & reinstalling air box clips
- Volvo air box pipe

<table>
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<tr>
<td>I was told the Scirocco 8v air box was a direct fit to my Digi II, but it had a 3&quot; outlet, better than my stock. So I bought it for $15 via VWvortex. I looked at it and seemed to be the same... not so true. For one, it had no place for the warm air regulator and two minor things: the clips are not the exact same as my stock one and the box itself is a bit bigger but pretty close. Here is what I am talking about:</td>
<td><img src="image1.jpg" alt="Air box comparison" /></td>
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<tr>
<td>So I decided that ½ to ¾ of the Volkswagens in WI have rotted out arm air inlet hoses so I decided it will be no big deal; we will see this coming December if my decision was wise. 😜 I was able to stretch the clips with my large pliers to help them fit and I just used some brute force to get the box in there snug.</td>
<td><img src="image2.jpg" alt="Air box installation" /></td>
</tr>
<tr>
<td>Next issue was how I was going to get this RAM AIR thing working for me piping-wise. I was not a big fan of the flexible dryer hose since I know how ineffective they are for clothes dryers compared to straight pipe, and they look a bit bulk for me. Ron’s black PVC (<a href="http://reflectionsandshadows.com/digi-cold/">http://reflectionsandshadows.com/digi-cold/</a>) was pretty slick but not as large a diameter as I wanted and it was a long run for my liking (still a sweet mod 😊).</td>
<td><img src="image3.jpg" alt="Air intake pipe comparison" /></td>
</tr>
<tr>
<td>So I started looking around the garage and found some wet vac pipe that was 3&quot; and fit the end of the Scirocco outlet, but it was heavy and had no elbows. So I thought of doing a carbon fiber one (still want to) but I lack skills and it ain’t cheap. So while at the local pick-n-pull I was mulling over Volvo's looking for oil coolers and such and found this wonderful air intake pipe; bought this one and a couple others for like $15 and would see what fit and worked best. I was kind of psyched 😄.</td>
<td><img src="image4.jpg" alt="Air intake pipe installation" /></td>
</tr>
<tr>
<td>Okay, enough of the chatter; you only have been reading to see pics... here they are. This is the Volvo pipe compared to the original pipe:</td>
<td><img src="image5.jpg" alt="Air intake pipe comparison" /></td>
</tr>
</tbody>
</table>
Here they are again; you can see the Volvo goes from 3" and gets wider as it goes to more like 3.5" or 4".

Here is how it looks out of the engine bay:

I took the battery out to give me some wiggle room. I did scrape the rust and give the battery tray a quick Rustoleum special paint job to hold off rust a little longer.

This is where I really had to push on it to get the clip that is mounted to the engine bay to snap on the Scirocco box; it was key to making sure this thing was secure. (clip is highlighted)
Top view of when I got the hose on, and another clip shot.

Here is what it looks like from below the car:

Here is what it looks like straight on (highlighted in yellow). The blue highlight is what I want to cut out and put a cone filter in so no chance of flooding and even more air. 😳 Crazy, huh? I think cutting into good metal is scary, but it’s not structural... right?

I don't care what any computer or person says, this mod is HUGE! I feel like I got 10 more ponies (I know I don't), but the nice noise alone is worth 5hp alone, I mean am I right or what. I have been driving with a grin for 2 weeks now (sorry a bit slow on the write up). I don't care what anyone says, I feel fast and I beat a Mustang off the line yesterday; SURE they were in the turning lane but it counts, right? 😊
**Method 4 ~ CIS**

Replace the Y-shaped control box, which has a substantial restriction:

...with a straight hose (VW part # 067133853B), which will also remove the pre-heat hose:

* * Remember, you are responsible for working on your car; Cabby-Info.com, “Black_cabbie”, “dab043”, VWvortex.com, VAG, VWoA, or anyone else are not responsible if anything goes wrong while you are working on, in and under your car! Use this information at your own risk!* *