

## Intake manifold/gasket, replacing

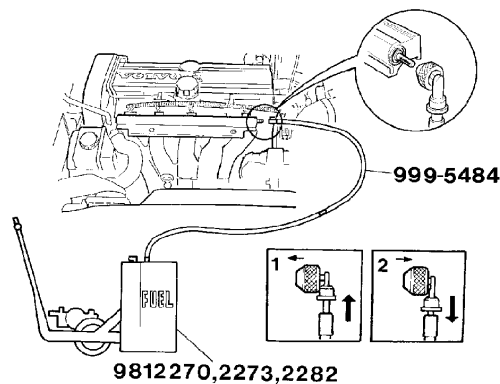
Special tools: [999 5666](#)

### Replacing the intake manifold and gasket

**Note!** As the illustrations in this service information are used for different model years and / or models, some variation may occur. However, the essential information in the illustrations is always correct.

#### Preparation

Drain the fuel injection system. See [Draining the fuel system](#).



The method is the same for both naturally aspirated and turbocharged engines. The engine compartment illustrations show a turbocharged engine.

These illustrations are not fully accurate because the pulsed secondary air injection system (PAIR) pump has been discontinued.

#### Remove

- the control module box air baffle
- the cover plate over the injectors
- injector connectors
- the connectors for the sensors in the plastic charge air pipe between the charge air cooler (CAC) and the throttle body (TB)
- the cover over the ignition coils.

Separate the connector for the electronic throttle body (TB).

Separate the charge air pipe at the hose / plastic pipe.

Remove the plastic charge air pipe.

Seal the opening.

Mark up and remove the vacuum hoses from the intake manifold.



- the cover over the ignition coils.

Remove the hose from the flame trap to the cam cover at the terminal in the cam cover.

Remove the mounting screws from the fuel rail. Separate the fuel line quick-release connector. Use tool [951 2666](#).

Spray universal oil or similar around the injector nozzle at the terminal on the intake manifold. Gently work the fuel rail and injector nozzles loose.

### Removing the intake manifold and gasket

#### Remove

- the dipstick bracket
- the lower screws for the intake manifold a few turns.

#### Remove

- the mounting screws in the upper row and the outer screws in the lower row
- the intake manifold by lifting it **approximately 20 mm**.

Allow the crankcase ventilation hose to run through the intake manifold without disconnecting it from the flame trap.

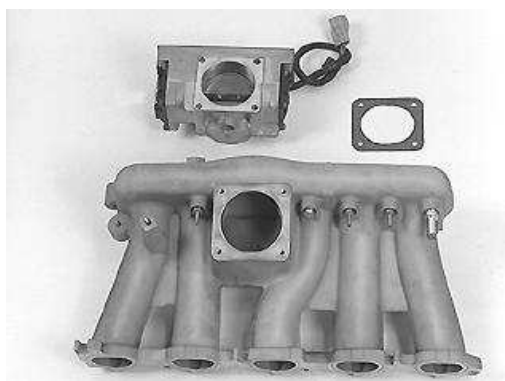
### Transferring components when replacing the intake manifold

**Note!** For tightening torques, see: [Tightening torque](#).

**Note!** To ensure that there is no exhaust leakage, see: [Flanged joint, assembling](#).

#### Transfer

- The electronic throttle body (TB).  
Use a **new gasket**.  
Tighten to **10 Nm**.



### Installing the intake manifold and gasket



**Note! Ensure that the gasket faces are clean.**

#### Install

- a **new gasket** held in position by the lower screws for the intake manifold
- the intake manifold.  
Do not forget the crankcase ventilation hose.  
The hose must be inserted up through the gap between the second and third ducts
- position the delivery line between the first and second duct
- the three upper screws.  
Tighten all screws starting from the center.  
Tighten to **20 Nm**.

#### Finishing

##### Install

- the fuel rail.  
Press together the quick-release connector.  
Use **new screws**.  
Tighten to **10 Nm**
- the connectors for the injectors and the cover plate
- the vacuum hoses according to the earlier markings
- the plastic charge air pipe and the hose to the charge air cooler (CAC)
- the connectors for the sensors in the plastic charge air pipe
- the air baffle from the control module box at the engine cooling fan (FC)
- the dip stick in the intake manifold.

#### Final check

##### Test drive the car. Check the following:

- that there is no fuel leakage
- that the engine is operating normally
- that no diagnostic trouble codes (DTCs) are stored.

Check that everything is in position. Clean the engine compartment.

Wipe the steering wheel and gear selector lever clean.

