

C-6 Snake charmer installation instructions

***(READ CAREFULLY BEFORE BEGINNING
INSTALLATION!!!!)***

Tools needed for basic install:

1. Flathead screwdriver
2. # 6 Allen wrench or set of Allen wrenches
3. Box knife (if you are cutting the shroud)(DO NOT USE A LONG BLADED KNIFE)
4. 10mm socket
5. White out or marker
6. For technical assistance please call 713-899-6456 or 866-507-2648

Installation (Pics #1, 2, 3)

Disconnect negative end of the battery.

Remove hose clamps from factory throttle body. Pull up on Air Bridge, this will release with a pop. Pull air box back towards the engine, this will also release with a pop.

Disconnect mass airflow meter, may need small flathead for this,

Remove air intake system.

Unscrew small factory tabs as shown (use pliers)

Assemble VR system outside of the car (Pics # 4)

Assemble as show in picture

Install screws in to bracket , use rubber washers on out side of bracket, these will go between bracket and VR duct, 3 spacers per side

Install VR filter in to VR upper air box, The snake charmer now has a perimeter gasket that encases the air filter .

This will be very tight, start in the middle and slide the filter in moving towards the outer edges as shown.

Put lower and upper ducts together using the T- handle latches, gaskets will overlap creating even tighter seal.

Check duct for seal, by visual inspection, duct should be good and stiff

Cutting the shroud (Pics #5, 6, 7, 8)

Using VR supplied template, place between two lower dimples at the lower portion of the frame rail. Trace the template as shown, use a white marker or white out.

Using box knife(DO NOT USE A LONG BLADED KNIFE, blade should not be longer than 1-1.5 inches in length) stab the shroud to make initial cut. You can use a dremel here but it tends to melt as it cuts due to its high RPM

Install supplied trim material, clamp down on this with pliers as these contain metal clamps inside the material for a good grip.

Removing the shroud in front of the radiator

Remove 4, 10 mm bolts on the radiator cross bar (pic #1,2)

Passenger side you will have to unplug 1 sensor from the shroud(pic #9)

Moving to lower portion of the car, remove all frontal screws and bolts, from lower bodywork, 7 screws total(pic#10,11)

Remove shroud by **gently** sliding it out through the top. This may take a little **gentle** persuasion and flexing. Slide in new precut or cut shroud and re-install screws.(do not forget to re-connect lower sensor)

Installing the kit into the car: (Bracket should be installed onto the VR duct already)

(Pic# 4) Install as one unit, this makes it easier to align.

Install as shown, lock lower duct onto small bumper tabs(these are used for installation only , making it easier for you to then move to the top side of the car to install screws into the main red bracket and frame rail.(Pic# 12)

Using supplied Allen screws thread into frame support as shown(Pic# 13)

You may also re- use factory nipples

Reconnect to Maf sensor using supplied hose(2inch). It is easier to mount the hose onto the VR duct with both hose clamps in place, and then push air meter in last. You want the duct and air meter to mount flush, now tighten all clamps(Pic# 14)

(If you have the VR TBS spacer , this will be tighter but will still fit using OEM black hose)

Bridge area will sit high, this is by design, the duct is shaped specifically to cater to high speed airflow.

Installation is complete:

Allow vehicle 100-200 miles to dial into the new airflow, due to ram effect, rather than just cold air.

The C-6 uses the Can-Bus software package, this takes longer to dial in than the old OBD-2 system. The car will go rich for 30-40 miles and pull timing as well, the vehicle will start to dial in at this point. What you will notice is the more you drive the vehicle, the better it drives.

Cleaning the filter

Any after market filter cleaning kit will work

If you choose not to use a aftermarket cleaning kit, wash using warm water from the back side of the filter

Use a liquid detergent, lather filter very well and the rinse again from backside of filter

You may dry filter with hair dryer, or let dry naturally

Once dry re-oil filter with any aftermarket filter oil or we prefer WD-40





