

Fitting a snorkel to a Colt 2.8 Tdi

1. Check the parts supplied (see photo 1), these include:
 - a. Snorkel Head
 - b. Main snorkel pipe
 - c. Intermediate pipe
 - d. Flexible pipe
 - e. Pillar mounting bracket
 - f. Studs, clamps, rivets
 - g. Templates



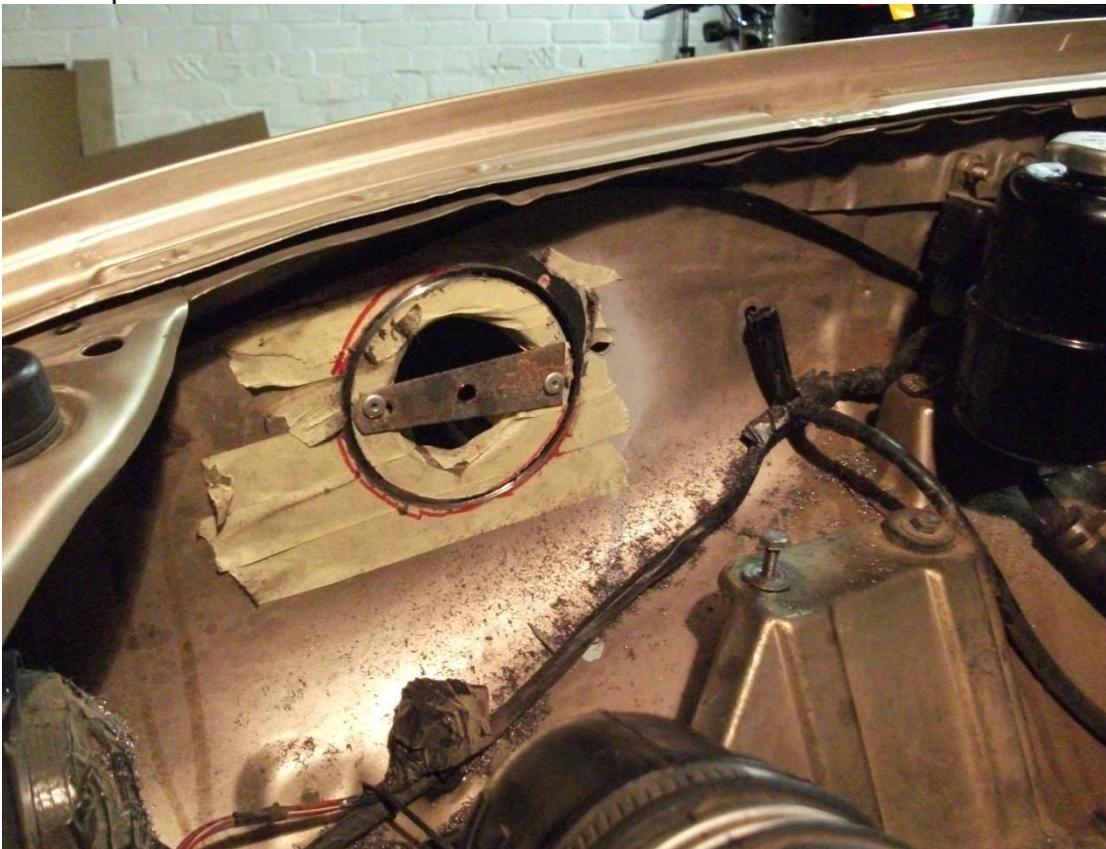
2. Remove the fender liner on the right front side
3. Jack up and remove the right front wheel (optional, but it makes access much simpler)
4. Tape over the fender, then stick the larger template onto the front fender and mark the position of the 5 stud holes and the main hole for the air intake (see photo 2)



5. Remove the template and drill the holes. Use a 10mm bit for the studs and a 98 -102mm hole cutting saw for the main hole. Lubricate the hole saw well. Note- because of the angle of the studs, you may need to file some of the holes slightly oval. Tape over the joint between the fender and the arch extension to avoid filings lodging in the joint. See photo 3.



6. Fit the studs loosely to the snorkel and test fit. "Drop" the top studs into their holes first, then swing the snorkel towards the body to slide the lower studs home.
 7. With the snorkel in place, mark and drill the holes for the pillar bracket.
 8. Fit the bracket with the rivets supplied. Some sealant can be used between the bracket and pillar to combat water leaks and rust.
 9. Remove the snorkel, deburr and paint or seal the edges of the holes.
 10. Remove the air filter housing. Drill out the rivets and remove the curved plastic inlet hose. This will be replaced with the flexible pipe.
 11. Use the template to mark the position of the stud and main hole for the other end of the transfer pipe.
 12. If using a hole saw, rivet a metal strip across the existing opening for the mandrel bit to go through and stabilise the saw. See photo.
- 12b. When fitting to the petrol model, there is no hole, just slide the template against the top left corner



13. Remove the 10mm bolts along the top of the fender, and one at the lower front corner. The fender needs to be moved about 20mm outwards to fit the transfer pipe.
14. Fit the transfer pipe, secure if with the stud. Note – you may need to shorten or relocate some existing screws or clips, as the transfer pipe is a tight fit inside the fender.
15. The rear end of the transfer pipe will project from the body. See photo. Mark around this part where it meets the body – this must be trimmed off to allow the snorkel to fit flush.



16. Remove and trim the transfer pipe. Fit the stud firmly with threadlock and tighten with an allen key.
17. Once trimmed, replace the transfer pipe and check that the trimmed end follows the body contours closely. Fit the washer and nut to the stud on the transfer pipe and seal the entry to the engine compartment with sealant.
18. Replace the fender bolts and confirm that the pipe still fits well.
19. Seal the trimmed end of the transfer pipe to the body. See photo. Build up the bead of sealant to help ensure a good seal to the snorkel when it is fitted.



20. Fit the upper studs to the snorkel with threadlock. The lower studs can be fitted now or once the snorkel is in place, depending on the clearance of the holes.
21. Before fitting the snorkel, place a thick bead of quality sealant around the outside of the snorkel flange. This is to help create a seal against the trimmed edge of the transfer pipe.
22. Fit the snorkel body and fit the nylock nuts finger tight. A 13mm ratchet spanner is useful, given the limited space. Note – the fender washers for the upper studs can be bent slightly to follow the curve of the body before fitting.
23. Attach the snorkel to the pillar bracket and tighten finger tight.
24. Tighten the nylock nuts on the studs.
25. Tighten the pillar bracket bolts.
26. If necessary, run a bead of sealant around the snorkel where it meets the body.
27. Refit the fender liner and wheel.
28. Fit the snorkel head.
29. Refit the air filter housing and attach the flexible hose from the transfer pipe to the filter housing. Note – the flexible hose is a tight fit over the filter housing entry pipe; it may be simpler to fit the hose to the housing before refitting the housing. Once fitted, tighten the hose clamps provided. See photo



30. Clean up and allow the sealant to dry. See photos.





For the petrol models a straight pipe is used. Please see pictures below on how to fit.
Reuse the bolts from the original pipe bracket to fit the small plate to allow the pipe clamp hold onto the pipe.
You will also need to drill out the rivet and split the original air filter pipe. (see pictures below)

