

MY99 MY00 WRX/STI snorkus removal

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What is this all about ?

The “snorkus” is designed to reduce intake noise. Removing it is an easy way to release a bit of intake roar, and also make the intake flow a little better. Don’t get excited just yet, there is not some huge power gain in doing this. Some people say it helps improve throttle response but you can be the judge of that.

Why did you write this ?

There are lots of “snorkus” removal instructions on the web, however many of them either don’t have pics, or the links to the pics are now missing. So I created this PDF with pics inside. No more link problems.

A few warnings

- Yes these are simple instructions and may look stupid to experienced people, if you don’t like it, then stop reading it. Simple
- Try to read through all steps in these instructions BEFORE you start. That way you will have an idea of what you are in for and whether or not you are going to attempt this DIY.
- NEVER do anything that you are not willing to accept the consequences of. This may result in your car not starting or being damages in some way.
- As per above, I will NOT accept any responsibility for problems, issues, mistakes, misinterpretations or any other liability for anything related this (or anything else) document.
- If in doubt, do not use these instructions. Get a qualified workshop to do the work. Quite often then are worth the cost and can save you a lot of problems.
- I make no guarantee as to the roadworthiness of your vehicle after doing this. Check your local laws and regulations before proceeding.

With Thanks

Thanks to many people of www.perth-wrx.com and other websites around the place. A special thanks to “American Dave”, “Rexy03” and “WRXTASY”

More information...

- This DIY is freely distributable and you can host it on your server etc as long as you keep it FREE. If you paid money for this, then get a refund. Its free at www.fobz.org
- Depending on feedback I receive, this document may get updated. For the latest version go to www.fobz.org and have a look around for the WRX stuff.
- When searching the web for more information keep in mind that some people call it the “Snorkle” not the “Snorkus”. Same Same.

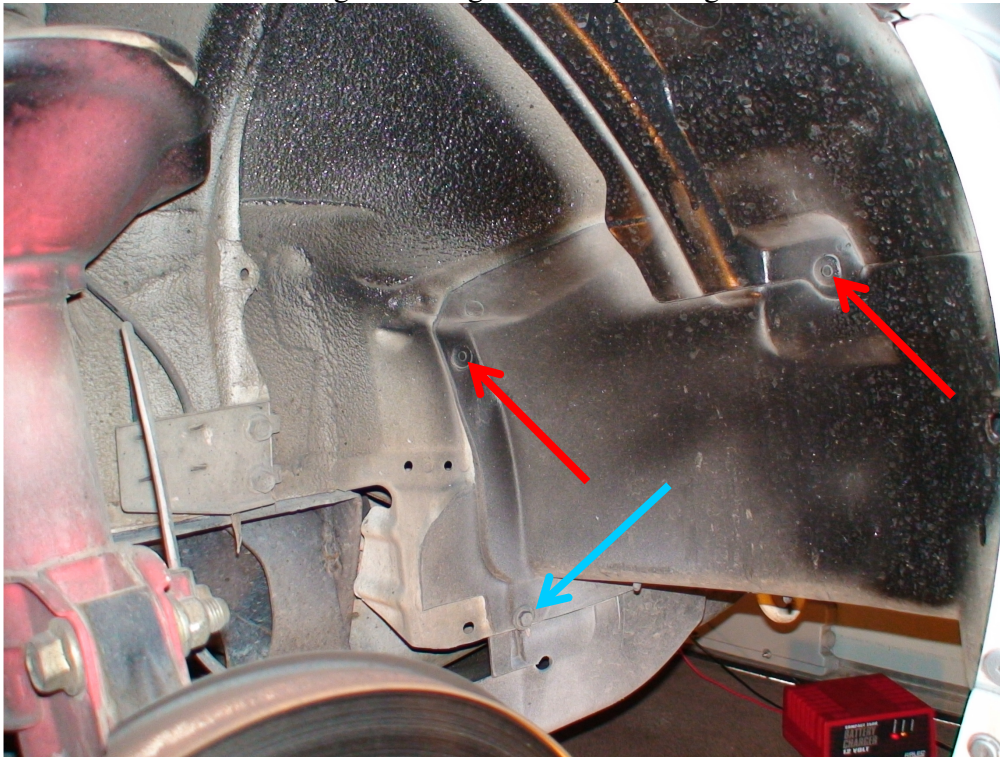
Jack your car

- You will need to jack the front right of your car and get the wheel off. It goes without saying that you should NEVER get under a vehicle which is not correctly secured. You will need to get under the front bumper in a later step. Nice pic of my Ver6 STI jacked with front right wheel off.



Removal of lower lining

- Remove the fastener which holds the liner to the front bumper. Seen below with the black arrow. You will need a Philips head screwdriver and just turn it a ¼ turn, then try to get something sharp under the edge of the inner bit to ease it out. I almost broke mine !
- Remove the 2 “button” fasteners which are pointed to with the red arrows. These can be taken out by pushing the center dot in gently about 3mm with a pen. The outer button will then become loose and you can pull them out.
- Remove the screw which goes through into the plastic guard for the underneath of the engine. Blue arrow.

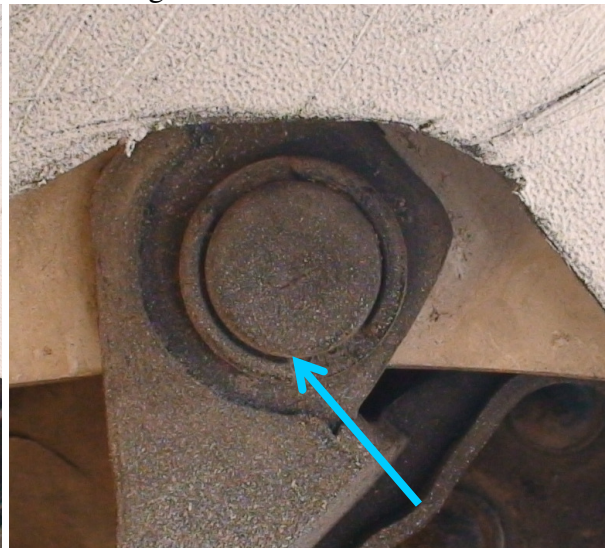
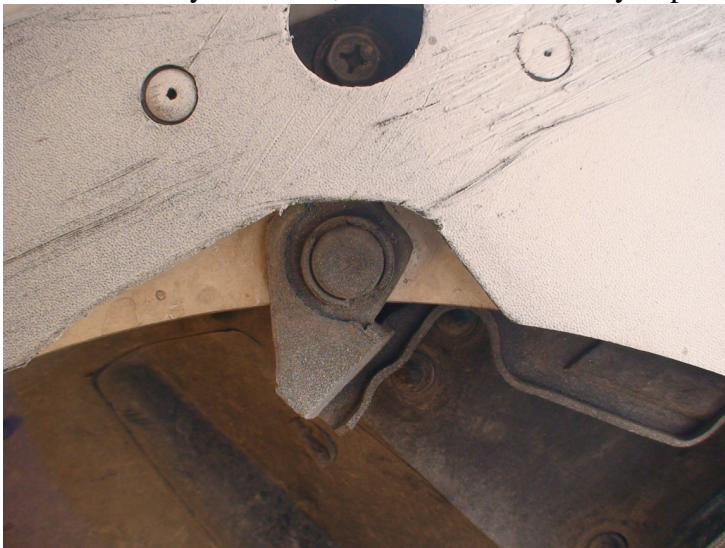


- Get under the front of the car and locate and remove another “button” fastener (push the center gently with a pen to release it). Pic below shows me point to it. Just above the towing hook.



- Still under the front, you need to get the last fastener off. The way to remove is to pop a screwdriver under the edge of the inner bit and ease it out gently which releases the outer part. Pic below of its location, and a close up. Blue arrow shows where to put screwdriver to ease inner part out.

Tip: It is quite probable that you will not be able to get this out. I broke mine and ended up destroying it to get it out. Don't worry too much, use a cable tie when you put it all back together.



- Pull the inner lining down and towards the front of the car. It's a bit of a wiggle, but she will come clear. Stash it one side so it can be put back on later. I think the WRX one looks a little different to this.



Loosening of upper lining

- Go back to the wheel arch, and remove the fastener at the top of the wheel arch (Red Arrow). I broke mine getting it out. BE CAREFUL not to scratch your paint. You can also see me pointing to bottom of the snorkus in pic on the left. You can also see the tabs which hold the upper lining to the guard on the pic to the right.



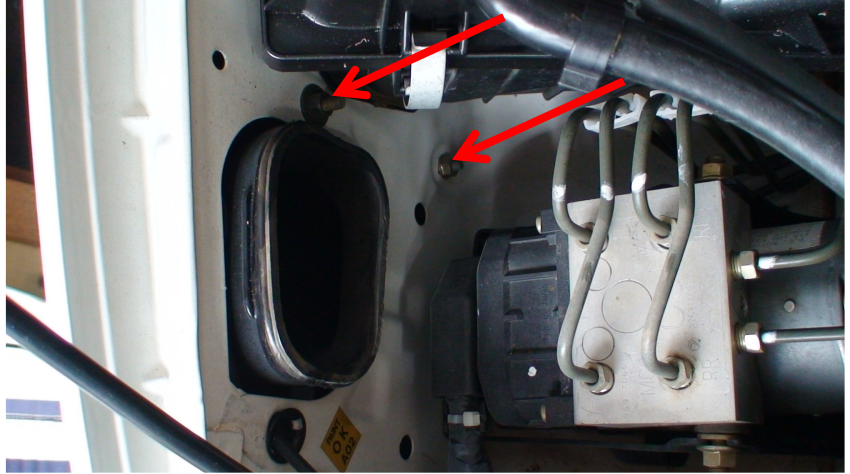
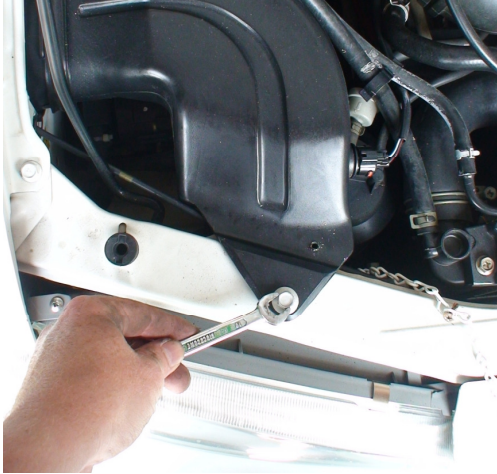
- Next, remove the screw at the top inside the wheel arch. Look up !



- You may also need to remove another small fastener from the guard lip. Keep in mind that we are not removing this lining, we are loosening it so we can get around the front of it.

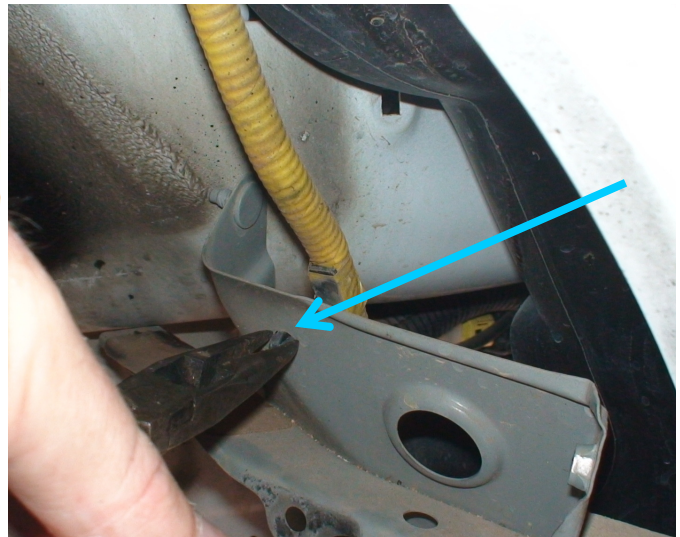
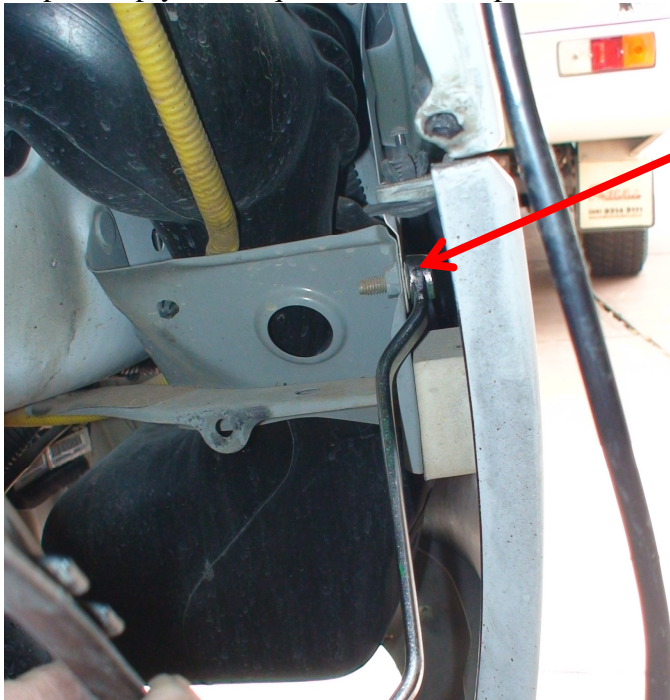
Remove intake and snorkus screws

- In the engine bay, remove the screw that holds the intake on, then wiggle it loose and remove. We will be putting this back on so don't let the dog chew it up or your kid brother bury it in the sandpit. See pic below on the left. If you have an STI there will be a sensor connected which we will leave where it is.
- With the intake clear, you can remove the 2 nuts holding the snorkus and bracket. See pic below on right (red arrows). **Note:** These nuts may have different sized washers, note which one comes from where. These are also difficult to get a spanner to. BE CAREFUL, that thingy with small pipes coming out is your ABS unit, don't break it.



Remove support bracket from under snorkus

- Go back to the wheel arch, and remove the bolt which holds the bumper on to the bracket. I found a ring spanner did the job nicely. Pic on the left below (Red Arrow)
- Wiggle the bracket loose and remove. Be careful with that yellow wire. It is for the airbag system. Use a pair of pliers to squeeze the little clip and unsecure it from the bracket. Pic below on right. (Blue Arrow)



Almost there

- Look up under front of car again and locate the last bolt (red arrow) at the base of the snorkus. Remove it. Be careful not to knock the airbag sensor.



- You can now wiggle the entire snorkus out and clear. Looks ugly doesn't it (Pic on left below).
- Now get out your trusty hack-saw and go to town on it. You need to hack the top bit off. Ensure that you have both inlet and outlets in tact, and also the mounting bolt at the top. The pic below on the right shows mine once I had hack-off the top bit that I wanted to keep. Once you have used the hack saw, be sure to clean the small bits of plastic off the bit you want. Also try to smooth the sharp edges with sandpaper.



Other options

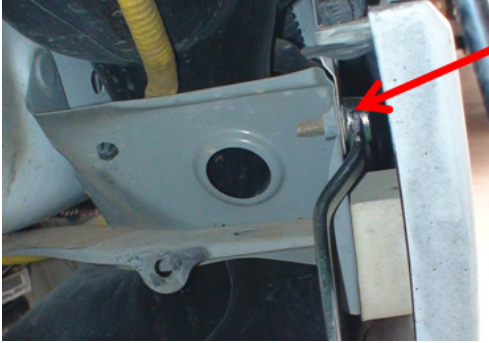
There are other options other than simple hacking (This part is why you should always read a DIY before starting it)

- You could go and buy a proper bit of pipe designed to bypass the snorkus (which does not get cold air from the guard). Pic below with green outline shows snorkus and bypass part.
- The other option is to glue a base on to the bit you hacked off. Again this reduces the cold air drawn from the guard. Pic below on right with blue outline
- You can also custom make a bit of pipe to collect cold air from the small holes in the bumper. Bottom pic with pink outline

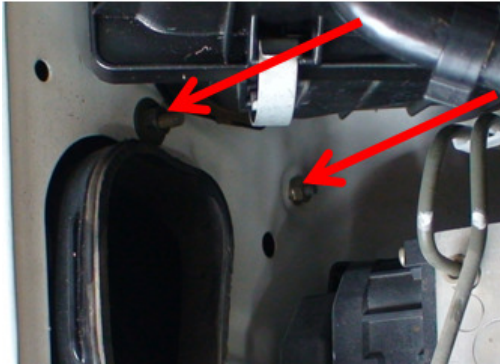


Final Steps

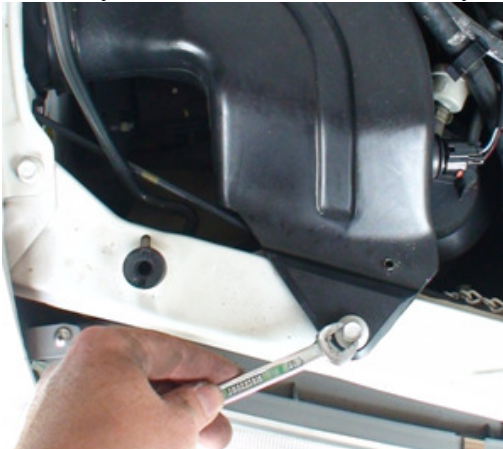
- The top bit you cut off the snorkus will now obviously have a gaping hole in it where it will draw cold air from inside the guard. This is a good thing. It also means there is less restriction to the flow
- Put the snorkus top back into the car, using the mounting bolt to hold it in position.
- Re-secure the metal bracket that holds the bumper back under the guard



- Re-tighten the 2 screws under the bonnet near the intake.



- Re-secure the intake back into place. If you made a custom pipe, then it may not stay in place correctly. This could be an issue if you have an STI and the sensor connected to it.



- Re-secure the upper lining in the wheel arch. Make sure it fits correctly. We don't want water getting into the intake hole you created. Note how pic on right shows part of plastic is in front of guard and the other bit is hidden behind.



- Re-secure the lower lining which is reverse of how you removed it. Pay attention to the following
 - It is behind the upper lining where the two meet.
 - You get the correct fasteners in the correct spots
 - There are no gaping holes where water could get in to your modified snorkus and put water in your engine !

Take the car for a spin. You should notice more intake noise, and (depending on your setup) better throttle response. Sometimes you can also hear the stock BOV going at gear changes.

- End -