



**Automotive & Powersports
THE FACTS ABOUT
YOUR INTAKE & AIR**

ISO 5011 Tested to Make Sure You Maximize Airflow While Still Protecting Your Engine.

Part Number: 75-5099, 75-5099D
Description: Performance Intake Kit & Filter
Vehicle Applications: 2010-2014 Volkswagen Golf 2.0L TDI, 2012-2014 Volkswagen Passat 2.0L TDI

Test Date: 05/23/2018
Test Report #: 1FT, 2FT, 3FT, 4FT, 5FT

TECHNICAL BULLETIN

There is a lot of misinformation in the marketplace. S&B publishes specific test results for each of our intakes & filters as shown below, so you can make an informed decision. Remember, improving your airflow is only good if your engine is still protected. That's the S&B difference!

FACT: S&B Flows 35.68% Better than Stock

In tests performed in our climate controlled laboratory according to the ISO5011 Test Standard, S&B's intake kit (and filter) had significantly lower restriction (better airflow) than the stock intake system. See the graph on the next page.

WATCH OUT: Some competitors over state airflow.

If they state that their filter will flow, lets say 1000 cfm, without stating at what restriction level, they are trying to mislead you.

Description	% S&B Flowed Better than Stock (tested @ 243 cfm)
S&B Intake w/ Cleanable Filter (Secondary Inlet - Open)	35.68%
S&B Intake w/ Cleanable Filter (Secondary Inlet - Closed)	30.82%
S&B Intake w/ Dry Filter (Secondary Inlet - Open)	35.28%
S&B Intake w/ Dry Filter (Secondary Inlet - Closed)	31.22%

TEST CONDITIONS

Barometric Pressure	28.84
Airflow Setpoint	243 cfm
Relative Humidity	45
Temperature	69
Type of Dust	ISO Coarse
Batch #	13240C
Dust Feed Rate (grams/minute)	16.42

FACT: S&B Protects Your Engine

S&B tests at the highest rated CFM for your vehicle when determining the efficiency rate (amount of dust the filter stops), so that we can be sure that your engine will be protected.

Description	Efficiency Rate (tested @ 243 cfm)
Stock	99.91%
S&B Intake w/ Cleanable Filter	99.28%
S&B Intake w/ Dry Filter	99.73%

WATCH OUT: Some Competitors Use the Same Efficiency Rates for Multiple Part Numbers.

Many send one filter off to a lab to be tested at a low cfm and then publish this efficiency rate for all of their part numbers.

