



AUDI S4 2.7TT V-FLOW INTAKE INSTALL INSTRUCTIONS

To install your intake you will
Need the following tools:

TOOLS NEEDED

3mm Alen Key
Flat head Screw Driver
Philips Head Screw Driver
¼ Inch Drive Socket
6mm Socket
7mm Socket
10mm Socket
13mm Socket
10mm Wrench
13mm Wrench

your kit should include the following
parts. Please note that some of the OEM
Factory parts will be reused.

PARTS INCLUDED

1 X 6" Filter W/ Hose Clamp
1 X 6" Venturi
1 X Black Aluminum Reducer Tube
1 X Coupler
2 X Smaller Hose Clamps
1 X Larger Hose Clamp
1 X Small Silver Aluminum Tab W/1 Hole
1 X Silver Aluminum Plate W/6 Holes
2 X 13mm Bolts
2 X 13mm Nylock Nuts
4 X 7mm Lock Nuts
1 X Small Rubber Cone Shaped Plug
2 X Black Button Head 3mm Alen Screws
2 X 10mm Lock Nuts

Installation tips and notes: Installation is easier when the engine is cool. When working on any induction system, be careful not to get any debris in the intake track. Take care not to scratch the finish with belt buckles or buttons while leaning over the vehicle. Because some of the OEM components are reused when installing this kit, please take care not to damage OEM parts while removing them. After the installation, the ECU (Engine Control Unit) will automatically recalibrate for the increased air volume. For technical support dial: 480-317-9911



Remove black air box cover on left side of engine compartment. The cover is held in place with three spring clips located in a triangular pattern.



Remove fresh air feed tube by pulling the left side off the OEM air box first. Then unscrew the two screws at the core support and pull off the front side of the fresh air feed.



Unplug the four ignition igniter plugs on the OEM air box and note the placement. Move the harness and plug ends to side by detaching them from the in air box fasteners. Also detach and move rubber fuel lines off to side. Note: There is an additional wire clip located on the front bottom side of the air box.



Next, unclip the lever style clips connecting the MAF sensor assembly to the OEM air box. If the black O-ring comes out, place to side.



Remove the 10 mm nut from passenger side fender wall. Also remove the two washers.



Pull the air box towards the driver's side and lift straight out. After removing the air box, remove the orange grommet from the air box and place back into position inside the engine compartment. At the same time, also place the other supplied orange grommet in the other hole.



Put supplied M8 hex head cap screws through the bottom of the heat shield and tighten the M8, nylon-insert locknuts on the underside. Tighten firmly with a 13mm socket and wrench.



Remove and transplant the igniter modules from the top half of the OEM air box to the supplied aluminum plate. The bent tab on the plate will face backwards and point to the passenger compartment of the car. Use the existing four OEM screws and the four hex nuts provided to secure the ignition modules to igniter plate provided. Use a 9mm wrench to hold the four nuts while tightening the ignition screws from the top with a 7mm socket. Note: The four OEM screws are soft aluminum screws-do not over tighten! Attach the aluminum plate to the heat shield using the two black button head 3mm allen driven screws, and the two 10mm lock nuts attaching to the back side of the heat shield.



Place heat shield in car with bolts inserting into the orange grommets. The bent tab on top should point towards the passenger side.



Take the filter and 6" venturi, slide the rounded edge of the venturi inside the filter and tighten the hose clamp.



Get the intake tube ready for installation. Make sure the inside of the new intake tube is free from debris. With tube held vertically, place the large end inside the venturi/filter unit.



Place the coupler on the end of the MAF housing with both hose clamps. The clamp around the MAF housing can be tightened all the way. Tighten the clamp on the open end of the coupler just enough so that it doesn't fall off. But not too tightly that you cannot slide the intake tube into it.



Slide the intake tube, filter, and venturi that you previously assembled into the open end of the coupler, keep the wires for the ignition modules on top of the tube as you slide it in.



On top of your factory air box you will find three metal clips that your OEM air box cover clipped into. Remove two of those clips from on top of your air box.



Take the small aluminum tab and attach it to the side of the fender, utilizing the same 10mm bolt that the OEM air box mounted too. Then take one of those black metal clips that you removed from the top of your OEM air box in the previous step, and clip it onto the top of that aluminum tab.



On your heat shield you will notice a tab bent in the direction of the motor, slide the other black metal clip onto that tab.



Replace the OEM fresh air duct into its original place, letting the open end point downward on top of the filter and sliding the other end into the core support lining up the holes for the two phillips head screws.



Replace the two phillips head screws into the core support and securing the factory fresh air feed.



Replace the OEM air box cover by clipping one side into the aluminum tab on the fender, and the other side into the tab of the heat shield. This will help hold the heat shield up away from the motor.



After installation is complete your engine bay should look like this.