

# B7 Audi A-4 2.0T V-Flow Install Instructions

## Parts List

1 x 2 piece heat shield  
3 x washers  
3 x 10mm bolts  
2 x 13mm bolts  
2 x 13mm nuts  
1 x 6" filter  
1 x 6" venturi w/adapter

## Tools Needed

10mm socket or wrench  
13mm socket or wrench  
flat head screwdriver  
phillips head screwdriver  
channel lock pliers



Start with your Phillips head screw driver and remove the two screws that attach the factory fresh air inlet at the core support.



The factory fresh air inlet is put together in two pieces, separate them in the middle



First remove the front section of the fresh air inlet



**Then remove the rear section of the fresh air inlet**



**Next, unplug the MAF sensor that is mounted on the driver's side of the factory air box. Lay the plug off to the side out of your way for now.**



**Now, take your channel lock pliers and relieve tension on the hose clamp that connects the turbo inlet hose to the MAF housing.**



**Remove turbo inlet hose from the MAF housing attached to the air box, and pull it back out of the way, tucking it under the core support.**



**There are some wires, including the wires running to your MAF plug. They are held into the air box by small push in clips. Gently work those clips out and pull the wires aside, out of the way.**



**On the inside of the drivers fender there is a small plastic plug inside a rubber grommet, located above the air box. Take your flat head screw driver, and work the plastic plug out. This should be the last thing securing the factory air box in place.**



**Firmly grasp the factor air box. As you pull straight up it should un-snap from two rubber grommets underneath. If the rubber grommet stays attached to the air box remove it from the air box and push it back into its spot in the engine bay.**



**Your air box with the MAF still attached to it should look like this after you remove it from your car.**



**The two rubber grommets that your factory air box snapped rested in are pictured here. This is where you will also attach the vertical part of your heat shield.**



**Attach the two 13mm bolts with nuts to the vertical section of your heat shield (the larger section without the V-Flow logo) Make sure the long end is pointing down, away from the heat shield. Work the heat shield into place with the bolts pointing down, and the bent tab pointing to the passenger side of the car.**



**Line up the two bolts with the two rubber grommets that are still attached to the car. Push the bolts into the grommets letting the heat shield rest inside them.**



**The vertical section of your heat shield should look like this after install; With the Nutserts and the tab holding the 13mm nuts pointing to the passenger side of the car.**



**Using your Phillips head screw driver remove the two Phillips head screws out of the MAF housing and remove the whole unit from the air box.**



**Place your Venturi on a hard flat surface face down. Take your MAF housing; locate the arrow on the side. Position the MAF so that the arrow indicating air flow is pointing away from the Venturi.**



**After you have your MAF housing positioned in the right direction place the end of it into your Venturi. You will probably have to use some force to fit it in, but push down firmly until the MAF housing slides into the Venturi adapter.**



**Take the Venturi, adapter and MAF section that you just assembled and attach it to the filter that we provided for you. Then tighten the hose clamp around the base of the filter.**



**Place the filter, Venturi, adapter, and MAF unit into the end of the turbo inlet hose. Be sure to point the MAF sensor in the same orientation that it was originally pointed when it was sitting inside the factory air box before you removed it. Then place the hose clamp back on the end of the turbo inlet hose.**



**Plug the MAF plug back into the MAF sensor.**



**Take the horizontal section of your heat shield, the smaller piece, (the one with the V-Flow logo) position the holes in that section to line up with the Nutserts in the vertical section of the heat shield. It will seem as though it doesn't line up perfectly but that is ok.**



**Take the 10mm bolts, with washers and slide them through the holes in the horizontal section of your heat shield and finger tighten them into the vertical section. Again, it will seem as though the holes don't line up. Your horizontal section of your heat shield should be angled up slightly.**



**Grab the horizontal section of the heat shield and tuck it under the edge of the fender. That is why the holes are slightly misaligned, so that there is enough tension to keep the heat shield firmly up against the fender.**



**Now, take your 10mm wrench, or socket and finish tightening the three 10mm bolts that you finger tightened earlier in this install. This should close the gap in between the two sections of the heat shield and give it a nice clean look.**



**Now, take your original factory fresh air duct. Placing first the rear section tucking it down in between the heat shield and the core support.**



**Then take the front section of the factory fresh air duct, line up the holes in their original place in the core support and then attach the two sections in the middle as shown here.**



**Replace both screws into the core support fastening the factory fresh air duct back into place.**

**With your V-Flow intake installed, it should look like this.**

