



Congratulations on your purchase of the A.W.E. Tuning Center Vent Boost Gauge for your Audi A4/S4.

While the install is fairly straight forward, please review these instructions carefully before attempting installation. If you do not feel comfortable installing this kit on your own, contact a professional installer in your area.

Estimated install time:

1.5 hrs

Parts list:

- 1 preassembled A.W.E. Tuning vent and gauge pod
- 1 boost hose
- 1 gauge sending unit
- 1 gauge wiring harness
- 1 buzz filter
- 1 t-fitting

- 1 16" long red wire
- 1 16" long black wire
- 2 wiring loop terminals
- 2 red butt connectors
- 6 small zip ties

Recommended tools:

- Medium flathead screwdriver
- 8 mm, 10 mm sockets and ratchet
- X-acto knife
- Wire strippers/cutters
- Scissors
- WD40
- Electrical tape
- Drill
- 3 mm drill bit
- 12 mm drill bit

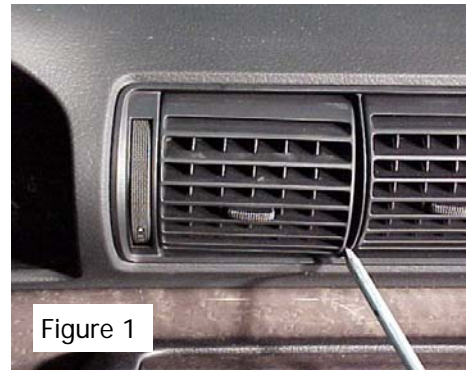
Note:

Your gauge has had an anti-fog treatment applied. If you notice any fogging of the face during a/c usage, reapply an anti-fog treatment, such as one made by Rain-X (www.rain-x.com).

Step 1:

Remove factory vent by popping it out from the sides with the flathead screwdriver. Pop one side, then the other.

The picture and following steps detail an install in the left side vent, but the gauge kit can be installed in any of the 3 center vents.



Step 2:

Remove entire vent housing by grabbing the assembly through the open vent hole and pulling outwards from the dash. There is a lighting wire at the left end of the housing with enough slack to allow you to pull the entire assembly out and let it dangle to the side.



Step 3:

Remove the driver side knee bolster below the steering column, and the fuse panel cover on driver's end of dash. There are 4 8 mm bolts that fasten the bolster to dash (at arrows in figure 3), with 2 hidden behind oblong trim pieces on bolster. Pop trim out with flat head screwdriver to access these bolts.

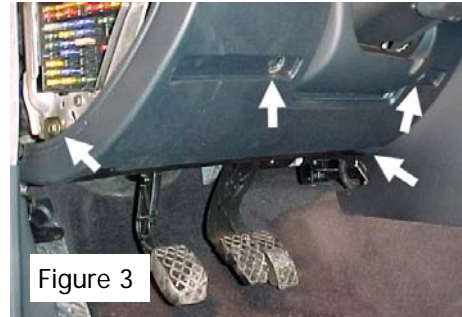


Figure 3

Step 4:

Cut a 12 mm hole in the left rear corner of the vent opening. This will be the hardest part of the install, and patience is the key! The vent opening has some sharp edges, so laying some masking tape down on the opening edges will save your knuckles.

An alternative here is to use a drill with a 12 mm bit to make the hole. There is 3-4" of empty space behind the vent ducting, so do not worry about hitting anything immediately upon drilling, but do so with great caution!



Figure 4

Step 5:

Tape the gauge wiring harness and sender wiring harness together, and feed both upwards through the hole in the vent opening. Ensure that the white plastic connectors on the ends of the wiring harnesses are fed through the hole first so they can attach to back of gauge.

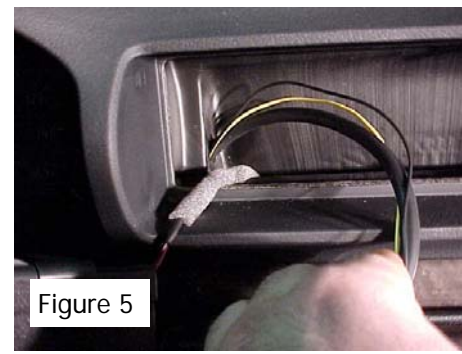


Figure 5

Step 6:

Strip the green, white, and red wire ends, twist together, and attach with a butt connector the length of red wire. On the other end of the red wire, attach a loop terminal.

Make sure keys are out of ignition and install this wire end at terminal 75X below relay panel (point A in figure 6) with 10 mm socket. This will turn the gauge light on with the ignition key, just like the instrument lights.

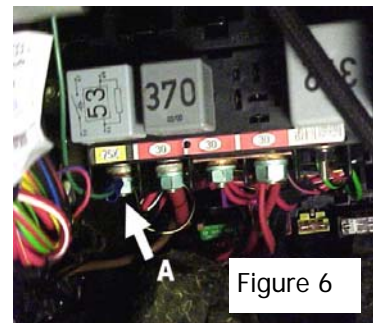


Figure 6

Step 7:

Attach the length of black wire to the black ground wire of the gauge harness with a butt connector. Attach a loop terminal on the other end of the black wire and install under the 8mm upper fuse box bolt (see figure 7).



Figure 7

Step 8:

Pop the hood and open the ECU housing. Remove black, flat perforated trim piece that runs in front of the windshield. First remove the rubber weather stripping in front of it by pulling forward to front of car. Then remove the trim by sliding forward and out.

In front of the driver side of the windshield there is a black box in the rain gutter. Its top is fastened down by 8 mm head bolts. Remove all 5 of them. The plastic trim beneath the wipers must be loosened by popping off a silver clip on driver side. This will allow the trim to be lifted up enough to insert a socket wrench behind the ECU box to access the 5th bolt. Pull the cover off the black box. You will see the ECU in the box. It is silver and has 2 big wiring harnesses going into it. Pop off the large metal clip holding the ECU in its box with a flat head screwdriver. Lift the ECU out of the housing with the wiring harnesses still attached.

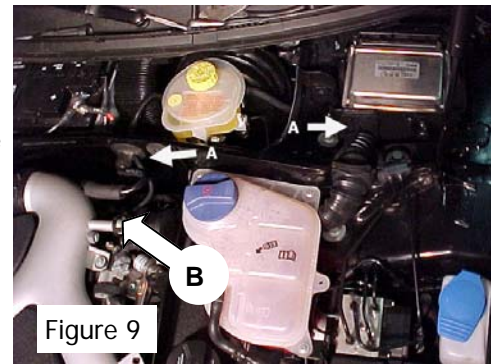
With a shop light shining in from under the dash, you will be able to see from the ECU housing where you can feed one end of the boost hose downwards to under the dash. Make sure the hose clears the pedals and steering when routing it under the dash.

Step 9:

Note the rubber nipples at **points A in figure 9**. Cut the ends off of these nipples with your wire cutters and route the boost hose through them. You may have to slice the openings a little wider with the X-acto knife to fit the hose.

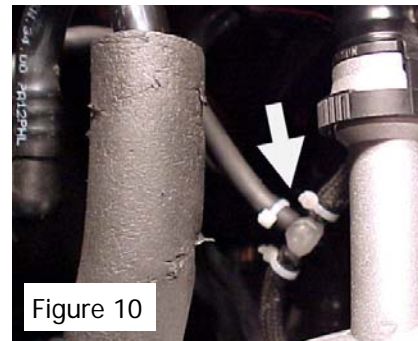
Route the other end of the hose to point B in figure 9.

Note: S4 engine bay shown, but locations for A4 are similar.



Step 10:

Under the hood, locate the fuel pressure regulator hose at **point B in figure 9** above (it is the only 3 mm cloth covered hose in that area). Cut the hose and insert the supplied T fitting. Use a little WD40 to help the hoses slip over the fitting ends. Use enclosed zipties at hose ends, as in figure 10.



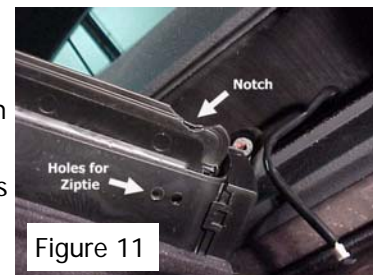
Step 11:

Back under the dash, cut a small piece off the boost hose end, and slip in one end of the enclosed buzz filter. Attach the cut piece of hose to the outlet of the filter and also to the inlet of the sender unit. Ziptie the sender unit up and out of the way of pedals and steering under the dash. Discard the bracket and remaining hardware in the same bag as the filter.

Step 12:

In order to let the vent flap fully close, you'll need to notch the flap to allow clearance for the hose and wires going to the gauge. Cut a 2-3 mm notch on the bottom of the flap with scissors or wire cutters.

To hold the wires in place in front of the flap, poke or drill two small holes in the floor of the vent housing for a ziptie, as installed in Step 13.



Step 13:

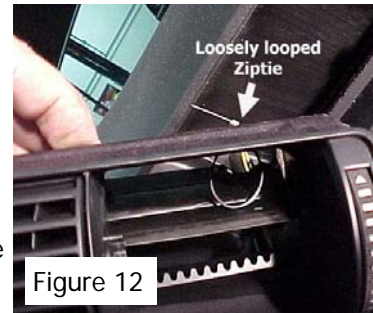
Loosely loop the ziptie through the two holes (vent housing in picture is flipped upside down). Feed 3" of wires through the back of the housing and through the ziptie loop. Gently pull the ziptie snug and snip off excess. The idea is to hold the wires in place, but allow you to slide the wires to take up the slack during housing reinstallation.

Plug the wire connectors into the back of gauge. Pop the vent and gauge assembly into the housing and pull up the slack in wires from behind.

Reinstall the vent housing in the dash while pulling up the slack in the wires from below the dash.

Check for operation of the gauge at this time. You should see ~17-20 in/hg of vacuum at idle, and the gauge lighting should turn on and off with the key.

If everything is installed correctly, reassemble the dash knee bolster and under hood items. The excess hose and wires can be looped and stored under the dash. Make sure there is enough slack in both so that neither are crimped or rubbing on anything.



You're finished!

Go ahead and test drive your car. A boost gauge is a valuable tool in determining your car's state of performance.



Any questions or comments, please do not hesitate to contact us!

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INNOVATION | DESIGN | COMPETITION

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Thank you for choosing A.W.E. Tuning as your performance automotive parts supplier. Please remember that a performance car is only as strong as its weakest link. Therefore, it is vital that you maintain your vehicle to factory specifications.

By installing or using the purchased product, the Consumer accepts this warranty and any specific Manufacturer warranties enclosed.

Limited Warranty

The following warranty is valid only in the United States.

The Manufacturer's full warranty applies to all products sold.

Secor Ltd. (A.W.E. Tuning) warrants to the original retail purchaser (Consumer) A.W.E. Tuning Vent Gauge Kit for 1 year after the purchase date for Manufacturer's defect.

Upon verification of warranty coverage, A.W.E. Tuning will repair or replace the defective product at their discretion, without charge. This is the only remedy the Consumer has for any loss or damage, however arising, due to nonconformity in or defect of the product. This warranty does not cover consequential damage, loss of time or revenues, inconvenience, loss of use of vehicle, damage to the vehicle or components, or other incidental or indirect damage.

All warranties are void if the product was not installed by a certified auto mechanic, improperly serviced, modified, or used in a way not intended by the Manufacturer. Use of product in Motorsports or Racing conditions is grounds for warranty denial. Motorsports and Racing is an inherently abusive operational condition, and it is impossible to warranty for this type of usage.

The Consumer is responsible for ensuring that the product is installed in a safe and proper manner, and should cease usage of the product immediately if an unsafe or improper condition is noted. If an unsafe or improper condition is noted, the Consumer should then immediately contact the facility where the product was installed or A.W.E. Tuning directly.

Please contact the original place of purchase for any warranty claims or explanations of this document.