



2002-08 Audi A4 Vent Boost Gauge Kit

Congratulations on your purchase of the A.W.E. Tuning Center Vent Boost Gauge for your 02-08 Audi A4.

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.

Parts list:

- 1 Preassembled A.W.E. Tuning vent and gauge pod
- 1 boost hose
- 1 sender unit with wiring harness
- 1 gauge wiring harness
- 1 buzz filter

- 1 T-fitting (6mm for 02-05 A4, 10mm for 05.5-08)
- 1 1.5" long hose section (for 05.5-> install)
- 3 10-16mm hose clamps (for 05.5-> install)
- 1 wiring loop terminal
- 1 red posi-tap connector
- 3 red butt connectors
- 1 female terminal connector
- 1 16" long black wire
- 1 16" long white wire
- 1 16" long red wire
- 4 small zip ties
- 1 fuse tap

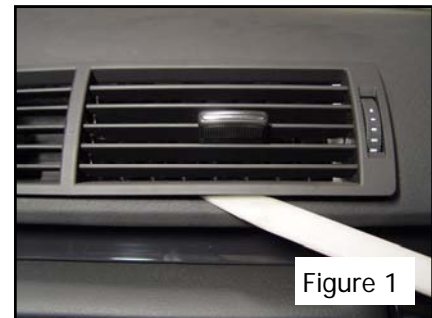
Required tools and materials:

- Small flathead screwdriver
- Medium flathead screwdriver
- 8mm, 10mm, 16mm sockets and ratchet
- Torx T30 bit
- X-acto knife/razor
- Scissors
- Wire strippers/cutters
- Electrical tape
- Drill
- 1/2" drill bit

Step 1:

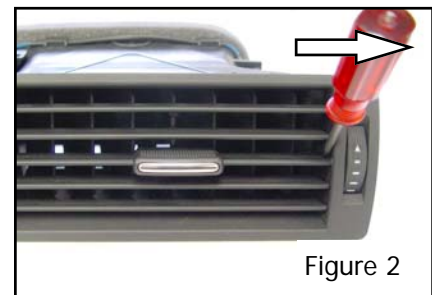
Carefully remove the center dash vent assembly by gently prying around the edge of the housing, as shown in Figure 1. You may want to wrap a rag around the tip of a flathead screwdriver or use a plastic tool as shown in Figure 1.

After pulling the vent assembly free, unclip the factory backlighting connector.



Step 2:

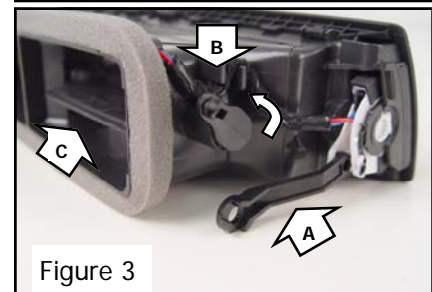
Insert the head of a small flathead screwdriver between the side of the directional slats and the vent housing. Move the screwdriver in the direction of the arrow in Figure 2 until the slat pops free of the housing. Remove all front and back vent slats.



Step 3:

On the edge of the vent housing, disconnect actuator arm A from post B in Figure 3.

Rotate post B as shown to expose the lower edge of the vent flap at point C in Figure 3.

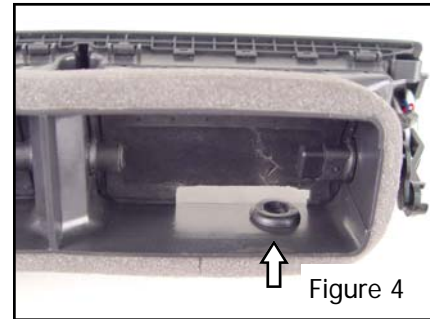


Step 4:

To allow clearance of the wiring that will attach to the back of the gauge, the vent flap must be cut slightly. Using a razor blade or scissors, remove approximately a 1 3/8" wide section of the soft rubber area on the vent flap edge as shown in Figure 4.

With a 1/2" drill bit, drill a hole at arrow in Figure 4.

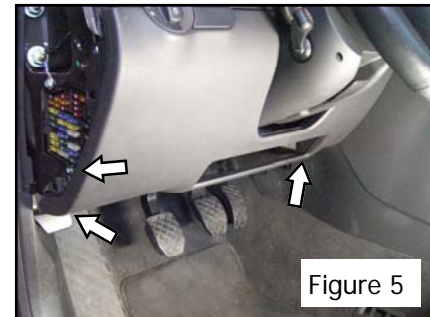
The ends of the gauge and sender wiring harnesses that have the white plastic connectors will feed through this hole later.



Step 5:

Remove the driver side knee bolster below the steering column, and the fuse panel cover on left end of the dashboard. There are 3 8mm bolts that fasten the bolster to the dashboard (at arrows in Figure 5).

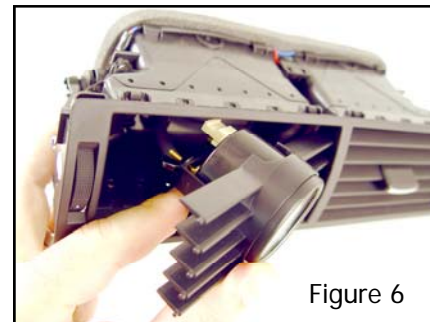
Feed the white connector ends of both the gauge and sender harnesses upwards from under the dash into the vent area.



Step 6:

Connect both the wire harnesses to the back of the gauge. Remove any slack in the wire harnesses and then snap the gauge pod assembly into place. Align the posts on the right side of the gauge pod with the vent housing holes first then snap in the left side.

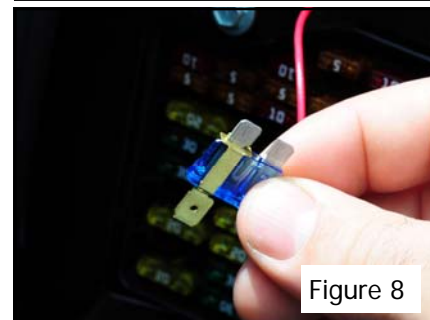
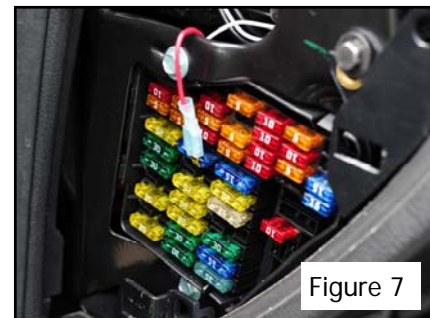
Rotate the vent flap back into its original position and reattach the actuator arm to its post.



Step 7:

Back under the dash, strip and twist together the red and green wires from the gauge wiring harness. Attach these wires to the length of red wire with a butt connector.

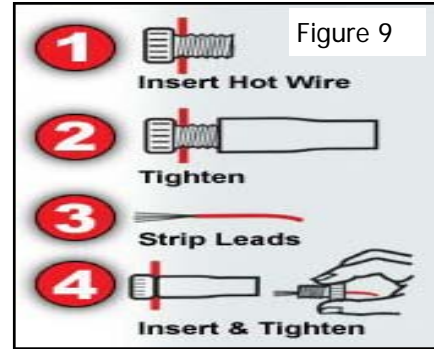
Crimp a female wire terminal on the other end of the red wire and run this wire to the fuse box located behind the cover on the driver's end of the dashboard. Attach this wire to Fuse #31 as in Figure 7. Use the enclosed fuse tap and install the tap as shown in Figure 8.



Step 8:

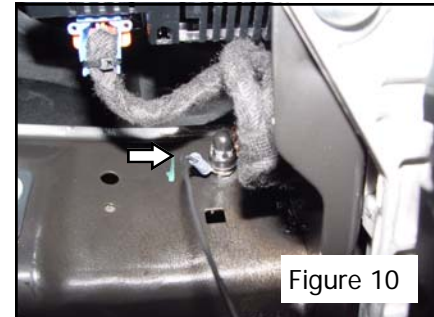
Remove the headlight switch by pushing switch in, turning clockwise and pulling out. You can leave the wire harness connected.

Strip the end of the white wire of the gauge harness and attach the extra white length of wire to it with a butt connector. Run the other end of the white wire to the head light switch. Using the included posi-tap connector, attach the white wire to the gray and blue wire on the switch harness as shown in Figure 9. **Pay close attention to how the tap connector works or you will have lighting issues with the gauge.**



Step 9:

Strip the end of the black wire of the gauge harness and attach the black length of wire to it with a butt connector. Strip the other end of the black wire and crimp a loop terminal onto it. There is a stud with nut located under the dashboard to the left of the steering column. Unscrew the nut and attach the black wire, as shown in Figure 10.



Step 10:

Pop the hood to open the ECU housing next.

Remove the 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 perforated trim by sliding forward and out.



Step 11:

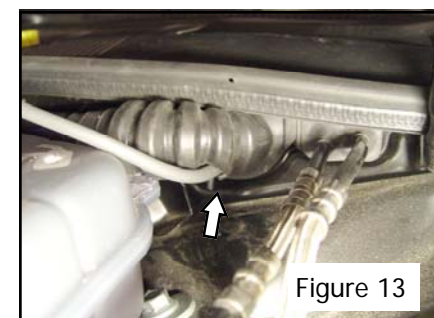
In front of the driver side of the windshield there is a black box for the ECU (Engine Control Unit) in the rain gutter. Its top is fastened down by Torx T30 head bolts. Remove all 5 of them. To access the bolt at the back of the housing, loosen the trim beneath the wipers by popping off a silver clip on driver side corner (at point A in Figure 13) and removing the driver side windshield wiper. Remove wiper by popping off the round cover at its base and removing the 16mm nut underneath (use a piece of tape on windshield to mark the location of the wiper blade so it can be installed back in the correct location). This will allow the trim to be lifted up enough to insert a socket wrench behind this box to access the 5th bolt.



Step 12:

With a light shining into the passenger compartment from the ECU box, you will be able to see from under the dash an opening for the boost hose.

Make a small cut of the ECU rubber wire cover to create a hole, shown at arrow in Figure 14. Feed one end of the enclosed boost hose into the passenger compartment from the ECU box. Feed the other end through the wire cover and out the hole you cut.



Step 13:

Remove the engine cover. Run the boost hose under the coolant reservoir and along the fuel rail to the front of the car. Use an enclosed zip tie to secure the boost hose to the fuel rail.

Step 14:

On 02 - 05 A4:

Detach the stock vacuum hose at arrow in Figure 15 from the intake manifold. Cut 1.5" off the end of the boost gauge hose. Use the enclosed T fitting and zip ties to connect the gauge hose, the 1.5" cut piece, and the stock vacuum hose as shown in Figure 15.

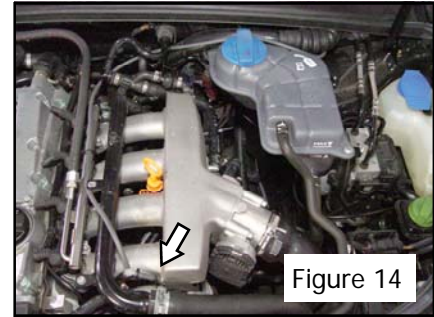


Figure 14

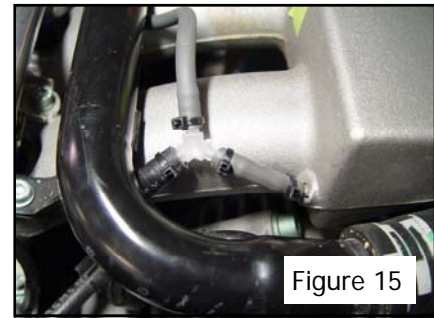


Figure 15

On 05.5 - 08 A4:

Detach the vacuum cap on end of intake manifold at arrow in Figure 16 by cutting one-time-use clamp. Install T-fitting with enclosed 1.5" piece of 11mm hose and hose clamps, and cap off other end with vacuum cap with enclosed hose clamp. Attach boost gauge hose with zip tie.

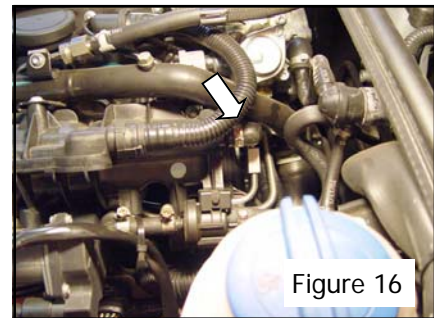


Figure 16

Step 15:

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.

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

If everything is installed correctly, reassemble the dashboard knee bolster, vent housing, and under hood items.

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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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) this product (A4 Vent Gauge Kit) against defects for One Year.

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.