



INSTALLATION GUIDE

2009+ Audi A4, A5 2.0T Vent Boost Gauge Kit

Congratulations on your purchase of the AWE Tuning Vent Boost Gauge Kit for the 2009+ Audi A4 and A5 2.0T.

Exquisite build quality with industry leading performance distinguishes this gauge kit from all others.

***Contact us with any installation questions.
215-658-1670
AWE-Tuning.com
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- 1 Preassembled AWE Tuning vent and gauge pod
- 1 boost hose
- 1 sender unit with wiring harness
- 1 gauge wiring harness
- 1 fume filter
- 1 6mm T-fitting
- 2 red wiring loop terminal
- 2 red posi-tap connector
- 4 red butt connectors
- 1 8" long black wire
- 1 8" long white wire
- 2 8" long red wire
- 2 medium zip tie

Required tools and materials:

- Flathead screwdriver
- T-30 torx bit
- Ratchet
- Extension
- 13mm socket
- 10mm socket
- 8mm socket
- Razor blade
- Wire strippers/cutters
- Electrical tape
- Drill
- 7/16" drill bit

PLEASE NOTE THAT ALL THE WIRING STEPS IN THIS MANUAL ARE DOCUMENTED ON A 2009 MODEL. LATER MODELS OR MODELS EQUIPPED WITH VARIOUS FACTORY OPTIONS MAY DIFFER. USE A VOLTMETER TO IDENTIFY SUITABLE ALTERNATIVE WIRES IF THE ONES IN THE IMAGES ARE NOT PRESENT.

Step 1

Open the trunk and remove the spare tire to access the battery. Disconnect the negative battery terminal.

Open the hood.

Please note that a Boost Tap is required to hook up any type of boost gauge to this engine. AWE Tuning's Boost Tap Hose is pictured at Arrow A in Figure 1 (note that engine cover has been removed for photo). This Boost Tap Hose is available at an additional cost.

Remove driver side cowl cover with flathead screw driver (located at Arrow B in Figure 1).

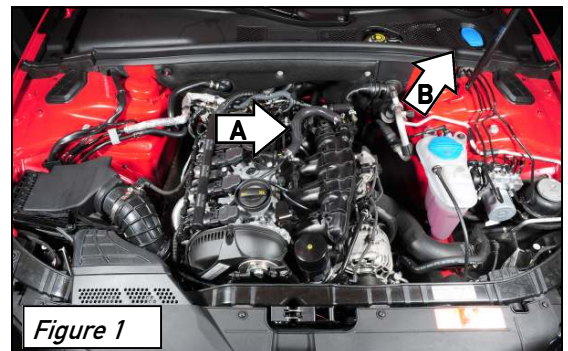


Figure 1



Figure 2

Step 2

With cowl cover removed, unbolt the upper windshield washer reservoir (at arrow in Figure 2). If the reservoir is full, fluid should be drained out first. A turkey baster or similar item can be used to reduce the fluid level.

Remove the upper washer fluid reservoir.

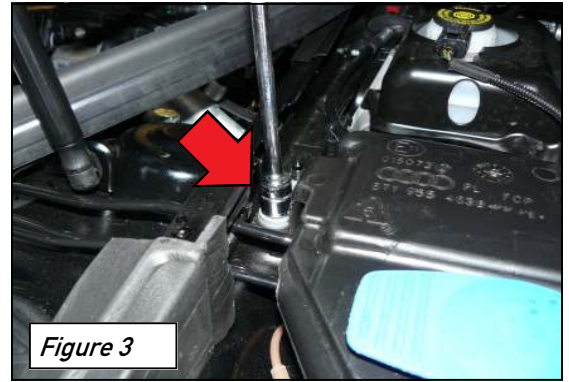


Figure 3

Step 3

Below the reservoir, open the ECU protective box using T-30 torx bit at arrows in Figure 4.

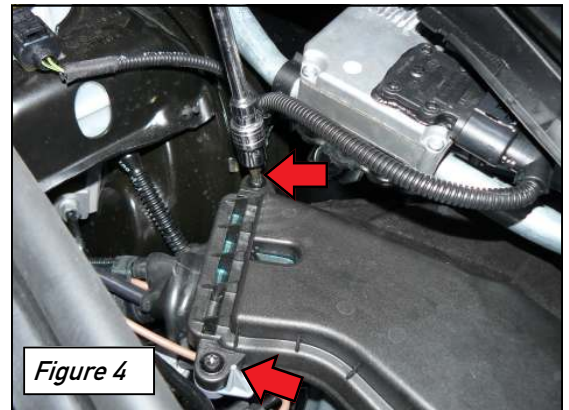


Figure 4

Step 4

Pop open the tabs on either side of the ECU using a flathead screwdriver (at arrow in Figure 5) and pull the ECU free. There is no need to unclip the wiring harness from the ECU. Set the ECU aside.

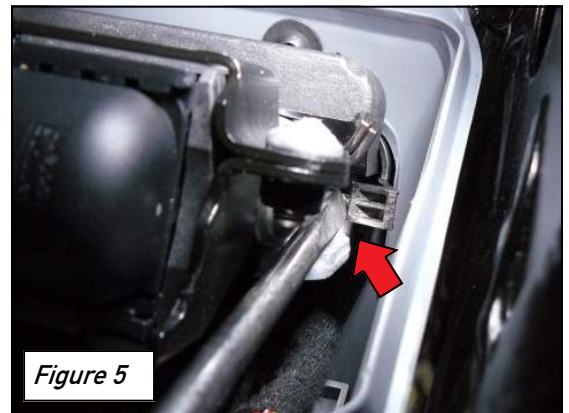


Figure 5

Step 5

Inside the vehicle, remove the fuse panel cover on the driver's side of the dash.

Also remove the knee bar panel beneath the steering wheel by unbolting five 8mm head bolts (at arrows in Figure 6) and pulling the panel down and back towards rear of car, in direction of Arrow A in Figure 6.

Caution: on some cars, there is an airbag located underneath the dash in this location. There is no need to unbolt it during this installation procedure. Further, make sure nothing obstructs the airbag when completing the rest of this installation procedure.

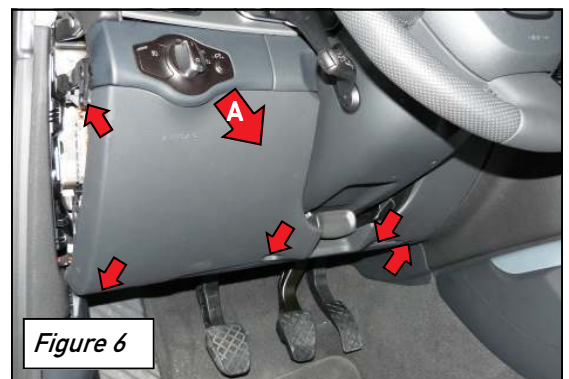


Figure 6

Step 6

Back under the hood, **carefully** make a 1/4" slice in the rubber wiring harness boot on the front of the firewall (near **Arrow A** in **Figure 1 on page 2**), as in **Figure 7**.

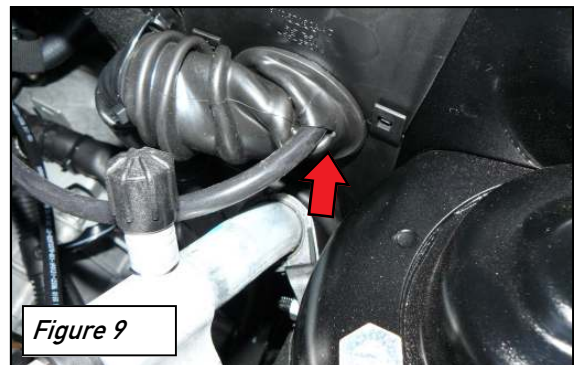


Then **carefully** make a 1/4" slice in the rubber wiring harness boot at the inlet to the ECU box, as in **Figure 8**.

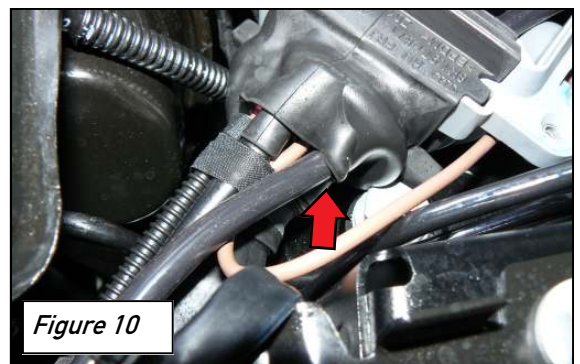


Step 7

Feed the enclosed boost hose through the slice in the firewall rubber boot, at arrow in **Figure 9**.



And then feed it through the slice in the ECU box rubber boot, at arrow in **Figure 10**.



Then finally feed the hose downward into the passenger compartment.

If you have chosen to use AWE Tuning's Boost Tap Hose, please follow the instructions included with it to hook up to the engine the loose end of the boost hose under the hood. Otherwise, follow the instructions included with your boost tap of choice.



Step 8

Inside the ECU box, cut the boost hose and install the supplied oil fume filter, shown at arrow in **Figure 12**. Attach the other end of the cut boost hose to the outlet of the filter. Secure both ends with a small zip tie. Route the other end of the hose into the passenger compartment.

IMPORTANT: Installation of this supplied oil fume filter is mandatory to ensure long term gauge functionality.

Mount the boost sender to the plastic fuse box with the enclosed medium zip tie **making sure that the nipple on the boost sender points toward the ground**, at arrow in **Figure 13**.

IMPORTANT: Installation with the sender pointing downwards is mandatory to ensure long term gauge functionality.

Connect the end of the boost hose to the sender and secure with a small zip tie.

Discard the bracket and remaining hardware that came in the same bag as the filter.

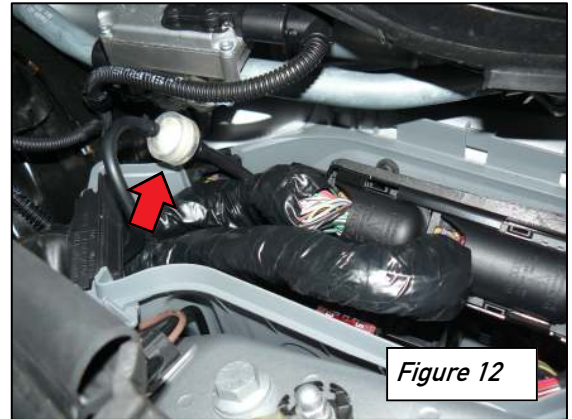


Figure 12

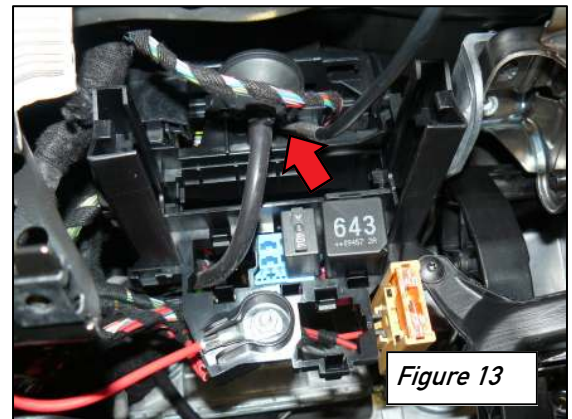


Figure 13

Step 9

Back inside the car, carefully pry up the surround trim for the vent by first pulling outward on the right side. Pull the entire vent and surround trim out of the dash. Unclip the lighting wiring harness from the back of the housing.

Once the vent is removed from the car, unclip the surround trim from the vent housing by depressing the four spring clips that attach the trim to the housing in the following order: Top right, top left, bottom right, bottom left. Use a small screwdriver or pick tool to depress the clips.



Figure 14

Step 10

Remove all the vent slats inside the housing. The horizontal slats can be removed easily by hand. Use a small screwdriver to pry out the vertical slats as shown in **Figure 15**.



Figure 15

Step 11

In order to allow the gauge wiring to pass through, drill a 7/16" hole in the side of the housing as shown at arrow in **Figure 16**.

Back in the car, route through this hole the end of the sender wiring harness from under the dash. Also run the end of the gauge wiring harness that has the white plastic connector through this hole. Attach both of these connectors to the back of the gauge in the assembled pod (in **Figure 17** below).

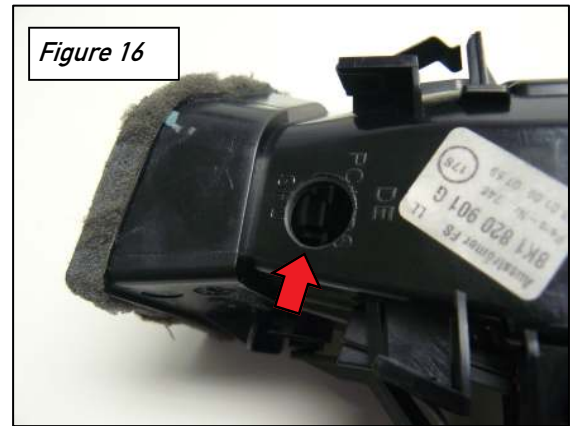


Figure 16

Step 12

Insert the pod and gauge assembly into the housing. Snap in the left sides of the pod slats first.

Then snap the surround trim back onto the vent assembly.

Feed the boost gauge wiring harness downwards through the dash opening to underneath the dash.



Figure 17

Step 13

Lengthen the **black** wire in the wiring harness coming from the boost gauge with the enclosed extra length of black wire and a butt connector.

Then attach an enclosed loop terminal.

Then, attach the loop terminal under the bolt head at arrow in **Figure 18**. This bolt attaches the knee bar bracket to the dashboard.

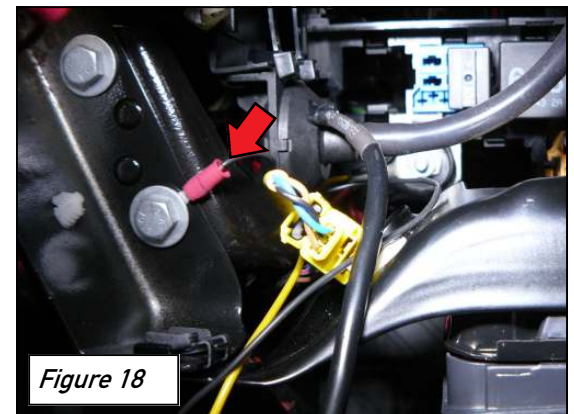


Figure 18

Step 14

Attach the remaining enclosed loop terminals to end of the **green** wire in the wiring harness coming from the boost gauge.

Attach the loop terminal under the nut on the stud at arrow in **Figure 19**. This stud is located below that back of the fuse panel, under the dash and is a constant 12V power source.

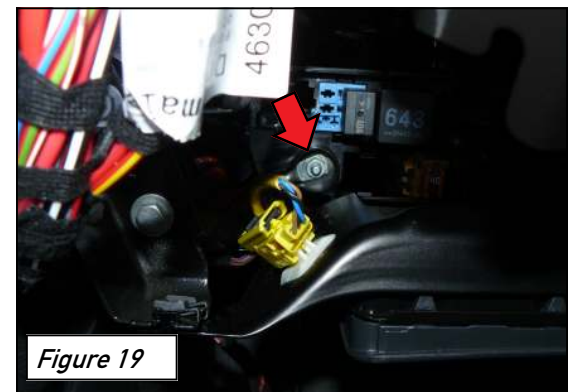


Figure 19

Step 15

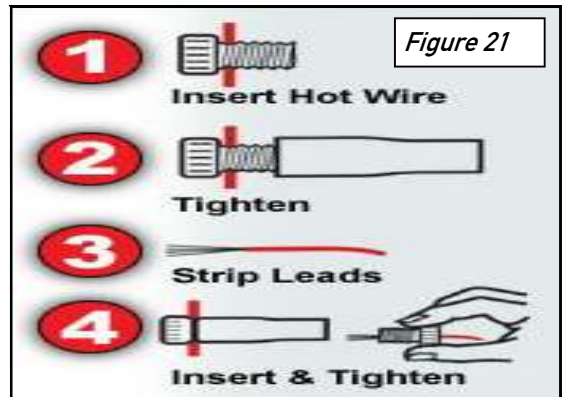
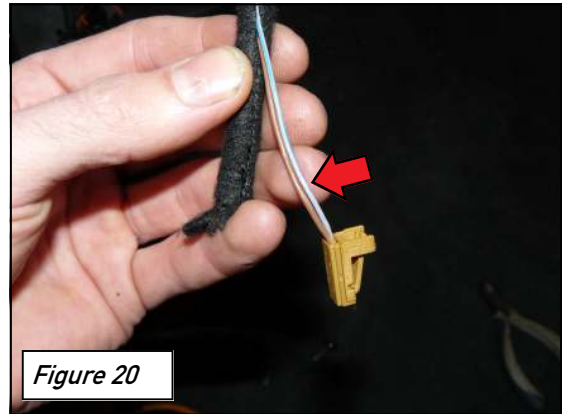
Lighting options:

If you prefer that the gauge backlighting only come on when the headlights come on, follow the directions for the **white** wire below. If you prefer that the gauge backlighting come on when the ignition is turned on, like the factory instruments, see Step 18 on the next page.

Backlighting On with Headlights On:

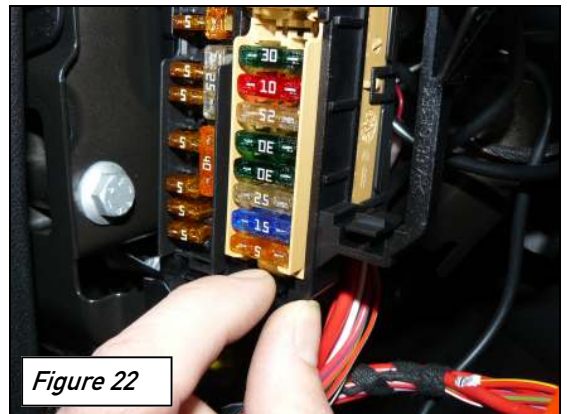
Lengthen the **white** wire in the wiring harness coming from the boost gauge with the enclosed extra length of white wire and a butt connector.

Attach the other end of this wire to the grey/blue wire in the lighting harness previously unclipped from the vent housing in Step 9. Use an enclosed posi-tap connector to attach the wires together as directed in **Figure 21**.

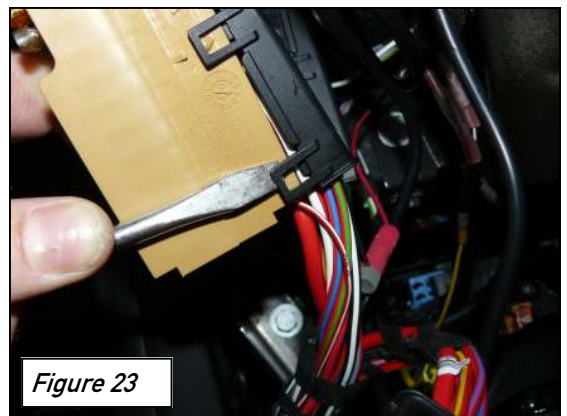


Step 16

To access switched 12V power, release the brown fuse block on the fuse panel by releasing the tab on the bottom as in **Figure 22**.



Then pry off the back cover of this fuse block with a flat head screwdriver, as shown in **Figure 23**.

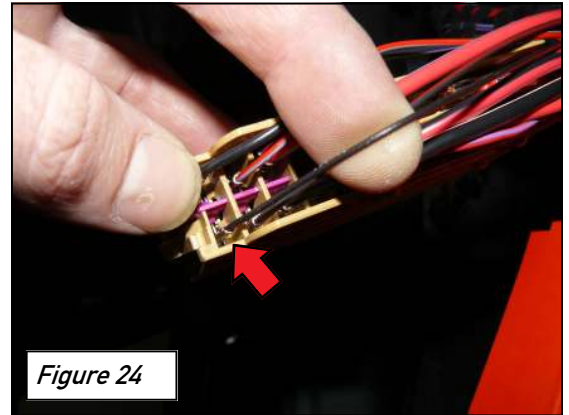


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Step 16 Continued

Finally, attach the **red** wire in the gauge wiring harness to the thin black/red wire at the top left corner of the back of the fuse block, at arrow in **Figure 24**. Attach the red wire using an enclosed posi-tap and following the directions in **Figure 21** on the previous page.

If necessary, use the enclosed extra red wiring section and a butt connector to lengthen the red gauge wire.



Step 18

Backlighting On with Ignition On:

Attach the **white** wire in the wiring harness coming from the boost gauge to the same black/red wire in Step 16 above, as shown in **Figure 25**.



Step 19

Check for operation of the gauge at this time by starting the engine.

You should see ~20 to 21 inHg of vacuum reading on the gauge at idle with the engine cold and ~22 to 23 inHg of vacuum reading with the engine fully warmed up.

If you are operating the gauge at high altitude, the needle may sit below zero when the key is on and the engine is off. This is normal and due to the reduced ambient air pressure at high altitude.

If everything looks correct with the gauge performance, complete re-assembly of the vehicle's interior.

Issue	Remedy
Slow needle response and/or incorrect boost and inHg reading.	Block or kinked boost hose. Check that zip ties are not too tight or that hose is not being crimped.
Needle sweeps at start up but sticks at one boost or inHg reading and will not move.	Block or kinked boost hose. Check that zip ties are not too tight or that hose is not being crimped.
Needle sweeps at start up but returns to -30 inHg mark and will not move.	Disconnected or loose Red Wire connection. Double check installation of that wire.
Needle not at -30 inHg mark when gauge is first received.	Gauge will sweep during initial use and recalibrate itself.

ENJOY

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 AWE 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. (AWE Tuning) warrants to the original retail purchaser (Consumer) this product (B8 A4/A5 Vent Boost Gauge Kit) against manufacturing defects for one year from date of original purchase.

Upon verification of warranty coverage, AWE 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, installation and labor costs, inconvenience, loss of use of vehicle, shipping costs, 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 AWE Tuning directly.

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