Congratulations on your purchase of the AWE Tuning Vent Boost Gauge Kit for the 2010+ Audi S4 and S5 3.0T and S5 Cabrio.

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

Contact us with any installation questions.
215-658-1670
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PARTS AND TOOL LIST

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
1 machined boost tap plate
1 3/16” vacuum cap
1 22” length of additional boost hose
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
6 medium zip tie
9 small 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

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. The following steps outline installation of the AWE Tuning Boost Tap. If you are installing a different brand boost tap, skip to Step 8.

Remove the plastic cover over the throttle body (at Arrow A in Figure 1) by gently pulling upward.

Step 2
With a T-30 Torx bit, remove the 7 bolts holding the discharge tube to the supercharger and to the bypass valve.

Figure 1
Figure 2
**Step 3**

Gently remove the plastic adapter ring, at arrow B in Figure 3.

Using some motor oil, lightly lubricate the o-ring in the discharge tube outlet (at arrow C in Figure 3).

**Step 4**

Inset the AWE boost tap plate into the discharge pipe outlet and re-install the discharge pipe. Boost tap plate can be seen at arrow in Figure 4.

**Step 5**

Loosely reinstall the bolts through the boost tap plate.

Reinstall the bolts into the supercharger and fully tighten, then tighten the bolts through the boost tap plate.

**Step 6**

Close off one port on the boost tap plate with the included 3/16”. This extra port can be used for future products that may require an engine interface.

Insert the supplied boost line onto the other port and secure the hose and cap with the supplied small zip ties, as in Figure 6.
**Step 7**

Route the supplied long boost hose over the top of the throttle body as shown in Figure 7 and zip tie it securely to the main engine harness near the firewall. Make sure to keep the hose away from any moving parts or extreme heat sources.

**Step 8**

In front of the passenger and driver sides of the windshield, remove the flathead plastic plug on each end of the cowl cover.

**Step 9**

Carefully pry up the white plug in the middle and remove the cowl cover.

**Step 10**

With cowl cover removed, unbolt the upper windshield washer reservoir (at arrow in Figure 10). 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.
**Step 11**

Below the reservoir, open the ECU protective box using T-30 torx bit at arrows in Figure 11.

![Figure 11](image)

**Step 12**

Pop open the tabs on either side of the ECU using a flathead screwdriver (at arrow in Figure 12) and pull the ECU free. There is no need to unclip the wiring harness from the ECU. Set the ECU aside.

![Figure 12](image)

**Step 13**

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 three or five 8mm head bolts (depending on car options and at arrows in Figure 13) and pulling the panel down and back towards rear of car, in direction of Arrow D in Figure 13.

**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 13](image)
Step 14

Back under the hood, carefully make a 1/4" slice in the rubber wiring harness boot on the front of the driver side firewall, as in Figure 14.

Then carefully make a 1/4" slice in the rubber wiring harness boot at the inlet to the ECU box, as in Figure 15.

Step 15

Feed the enclosed boost hose through the slice in the firewall rubber boot, at arrow in Figure 16.

And then feed it through the slice in the ECU box rubber boot, at arrow in Figure 17, into the ECU box.
Install the supplied oil fume filter to the end of the boost hose and attach the supplied 22” long boost hose to the outlet of the filter. Secure both ends with a small zip tie. Route the other end of the 22” long hose into the passenger compartment.

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

Mount 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 19.

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

Connect the end of the 22” 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.

**Step 17**

**For 2010-2012 S4 and S5:**

Back inside he 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.

**Step 18**

**For 2013+ S4 and S5:**

Carefully pry up the one piece surround trim by starting at the bottom edge of the panel and working your way around the perimeter.
Step 19

**For 2013+ S4 and S5:**
Make sure to unplug the switch harness from the right hand side of the panel before removal.

![Figure 22](image)

Step 20

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 23.

![Figure 23](image)

Step 21

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 24.

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 25 below).

![Figure 24](image)

Step 22

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 25](image)
Step 23

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 26. This bolt attaches the knee bar bracket to the dashboard.

Step 24

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 27. This stud is located below that back of the fuse panel, under the dash and is a constant 12V power source.

Step 25

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 27.

**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 17 and 18. Use an enclosed posi-tap connector to attach the wires together as directed in Figure 29.
Step 26

To access switched 12V power, release the brown fuse block on the fuse panel by releasing the tab on the bottom as in Figure 30.

Then pry off the back cover of this fuse block with a flat head screwdriver, as shown in Figure 31.

Step 27

For 2010-2012 S4 and S5:
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 32. Attach the red wire using an enclosed posi-tap and following the directions in Figure 29 on the previous page.

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

For 2013+ S4 and S5:
Attach the red wire in the gauge wiring harness to the thin black/purple wire, at arrow in Figure 33. Attach the red wire using an enclosed posi-tap and following the directions in Figure 29 on the previous page.

If necessary, use the enclosed extra red wiring section and a butt connector to lengthen the red gauge wire.
Step 28

**Backlighting On with Ignition On, 2010-2012 S4 and S5:**
Attach the **white** wire in the wiring harness coming from the boost gauge to the same black/red wire in Step 27 above, as shown in Figure 34.

**Backlighting On with Ignition On, 2013+ S4 and S5:**
Attach the **white** wire in the wiring harness coming from the boost gauge to the same black/purple wire in Step 27 above, as shown in Figure 34.

Step 29

Check for operation of the gauge at this time by starting the engine. You should see ~17-22 in/hg of vacuum at idle, and the gauge lighting should turn on and off with the headlight switch.

The balance of re-assembly is reverse of removal. Do not forget to top off your windshield washer fluid!

**ENJOY**

A boost gauge is a valuable tool in determining your car’s state of performance.

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

1-888-565-2257
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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/B8.5 S4/S5 Cabrio Vent Boost Gauge Kit and Boost Tap) 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 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.