

**ATTENTION:**

Before installing the AWE Tuning Performance Pulley, record its serial number below. The serial number can be found stamped on the back side of the pulley. The serial number will be required to activate the G.I.A.C. Stage 2 Performance Software.

**SERIAL NUMBER:** \_\_\_\_\_



**INSTALLATION GUIDE**

**2010+ Audi 3.0T  
Performance Pulley  
and Puller Tool**

**FOR RACING USE ONLY**

Congratulations on your purchase of the AWE Tuning Performance Pulley and Puller Tool for the 2010+ Audi 3.0T engine.

Exquisite build quality with industry leading performance distinguishes this pulley system from all others.

**Contact us with any installation questions.**

215-658-1670

[AWE-Tuning.com](http://AWE-Tuning.com)

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## Performance Pulley System

- 1 AWE Tuning supercharger Performance Pulley
- 1 factory serpentine belt

## Pulley Puller Tool (optional)

- 1 puller handle
- 2 aluminum puller jaw
- 4 M8 x 1.25mm x 35mm bolt
- 2 M10 x 1.5mm x 120mm bolt

1 M10

## Step 1

The AWE Tuning pulley must be heated to allow installation onto the supercharger.

For at least 1 hour, place the AWE Tuning pulley in a toaster oven set at 375 degrees Fahrenheit.

Please note that toaster ovens can vary from temperature settings, and it is recommended to use a thermometer to verify that indeed the interior of the toaster oven is reaching 375 degrees. Any temperature less than 375 degrees will not allow the pulley to slide onto the supercharger shaft in Step 20.

**WARNING: EXCEEDING 400 DEGREES FAHRENHEIT WILL HARM THE COATING ON THE PULLEY.**

Keep the toaster close to the installation area so that the pulley can come out of the oven and be placed onto the supercharger as quickly as possible.

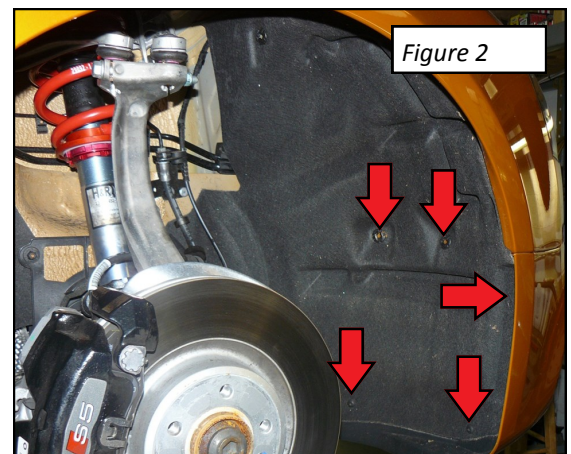


## Step 2

Raise the car and remove the front wheels.

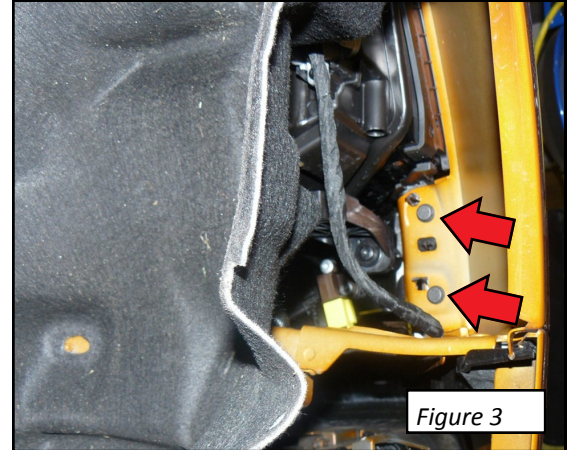
## Step 3

Remove the outer three T25 Torx screws from each front fender liner and the two plastic clips holding each of the liners in place, at arrows in **Figure 2**.



## Step 4

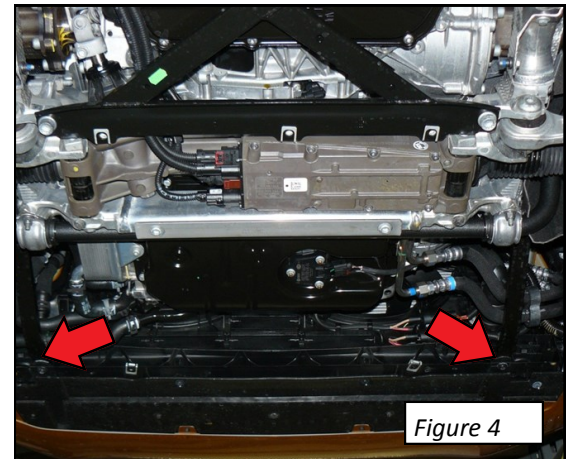
On each side, pull the fender liner back and remove the two 10mm bolts for the front bumper, at arrows in **Figure 3**.



## Step 5

Underneath the car, remove the belly pan by removing the quarter turn fasteners and the four T30 bolts across the front of the car.

Remove the two T30 bolts for the lower core support, at arrows in **Figure 4**.

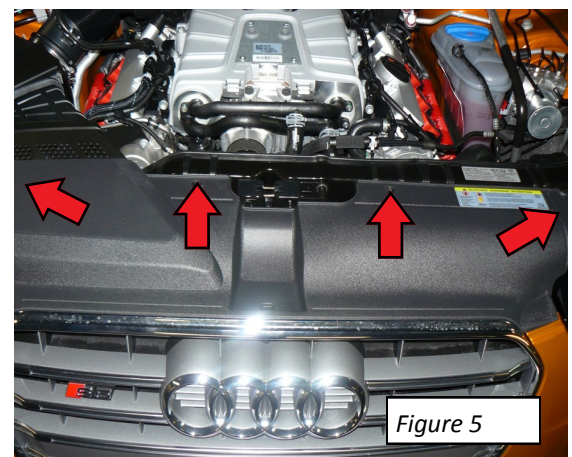


## Step 6

On 2010-2012 S4 and S5 Cabriolet, remove the upper radiator cover by removing the four T30 Torx screws, at arrows in **Figure 5**.

On all other cars, remove the upper radiator cover by pushing in on the center of the clips.

Remove the plastic snap on cover from the top of the super-charger.

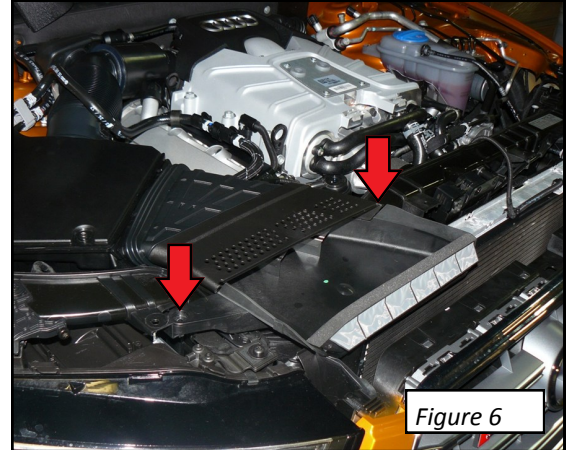




## Step 7

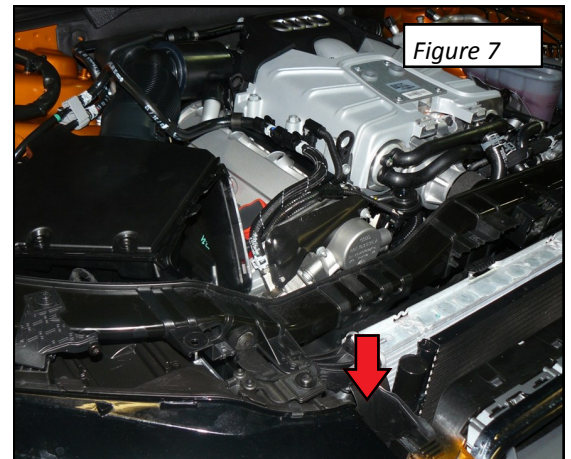
Remove the air box inlet duct by removing the two T25 Torx screws, at arrows in **Figure 6**, and then pulling out on the duct.

Next unclip the Home Link module from behind the Audi emblem on the front grille.



## Step 8

Remove the two T25 Torx screws holding the upper bumper cover to the body, located to the inside of each of the headlights, passenger side shown at arrow in **Figure 7**.

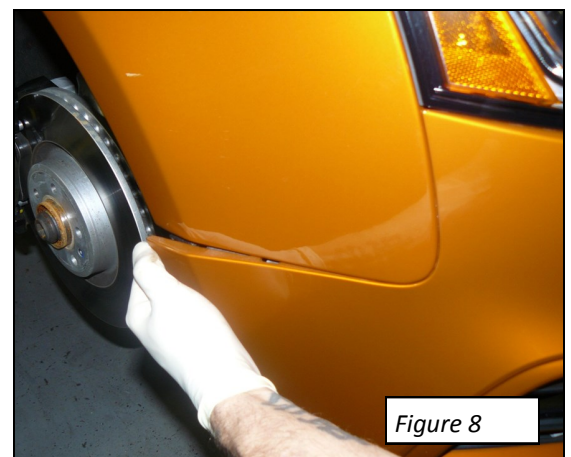


## Step 9

On each side of the car gently pull out on the bumper cover to release it from the front fenders. Before fully removing the bumper cover, unplug the fog lights.

Remove the bumper cover.

For 2010-2012 S4 and S5 Cabriolet, remove the plastic duct on the auxiliary radiator by pulling firmly away from the center of the car.



## Step 10

Facing the front of the car with the bumper cover fully removed, locate the lower right side bumper crash bar support bolt on the driver side (at arrow in **Figure 9**), and the lower left side bumper crash bar bolt on the passenger side.

Using a 16MM socket remove these two crash bar bolts and replace them with the M10 x 1.5mm x 120mm bolts supplied in the AWE Tuning Pulley Puller Tool kit.

Remove the remaining bumper crash bar bolts.

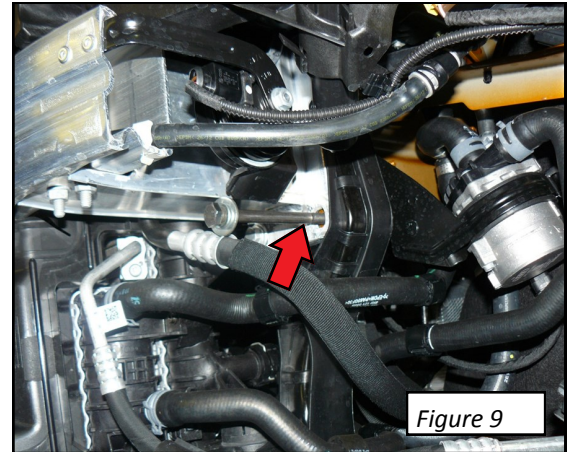


Figure 9

## Step 11

Disconnect the ambient air temperature sensor, located on the bumper crash bar.

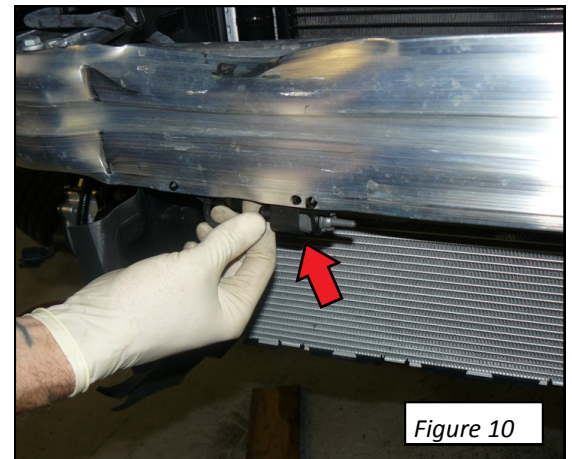


Figure 10

## Step 12

Disconnect the horns, at **Arrow A** in **Figure 11**.

Disconnect the air bag sensors, at **Arrow B** in **Figure 11**.

Disconnect the headlight washers, at **Arrow C** in **Figure 11**.

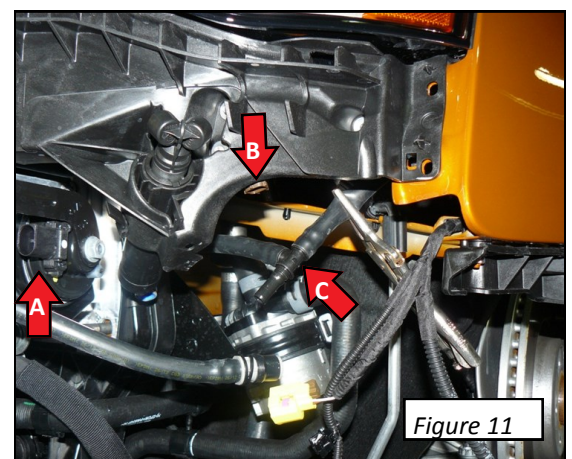


Figure 11



## Step 13

Disconnect the coolant overflow hose from the reservoir.

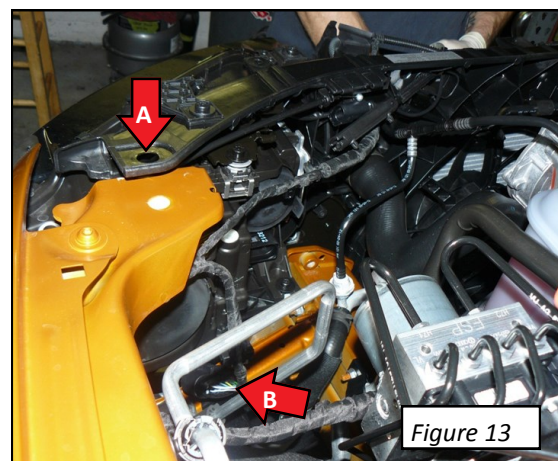


## Step 14

Remove the two T30 Torx screws holding the radiator support to the front fenders (driver side shown at **Arrow A** in **Figure 13**).

Unplug headlight harness from headlights (driver side shown at **Arrow B** in **Figure 13**) and unclip the harnesses from the radiator support.

Pull the radiator support assembly forward against the heads of the longer bolts previously installed in Step 10. The front of the car is now in the “service position,” allowing access to the front of the supercharger.

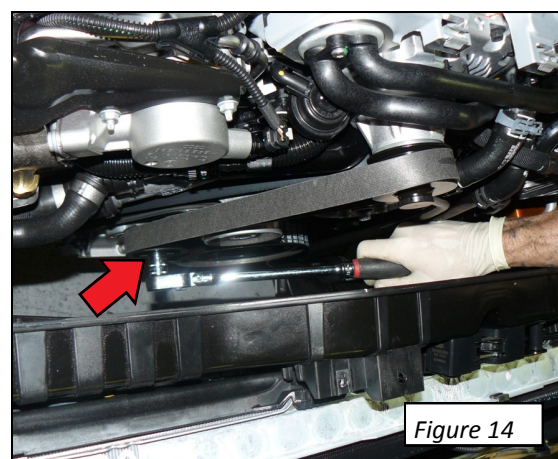


## Step 15

For ease of reassembly, make a note of how the supercharger drive belt routes around the pulleys on the front of the engine.

Remove the plastic cover on the front of the tensioner pulley, at arrow in **Figure 14**.

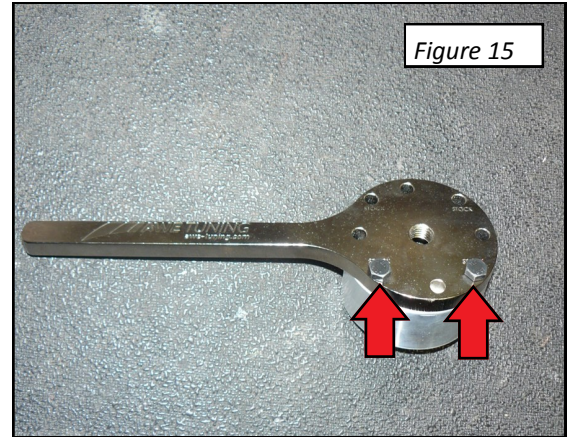
With a 16mm socket wrench, rotate the pulley clockwise to release the tension on the supercharger belt. With the tension released, remove the belt.



## Step 16

Follow the next steps if the optional AWE Tuning Pulley Puller Tool will be used to remove the supercharger pulley. Alternatively, please view the instructional video located on our website.

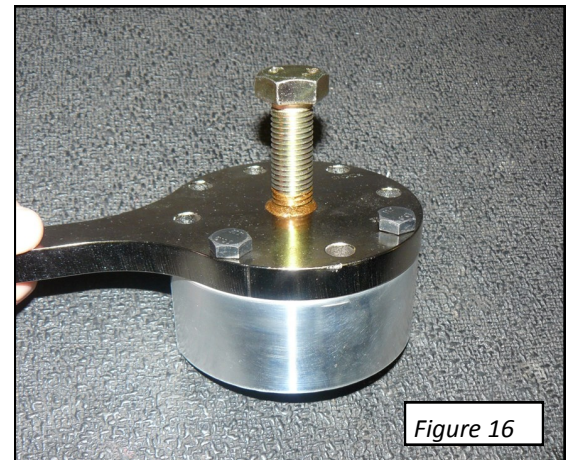
Assemble the AWE Tuning Pulley Puller Tool by first bolting one of the aluminum puller jaws to the puller handle utilizing the bolt holes labeled "STOCK" as shown, at arrows in **Figure 15**.



## Step 17

Apply liberal amounts of the supplied anti-seize paste to the tool's 16mm center bolt.

Thread in the bolt until its tip is flush with the back side of the puller handle.

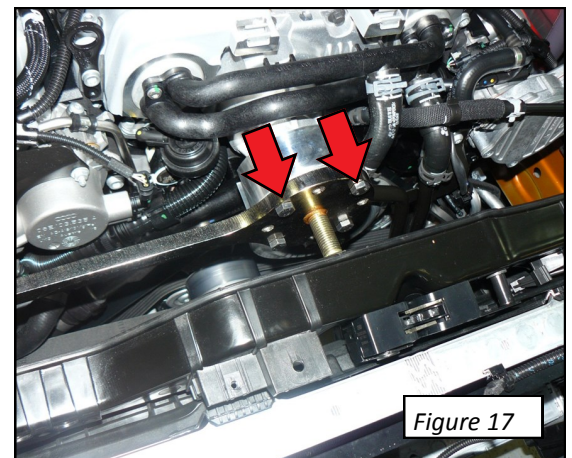


## Step 18

Place the installed jaw around the bottom of the supercharger pulley

Then bolt the upper jaw to the puller handle, using the two other holes labeled "STOCK", at arrows in **Figure 17**.

Thread the center 16mm bolt snug up against the pulley.



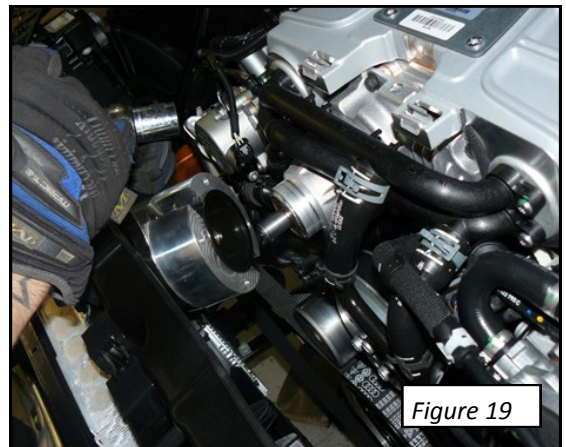
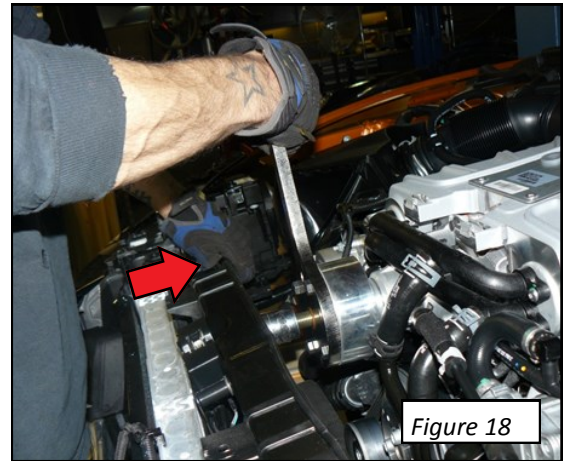


## Step 19

Hold the 16mm center bolt steady with a 24mm socket on a long ratchet wrench.

Hold the wrench handle firmly against the radiator support, at arrow in **Figure 18**.

With the ratchet handle held firmly in place, rotate the puller handle back and forth until the pulley falls free of the supercharger, as shown in **Figure 19**.



## Step 20

Once the stock pulley is removed, use a temperature resistant glove or oven mitt to pull the AWE Tuning pulley from the toaster oven.

**Note that the side of the pulley with the Serial Number stamped on it faces backwards, toward the supercharger.**

Quickly place the AWE Tuning pulley onto the supercharger shaft. Push to make sure the pulley is fully bottomed out on the shaft. Do NOT use a hammer to force the pulley into place.

Hold the pulley in place for a few seconds as it cools to make sure it does not move on the shaft.

*If an error is made during assembly and the pulley is not fully seated on the shaft, use the AWE Tuning Puller Tool to remove the pulley from the supercharger. However, instead of installing the puller jaw bolts in the STOCK labeled hole positions on the puller handle, install their bolts in the unlabeled holes on the puller handle. Reheat the pulley in the toaster oven.*

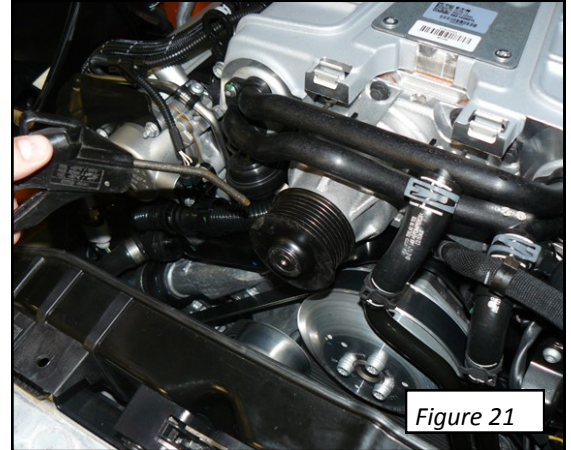




## Step 21

Wait until the pulley has fully cooled before installing the supplied new serpentine belt. A compressed air blowgun can be used to speed up the cooling process.

Reassembly of car is reverse of disassembly.



## Boost Reference Guide

Boost output from the Performance Pulley is dependent on outside temperatures and what transmission the car has. S-Tronic equipped cars have a lower rev limit than 6 speed cars, which produces slightly lower boost output. 2013+ S-Tronic equipped cars have different transmission gearing than earlier cars, which further reduces boost output.

Operating Condition	Expected Boost Reading
2010+ 6 speed, Warm Weather Operation	16-17 psi at redline
2010+ 6 speed, Cold Weather Operation	15-16 psi at redline
2010-2012 S-Tronic, Warm Weather Operation	15-16 psi at redline
2010-2012 S-Tronic, Cold Weather Operation	14-15 psi at redline
2013+ S-Tronic, Warm Weather Operation	14-15 psi at redline

**ENJOY**

Please note that the supercharger pulley is an “interference fit” on the supercharger shaft. Therefore, until the pulley is fully cool to the touch, it is not recommended to run the engine.

Also please note that special fuel injection software is required to allow the AWE Tuning Performance Pulley to produce its quoted power gains. AWE Tuning is a partner with G.I.A.C. performance software and can supply this software at an additional cost. Please contact AWE Tuning for details.



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) the Performance Pulley Puller Tool against manufacturing defects for ONE YEAR.

Secor Ltd. (AWE Tuning) warrants to the original retail purchaser (Consumer) the Performance Pulley against manufacturing defects for LIFETIME, excluding cosmetics.

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, inconvenience, installation costs, shipping costs, 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 AWE Tuning directly.

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