



INSTALLATION GUIDE

2006+ Audi MK2 TT/A3 2.0T Vent Boost Gauge Kit

Congratulations on your purchase of the AWE Tuning Vent Boost Gauge Kit for the 2006+ Audi TT/A3 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

performance@AWE-Tuning.com

PARTS AND TOOL LIST

- 1 preassembled AWE Tuning bezel and gauge pod
- 1 boost hose
- 1 sender unit with wiring harness
- 1 gauge wiring harness
- 1 oil fume filter
- 1 10mm T-fitting (for FSI engine ONLY)
- 2 11mm hose (for FSI engine ONLY)
- 4 10-16mm hose clamps (for FSI engine ONLY)
- 2 red posi-tap wiring connector
- 1 red butt connectors
- 2 female terminal connector
- 1 16" long red wire
- 4 small zip ties
- 2 fuse tap

Required tools and materials:

Medium and small flathead screwdrivers
8mm, 10mm, and 13mm sockets and ratchet
Pliers
Tin Snip/side cutter
X-acto knife/razor blade
1/2" drill bit and drill

PLEASE NOTE:

A3 and TT equipped with TSI version of 2.0T engine must use an additional boost "tap" to attach the hose to the engine. See our website for this part if you have not already equipped your vehicle with one.

Step 1

Remove factory vent by popping it out from the sides with the small flathead screwdriver. Grasp the edge of the vent and pull straight outwards with your fingers.

The picture and following steps detail an install in the left side vent, but the gauge kit also can be installed in either of the 2 center vents.



Figure 1

Step 2

Remove headlight switch assembly. With switch in off position, push in knob and turn clockwise (with knob still pushed in). Then pull knob out to remove entire switch assembly.

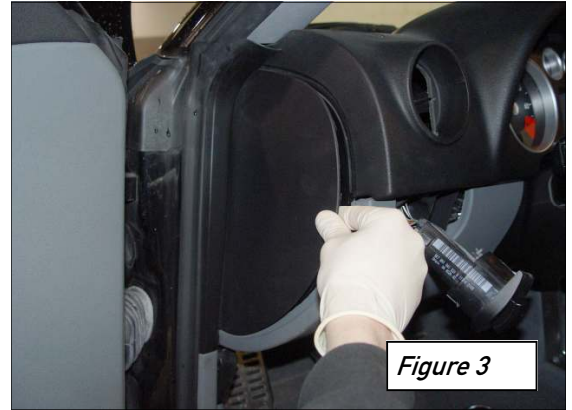
Disconnect wiring harnesses from rear of the switch assembly.



Figure 2

Step 3

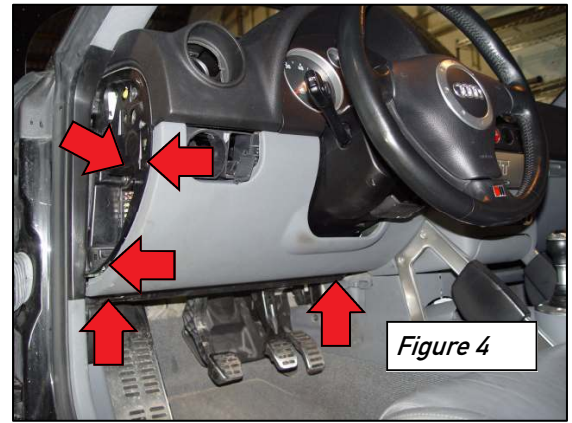
Remove the fuse panel cover on the end of the dash.



Step 4

Remove knee bolster panel. Unbolt two T25 torx bolts at arrows below dash, and three T25 torx bolts at arrows at end of dash in **Figure 4**.

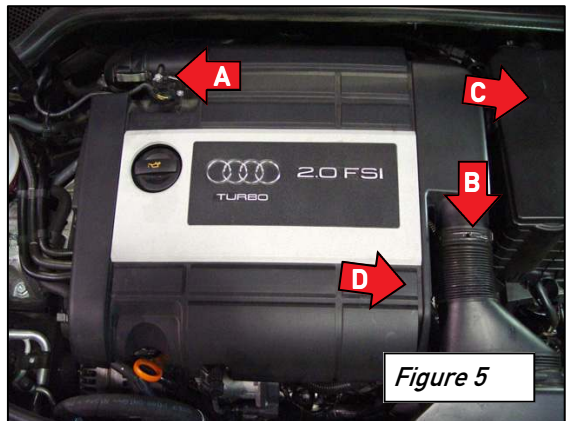
Pull knee bolster towards rear of car to remove.



Step 5

Please note that Steps 5-7 refer to FSI engine equipped vehicles only. For TSI engines, see our website for instructions on how to install our boost "tap" device.

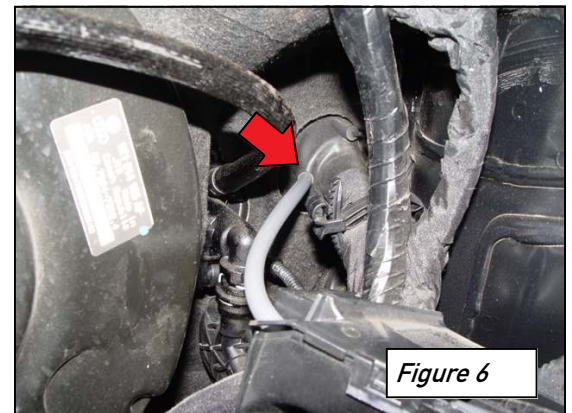
Pop the hood. Remove the engine cover. To remove, disconnect the metal clips and wiring harness from the MAF sensor (at **Arrow A** in **Figure 5**), disconnect the air intake hose by squeezing the clamp with pliers (at **Arrow B**). Then grasp the cover at either side and firmly pull upwards. The cover is attached to engine with pegs that pop into rubber grommets, so some force may be necessary to release it.



Step 6

Remove the battery and its housing. Battery sits inside large black box to the driver side of the engine under the hood. Its housing connects to the bottom tray by clips. Also remove the tray by unbolting its three 10mm head bolts.

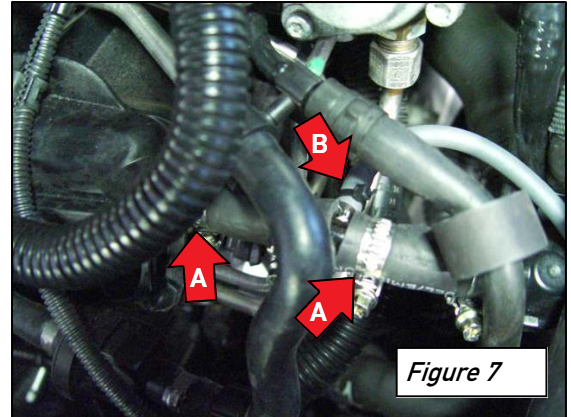
Locate the main wiring harness where it comes through the firewall at **Arrow C** in **Figure 5** above. With a razor, cut end off one rubber nipple as a pass through for the boost hose (at arrow in **Figure 6** at right). Lubricate the end of the hose with a little oil and push through from inside the car.



Step 7

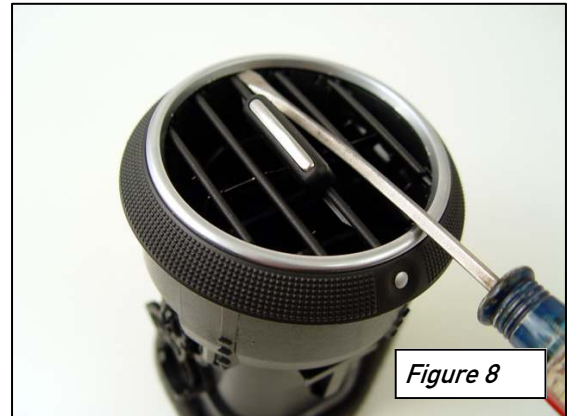
Install the enclosed T-fitting to the end of the intake manifold (located beneath engine cover at **Arrow D** in **Figure 5** on previous page). To install, cut the factory clamps with a pair of snips and remove the ~1.5" long OEM rubber hose at that location.

Install the T-fitting with the enclosed rubber hose sections and hose clamps (as shown at **Arrows A** in **Figure 7**). Route the 7mm boost gauge hose to the T-fitting and attach with zip tie (at **Arrow B** in **Figure 7**).



Step 8

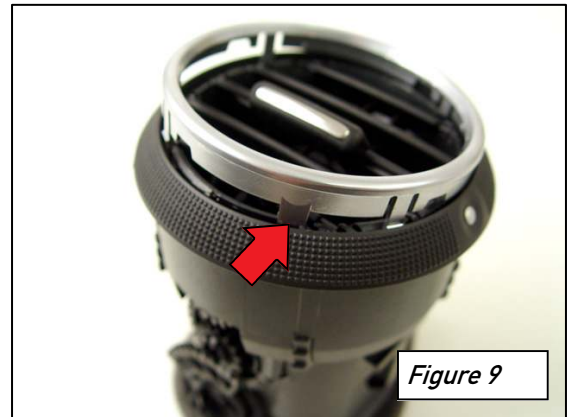
Prep the vent housing for gauge installation. Remove the vent trim ring by gently prying upwards with a small screwdriver as shown in **Figure 8**.



Step 9

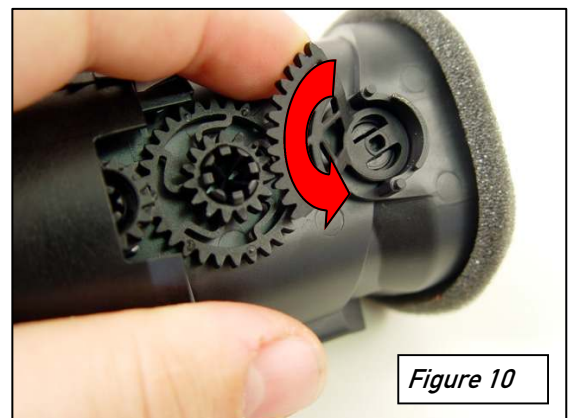
Lift out trim ring and note the locating prong (at arrow in **Figure 9**) in relation to the dot on the open/close ring on the housing. Noting the location of this prong will make reassembly easier. The prong is at approximately the 2 o'clock position in relation to the dot on the open/close ring.

Remove the vent fins from the housing. The inner fins are more easily removed by accessing them from the rear of the housing. All the fins simply pop out of the housing.



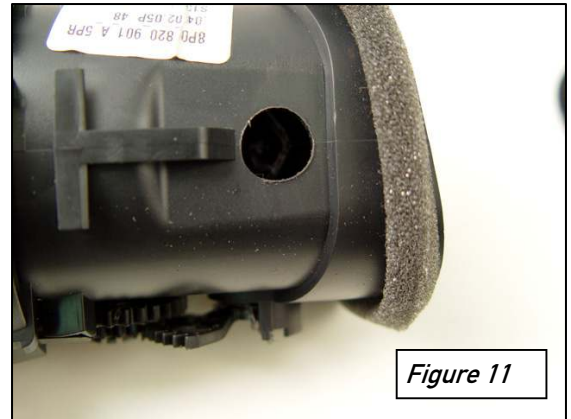
Step 10

To provide proper clearance between the gauge back and the open/close vent flap, the flap gear mechanism must be rotated. Simply lift up and rotate the crescent shaped gear in the direction of the arrow in **Figure 10**. Rotate until the fourth tooth of this gear engages the round gear instead of the first tooth.



Step 11

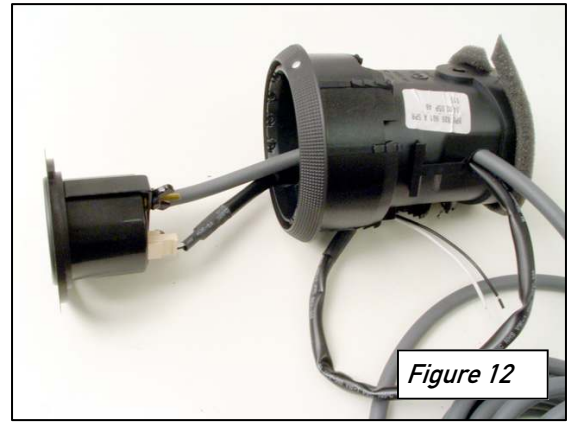
With the 1/2" drill bit, drill a hole in the vent housing as shown in **Figure 11**.



Step 12

Back in the car, route the sender wiring harness from below the dash up and through the hole in the dash where the vent housing installs.

Then route both the gauge wiring harness and the sender harness through the hole drilled in the vent housing and attach both connectors to the back of the gauge. Be careful, edges of gauge bezel are sharp!



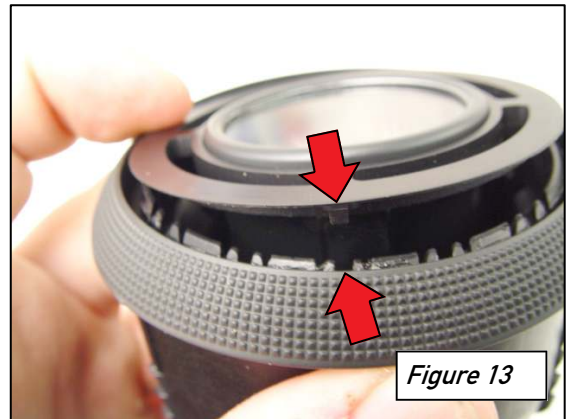
Step 13

Line up the tabs on the edge of the gauge bezel with the center flap slots on the vent housing (at arrows in **Figure 13**).

Push down on gauge and bezel assembly to fully seat it in the housing, and reinstall the trim ring that was removed earlier.

Route the wiring harness through the vent hole in the dash and so that it dangles clear underneath the dash for attachment later.

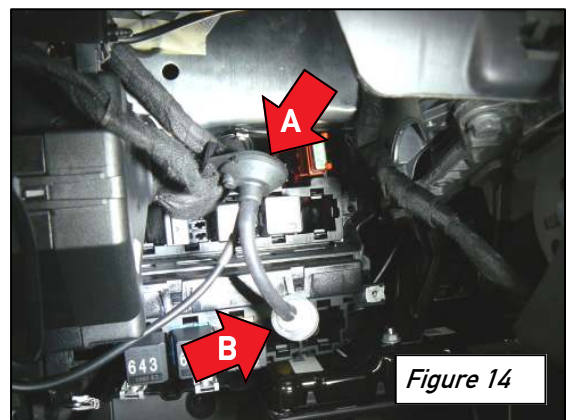
Push vent/gauge assembly back into dash until fully seated.



Step 14

Under the dash, cut a 3" long piece of hose off the end of the boost hose. Attach the cut piece of hose between the oil fume filter, at **Arrow A** in **Figure 14**, and the inlet of the enclosed boost sender unit, at **Arrow B** in **Figure 14**. **Zip tie the sender unit under the dash, with the inlet nipple facing downwards.** Discard any remaining hardware in the same bag as the filter.

IMPORTANT: Installation of the oil fume filter as well as the sender orientation pointing downwards is mandatory to ensure long term gauge functionality.

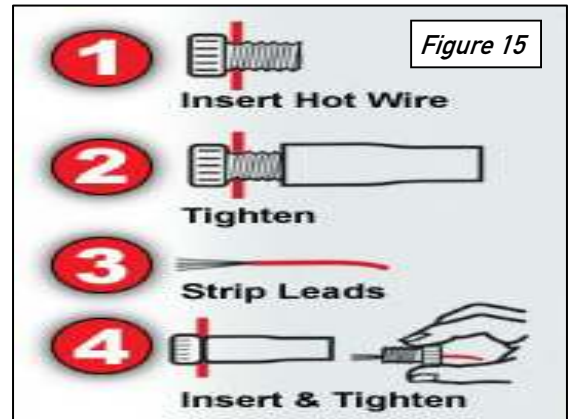


Step 15

Use the enclosed wire taps, and following the instructions in Figure 15:

Attach the white wire from the gauge wiring harness to the blue/gray wire at position 6 of the headlight switch dimmer plug connector (position numbers are molded into the connector).

Attach the black gauge wire to the brown wire at position 5 of the connector.



Step 16

Strip and twist together the red and green wires from the gauge wiring harness. Attach these wires to the enclosed length of red wire with a butt connector.

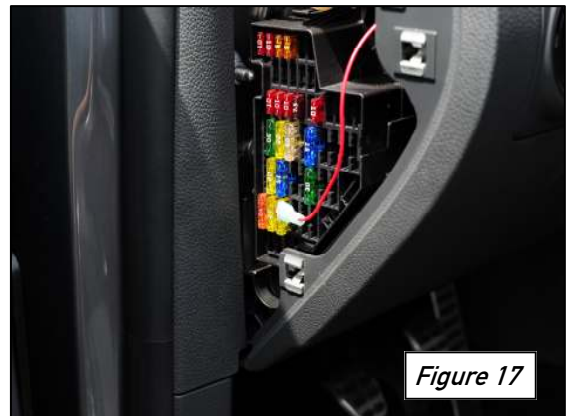
(Alternatively, to allow the needle to return to zero with the key off, attach the green wire to a constant 12V fused power source with the additional supplied fuse tap and wire connector.)

Crimp the 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. Use the enclosed fuse tap and install the tap as shown in Figure 16.

Attach this wire to Fuse #42 as shown in Figure 17 (12V power switched on with ignition).

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

Double check your work and reassemble everything, securing the boost hose where necessary under the hood and under the dash with supplied zip ties. Reassembly of the car is simply the



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:

1-888-565-2257
AWE-Tuning.com
performance@AWE-Tuning.com



AWE Tuning
2385C Maryland Road
Willow Grove, PA 19090
215-658-1670
performance@AWE-Tuning.com

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 (Audi TT/A3 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 labor costs, inconvenience, loss of use of vehicle, shipping costs, installation labor 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.