



INSTALLATION GUIDE

2012+ Audi TT RS Vent Boost Gauge Kit

Congratulations on your purchase of the AWE Tuning Vent Boost Gauge Kit for the 2012+ Audi TT RS.

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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PARTS AND TOOL LIST

- 1 Preassembled AWE Tuning gauge and pod assembly
- 1 55" long 1/8" silicone boost hose
- 1 Sender unit with wiring harness
- 1 Gauge wiring harness
- 1 Fume filter
- 1 3/8" to 5/32" T-fitting
- 1 3/8" Vacuum cap
- 1 8" long 5/16" reinforced silicone hose
- 1 12" long 5/16" reinforced silicone hose
- 1 5/16" Y fitting
- 5 5/8" Spring clamp
- 1 1 ft long 1/2" Abrasion braid
- 3 Red Posi tap connector
- 1 Red butt connector
- 1 Insulated blue female spade connector
- 1 16" long red wire
- 2 Medium zip ties
- 5 Small zip ties
- 1 Fuse tap

Required tools and materials:

- Medium and small flathead screwdrivers
- 8mm, 10mm, and 13mm sockets and ratchet
- Pliers
- Razor blade
- 3/8" drill bit and drill
- Electrical tape

Please note that all wiring steps in this manual are documented on a 2012 model year vehicle. Later model years or models equipped with various other factory options may differ in their wiring schematics. Use a voltmeter to identify suitable alternative wires if the ones in the images are not present.

Step 1

Please note that the AWE Tuning Vent Gauge Kit can be installed in any of the dashboard vent housings.

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

Remove the fuse box cover on the driver end of the dash near the door.

Remove the under dash panel. There are 8 bolts around the edges near the pedals and next to the fuse panel.

Remove the headlight switch by pushing in on the knob, rotating clockwise, and then pulling out the entire assembly. Then unclip the wiring connectors from the switch.

Step 2

Open the hood and remove the carbon fiber cover, at **Arrow A** in **Figure 1**, from around the oil fill cap by gently pulling straight up on it.

Next remove the air box and diverter valve hose, at **Arrow B** in **Figure 1**.

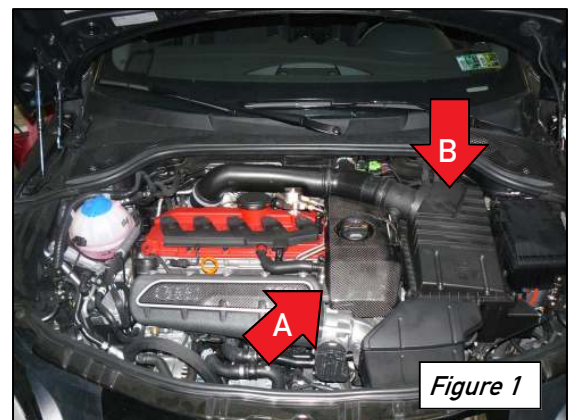
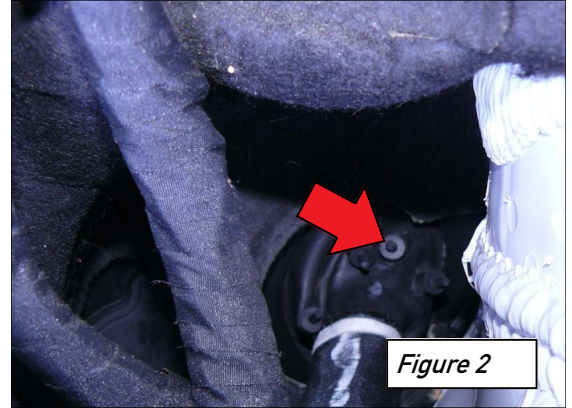


Figure 1

Step 3

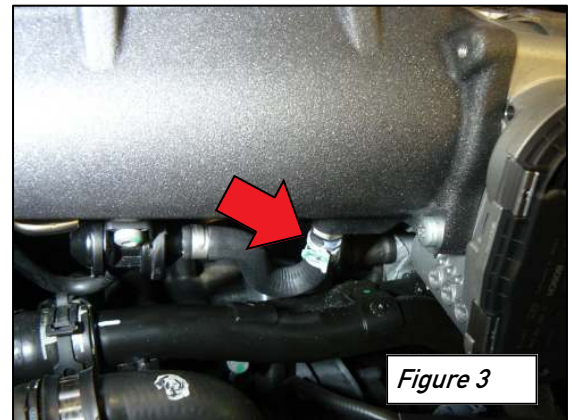
Locate the main wiring harness where it comes through the firewall.

With a razor, cut end off of one rubber nipple as a pass-through for the boost hose. Lubricate the end of the boost hose with a little oil and push through from inside the car.



Step 4

Locate the port under the intake manifold that is directly behind the throttle body, at arrow in **Figure 3**. Remove the factory spring clip and hose.

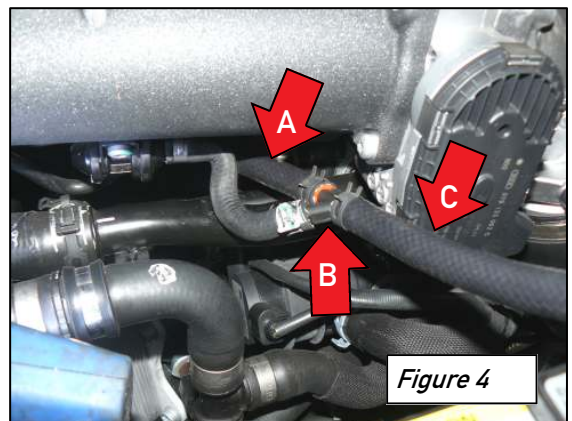


Step 5

Attach the 7.5 inch long hose to the supplied Y fitting as shown at **Arrow A** in **Figure 4**.

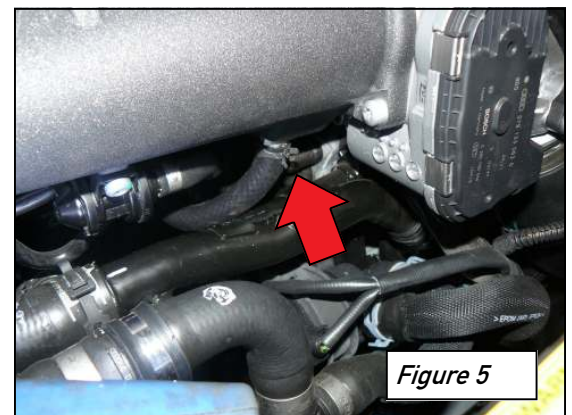
Attach the previously removed factory hose on the Y fitting as shown at **Arrow B** in **Figure 4**.

Attach the 12 inch long hose on the remaining port of the Y fitting as shown at **Arrow C** in **Figure 4**. Slide the provided abrasion braid over the 12 inch long section of hose and secure it at the ends with electrical tape.



Step 6

Attach the 7.5 inch long hose to the port on the manifold using the supplied spring clamps.



Step 7

Route the 12 inch silicone hose under the manifold and out near the oil fill cap as shown, making sure none of the other lines are kinked or stressed. Attach the supplied reducer tee fitting to the end of the hose, at **Arrow A** in **Figure 6**.

Attach the previously run boost hose, coming from beneath the dashboard, to the small port on the tee fitting, at **Arrow B** in **Figure 6**. If an AWE Tuning SwitchPath Exhaust controller is not installed, cap the remaining open end of the tee fitting with the supplied rubber cap and secure with a small zip tie.

Use the supplied medium zip ties to secure the hose and fitting assembly to the wiring harness above, at **Arrow C** in **Figure 6**.

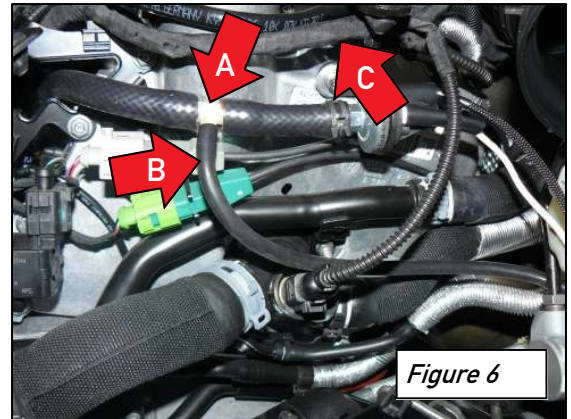


Figure 6

Step 8

Prep the vent housing for gauge installation by removing the vent trim ring. Remove by gently prying upwards with a small screwdriver.



Figure 7

Step 9

Lift out trim ring and note the locating prong, at arrow in **Figure 8**, in relation to the notch on the open/close ring on the housing. Noting the location of this prong will make reassembly easier.

Remove the two sets of vent fins, which simply pop out of the housing.



Figure 8

Step 10

Measure 2.125" from under the trim ring and at that location, with a 3/8" drill bit, drill a hole just above the side actuation gears as shown in **Figure 9**.



Figure 9

Step 11

If you are mounting the gauge in driver side vent (to the left of the instrument cluster):

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

Then route the other gauge wiring harness along with the gauge sender harness through the hole drilled in the vent housing, as shown in **Figure 10**. Attach both connectors to the back of the gauge and bezel assembly. Be careful, edges of bezel are sharp!

Zip tie the sender unit under the dash, making sure all wiring is clear of moving items. **Ensure that the sender inlet nipple faces downwards when attaching the sender under the dash. This is important to ensure no moisture or oil vapors settle inside the sender.**

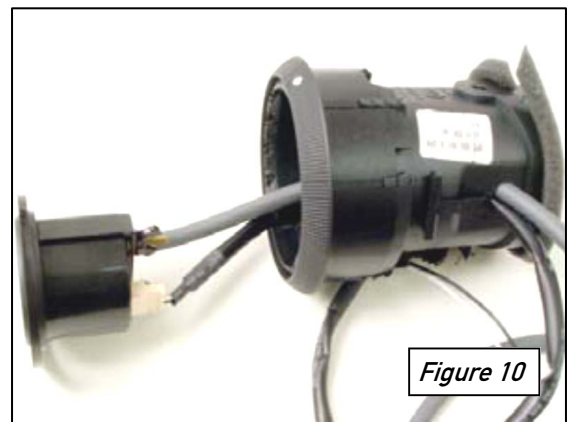


Figure 10

Step 12

If you are mounting the gauge in left center vent (to the right of the instrument cluster):

Route the gauge wiring harness above the steering column and behind the cluster, under the vent housing, and into the right hand side of the vent housing. This can be done by reaching straight up from under the dash.

Then route the other gauge wiring harness along with the gauge sender harness through the hole drilled in the vent housing (as shown in **Figure 10**, above). Attach both connectors to the back of the gauge and bezel assembly. Be careful, edges of bezel are sharp!

Zip tie the sender unit under the dash, making sure all wiring is clear of moving items. **Ensure that the sender inlet nipple faces downwards when attaching the sender under the dash. This is important to ensure no moisture or oil vapors settle inside the sender.**

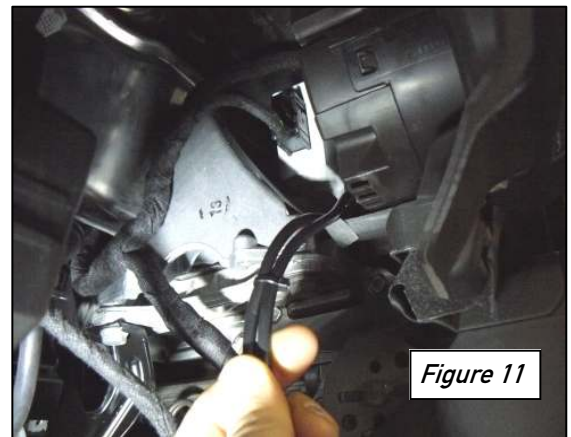


Figure 11

Step 13

Line up the tabs on the edge of the gauge bezel with the slots on the housing where the center flap used to be, at arrow in **Figure 12**.

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 gauge wiring harness through the vent hole in the dash so that it dangles underneath the dash.

Push the assembled vent back into the dash until fully seated.

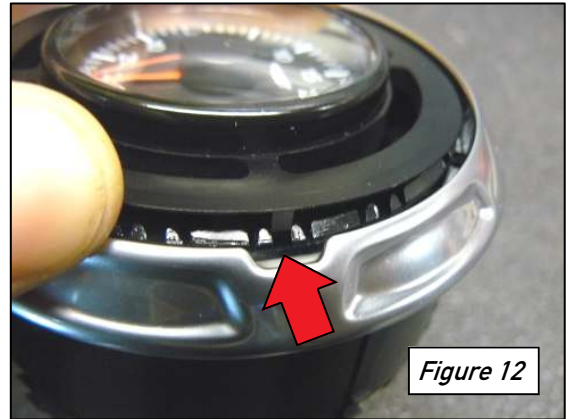


Figure 12

Step 14

Wiring instructions are as follows. Please note that the numbers for the factory wiring locations are molded on the headlight switch connector.

Backlighting: As per instructions in **Figure 13**, use an enclosed red posi tap to attach the white wire from the gauge wiring harness to the blue/gray factory wire at position 10 of the headlight switch connector.

Ground: As per instructions in **Figure 13**, use an enclosed red posi tap to attach the black gauge wire to the brown factory wire at position 6 of the headlight switch connector.

Constant 12V: As per instructions in **Figure 13**, use an enclosed red posi tap to attach the green gauge wire to the single purple/white factory wire, located next to the main switch connector with its own connector.

Switched 12V: Attach the enclosed length of red wire to the red gauge wire, using the supplied red butt connector. Crimp the insulated blue female spade connector 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 #38 as shown in **Figure 14**. Use the enclosed fuse tap and install the tap as shown.

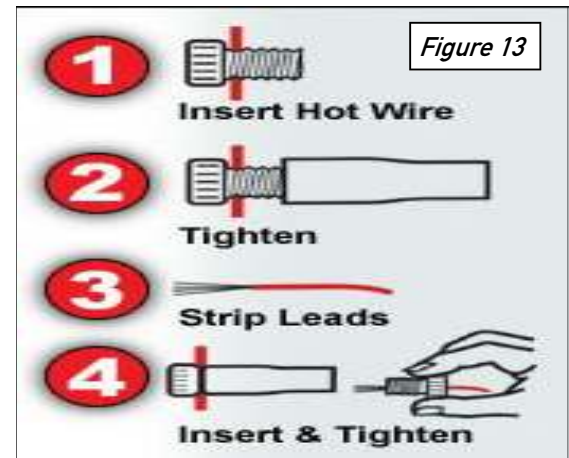


Figure 13

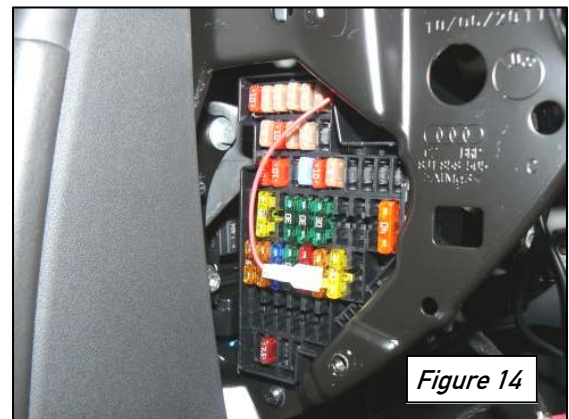


Figure 14

Step 15

Back under the dash, cut a 2 inch piece off the end of the boost hose and attach one end to the enclosed oil fume filter and the other end to the sender, as shown at arrow in **Figure 15**.

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

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

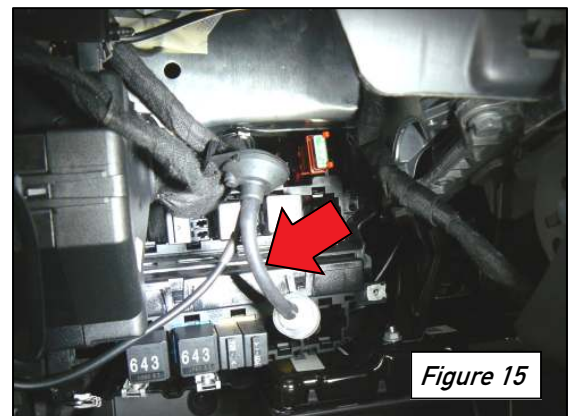


Figure 15

Step 16

Reinstall the vehicle's air box and the carbon fiber cover. Ensure all items under the hood are clear from moving objects and start the engine.

You should see ~17-22 inHg of vacuum reading on the gauge (will vary 3-4 inHg depending on engine temp).

If the gauge is reading correctly, turn off engine and complete reassembly of interior.

Troubleshooting Guide

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 (Audi TT RS 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.