



Audi B8 A4/A5/Allroad 2.0T
Vent Pod and Boost Gauge
Installation Instructions



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

INTRODUCTION

The Project:

Today we're going to install our ECS Tuning Vent Pod and Boost Gauge into our Audi B8 A4 with a 2.0T. The car we are using is a 2010 M.Y., however these kits will fit any B8 A4 or A5 and also the 2013 and newer Allroad. The B8 2.0T was equipped with a plastic intake manifold prior to 2013, and the 2013 and newer engines are equipped with an aluminum intake manifold. The boost tap differs between the two, and we'll show you how to install it on either one.

Although there are a couple of "tricky" parts to this installation, overall it's a fairly easy project. Even if you don't have much experience, we'll eliminate any guesswork and take you through it step by step. Plan an afternoon to get everything done, so you don't have to rush through the job. You'll be happy with the results, and the looks and performance of this gauge and vent pod will transform your driving experience with a completely different feel.

Before you begin, please read these instructions completely and make sure you have all of the required tools on hand. Thank you for looking to ECS Tuning for all of your performance and repair needs. We appreciate your business!

ECS Difficulty Gauge



1: Easy
Basic Skills Required

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Symbols:

The following symbols may be used throughout these instructions indicating special attention:



FORK IN THE ROAD: When there are different options within any given kit, we will direct you to the proper page and step to continue.



YIELD: Pause for a moment to double check component installation before you continue. Ignoring this can cost you time later during the installation.



CAUTION: Pay close attention to these warnings and instructions. Difficult installation, personal injury or component damage may occur if ignored.



STOP: The upcoming steps require specific preparation and/or assistance in the interest of safety. Please read ahead in the instructions and prepare before continuing.

KIT CONTENTS - PLASTIC INTAKE

Note: You may find additional mounting hardware included with the boost gauge. Hardware not shown here is not required for this installation.



ECS Tuning Vent Pod



ECS Tuning Boost Gauge



Plastic Vacuum Tubing



Thread Locker



Boost Gauge Power Harness



Boost Gauge Transducer



Rubber Vacuum Hose



Zip Ties



Boost Tap and Retaining Clip



T-Taps and Spade Terminals



Boost Tap Plug (1) & Nipples (2)



Vacuum Filter

KIT CONTENTS - ALUMINUM INTAKE

Note: You may find additional mounting hardware included with the boost gauge. Hardware not shown here is not required for this installation.



ECS Tuning Vent Pod



ECS Tuning Boost Gauge



Plastic Vacuum Tubing



Thread Locker



Boost Gauge Power Harness



Boost Gauge Transducer



Rubber Vacuum Hose



Zip Ties



Boost Tap and Retaining Clip



T-Taps and Spade Terminals



Boost Tap Plugs (2) & Nipples (3)



Vacuum Filter

REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Tool Recommendations: The following list of tools are part of a standard automotive tool set, and are used in various combinations for most automotive repairs. The tools required for this installation are **highlighted in red**, but we recommend you have this complete standard selection to overcome any issues that may arise such as rust, corrosion, or broken and stripped fasteners. The specific tools required for each step will be listed by the step number throughout these instructions, and any tools listed below with a **hyperlink** are available on our website.

- Protecta-Sockets (for lug nuts)..... [ES#2221243](#)
- 3/8" Drive Ratchet [ES#2765902](#)
- 3/8" Drive Torque Wrench..... [ES#2221245](#)
- 3/8" Drive Deep and Shallow Sockets [ES#2763772](#)
- 3/8" Drive Extensions [ES#2804822](#)
- Hydraulic Floor Jack [ES#240941](#)
- **Torx Drivers and Sockets** [ES#11417/8](#)
- 1/2" Drive Deep and Shallow Sockets [ES#2839106](#)
- 1/2" Drive Ratchet
- 1/2" Drive Extensions
- 1/2" Drive Torque Wrench [ES#2221244](#)
- 1/2" Drive Breaker Bar [ES#2776653](#)
- Bench Mounted Vise
- Crows Foot Wrenches
- Hook and Pick Tool Set..... [ES#2778980](#)
- **1/4" Drive Ratchet** [ES#2823235](#)
- **1/4" Drive Deep and Shallow Sockets** [ES#2823235](#)
- 1/4" Drive Extensions [ES#2823235](#)
- Plier and Cutter Set..... [ES#2804496](#)
- **Flat and Phillips Screwdrivers** [ES#2225921](#)
- Jack Stands [ES#2763355](#)
- Ball Pein Hammers
- Pry Bar Set..... [ES#1899378](#)
- **Wire Strippers/Crimpers**
- **Electric/Cordless Drill**
- **Drill Bits**
- Punch and Chisel Set
- **Hex Bit (Allen) Wrenches** and Sockets [ES#11420](#)
- Thread Repair Tools [ES#1306824](#)
- Open/Boxed End Wrench Set [ES#2765907](#)

Specialty Tool Requirements: The following specialty tools are not considered part of a standard tool set and are required specifically for the installation of the B8 Vent Pod and Boost Gauge. Tools with a **hyperlink** are available on our website.

- Non-Marring Trim Tool Kit..... [ES#517779](#)

SHOP SUPPLIES AND MATERIALS

Standard Shop Supply Recommendations: We recommend that you have a standard inventory of automotive shop supplies before beginning this or any automotive repair procedure. The following list outlines the basic shop supplies that we like to keep on hand. Shop supplies with a hyperlink are available on our website.

- Hand Cleaner/Degreaser - [Click Here](#)
- Pig Mats - for protecting your garage floor and work area from spills and stains - [Click Here](#)
- Spray detailer - for rapid cleaning of anything that comes into contact with your paint such as brake fluid - [Click Here](#)
- Micro Fiber Towels - for cleaning the paint on your car - [Click Here](#)
- Latex Gloves - for the extra oily and dirty jobs - [Click Here](#)
- Medium and High Strength Loctite Thread lock compound - to prevent bolts from backing out - [Click Here](#)
- Anti-Seize Compound - to prevent seizing, galling, and corrosion of fasteners - [Click Here](#)
- Aerosol Brake/Parts Cleaner - for cleaning and degreasing parts
- Shop Rags - used for wiping hands, tools, and parts
- Penetrating oil - for helping to free rusted or stuck bolts and nuts
- Mechanics wire - for securing components out of the way
- Silicone spray lube - for rubber components such as exhaust hangers
- Paint Marker - for marking installation positions or bolts during a torquing sequence
- Plastic Wire Ties/Zip Ties - for routing and securing wiring harnesses or vacuum hoses
- Electrical tape - for wrapping wiring harnesses or temporary securing of small components

INSTALLATION NOTES

- **RH** refers to the passenger side of the vehicle.
- **LH** refers to the driver side of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety. Please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- If using an automotive lift, be sure and utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- When lifting a vehicle using a jack, always utilize the factory specified lift points. Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear. **ALWAYS** support the vehicle with jack stands.
- Always read and follow all safety information and warnings for the equipment you are using.



Never get underneath a vehicle that is supported only by a jack. Always make sure that the vehicle is securely supported on jack stands.

INSTALLING THE VENT POD AND BOOST GAUGE

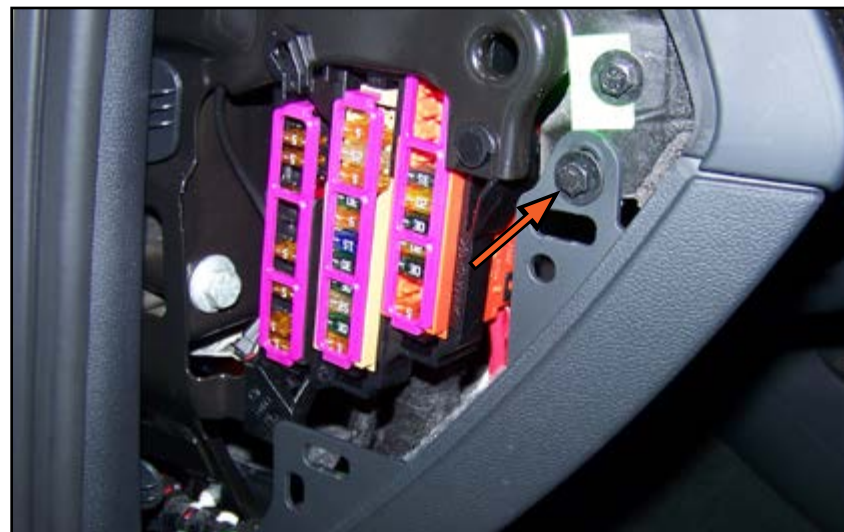
Step 1: Non-Marring Trim Tool

Open the driver's door, then remove the LH dash side cover by carefully prying out the front edge, using caution not to damage the surrounding dash panels.



Step 2: 8mm Socket, Ratchet

Remove the screw securing the side of the LH dash knee panel (arrow).



INSTALLING THE VENT POD AND BOOST GAUGE

Step 3: 8mm Socket, Ratchet

Remove the two LH knee panel screws shown in the photo (arrows), then pull the top of the panel straight out (towards the driver's seat) until it clears the retainer tabs in the dash and lower the panel down into the driver side footwell.



Step 4:

Remove the footwell light (there is no need to unplug it) by simply pushing the end of the light opposite the electrical connector down through the panel, then turn the light sideways and pull it back up through.



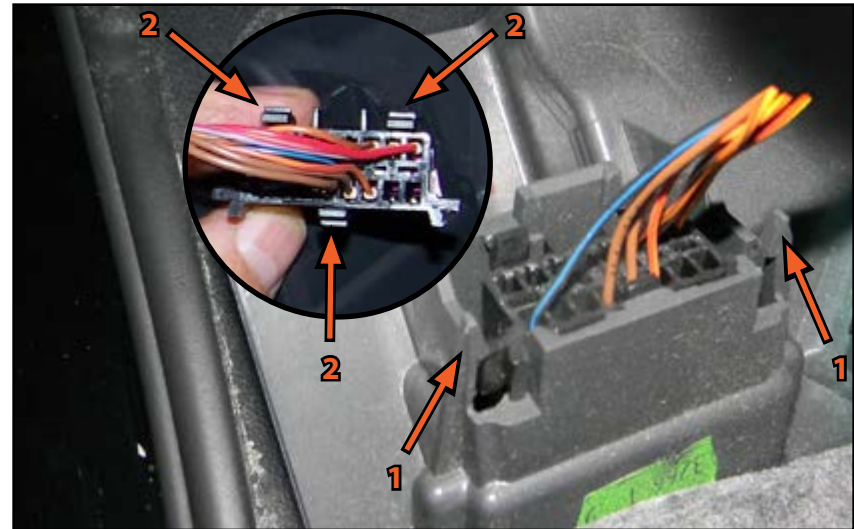
INSTALLING THE VENT POD AND BOOST GAUGE

Step 5: Small Flat Blade Screwdriver

Next we need to remove the data link connector from the knee panel. Pry out the five clips that hold it in place, two on the panel itself (#1 in the picture) and three on the DLC (#2 in the picture) then the connector can be pulled from the knee panel. The knee panel can now be removed from the footwell and set aside.

CAUTION

Be sure to release all clips before pulling out the DLC connector. It will slide out easily when all clips are released. Do not pull on or put tension on the wires.



Step 6: Non-Marring Trim Tool

Pull out around the perimeter of the information display trim panel to release all of the retaining clips. You can usually do this by hand, but if necessary use a non-marring trim tool to get started.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 7:

With all of the retaining clips released, rotate the panel outward, disconnect the hazard light switch (arrow), and set the panel aside.



Step 8: Non-Marring Trim Tool

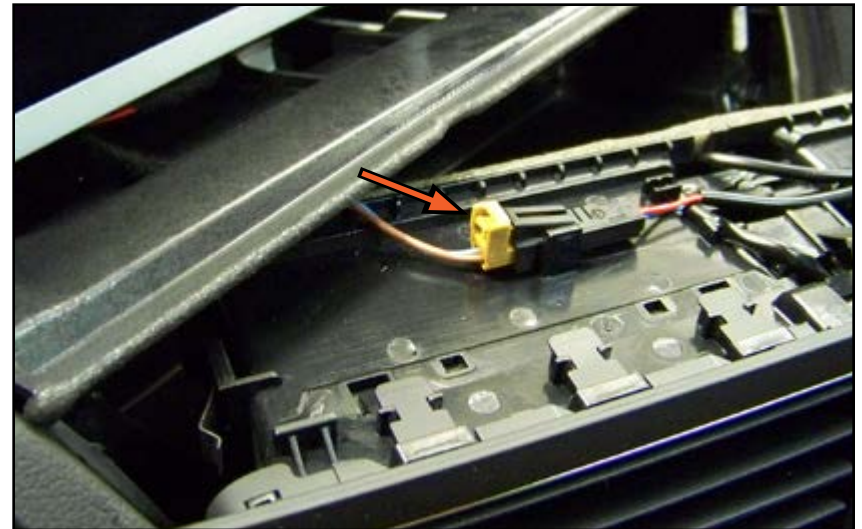
Beginning on the LH side, gently pry out the center vent housing and outlets.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 9:

Slide the vent housing out of the dash just far enough for you to be able to see the illumination harness on the top. Depress the small locking tab on the yellow electrical connector and unplug it, then remove the vent assembly completely.



Step 10: Flat Blade Screwdriver

Work your way around the vent housing, gently prying up on the retainer tabs holding the trim bezel in place. Be sure to only lift them just far enough to release them, then remove the bezel and chrome trim beneath it.



INSTALLING THE VENT POD AND BOOST GAUGE

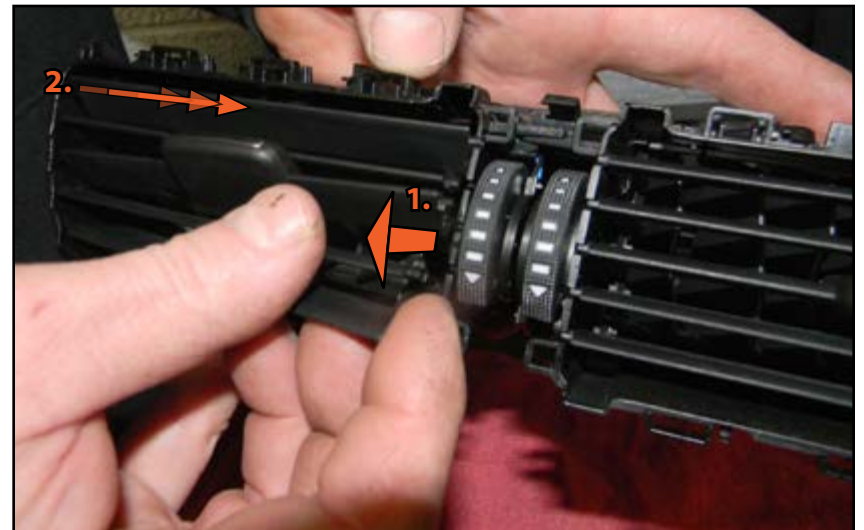
Step 11: Flat Blade Screwdriver

Pop off the center trim panel for the vent control rollers. Be careful not to break the retaining tabs, if necessary use a screwdriver to help release the tabs from the back side.



Step 12:

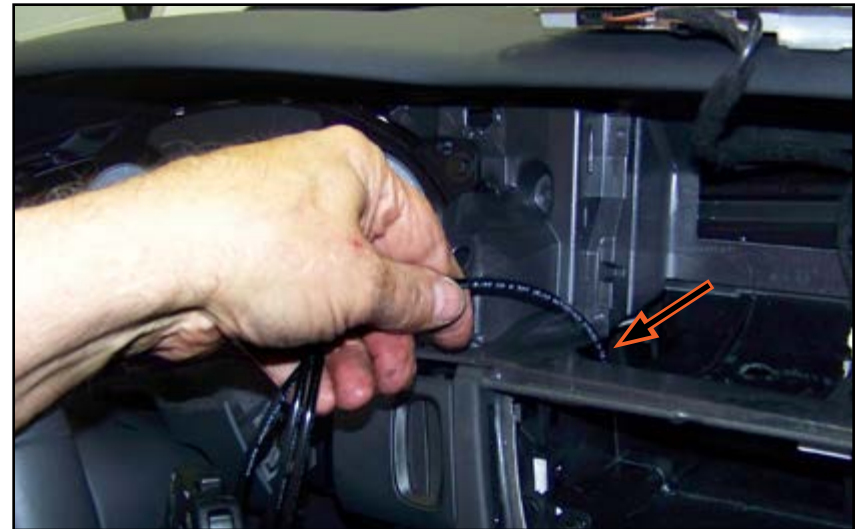
Remove the LH vent louvers by first lifting them outwards at the center, then pulling them out at the side. Set the vent housing aside for now.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 13:

Take the plastic vacuum tubing from the kit and fish it down through the left side of the dash next to the air ducts (arrow) until it comes out beneath the dash in the driver side footwell. This is a fairly large opening, and fishing the narrow, rigid plastic tubing down to the footwell is usually pretty easy.



Step 14:

Unpack the boost gauge power harness and the transducer power harness, then tape them both (connector end) to the end of the plastic vacuum tubing. Slowly pull the vacuum tubing back up through the dash, pulling the power and transducer harnesses along with it until they extend out into the opening in the dash.

Untape the harnesses from the vacuum tubing.



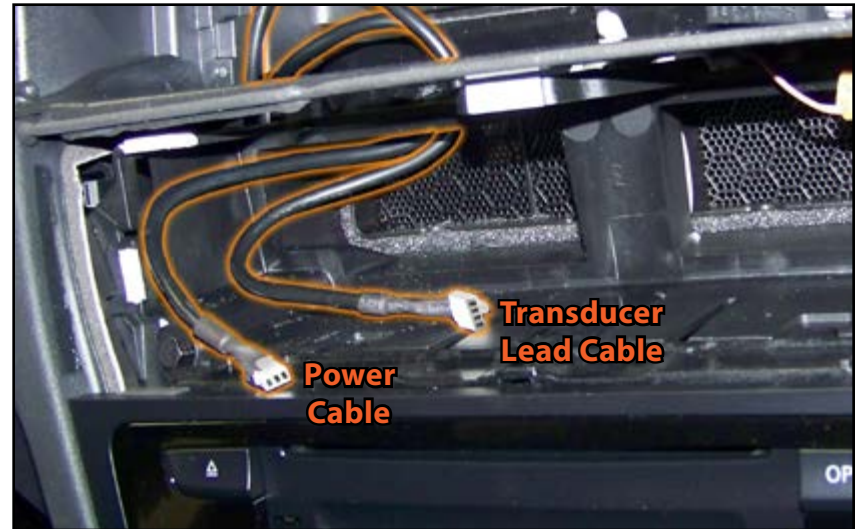
Note that both the transducer and the end of the power harness should remain in the drivers footwell at this time. They will be accessed from these locations later in the installation.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 15:

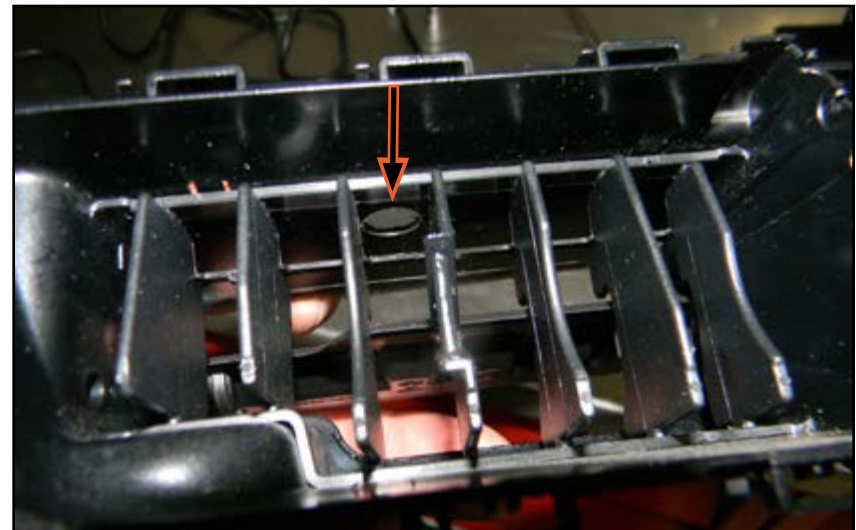
Route the boost sensor harness and transducer harness into the opening for the vent housing as shown.



Step 16:

Inspect the picture on the right. Note the location of the hole in the vent housing. You will be drilling it in the next step, but it is important to view and understand its proper location first. It will be drilled in a location which will allow the wires to pass through and connect to the vent pod, but will still allow the vent open/close flap to operate normally with the vent control roller in the middle.

Note that for best wire routing it should also be located between two of the vertical slats in the housing.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 17: Drill, 12mm Drill Bit

Drill a 12mm hole in the vent housing in the location shown in the photo. Use the illumination connector and the picture in step 16 for reference.



Step 18:

Inspect the vent pod. When the ECS Tuning logo is legible, the vent pod is right side up.



INSTALLING THE VENT POD AND BOOST GAUGE

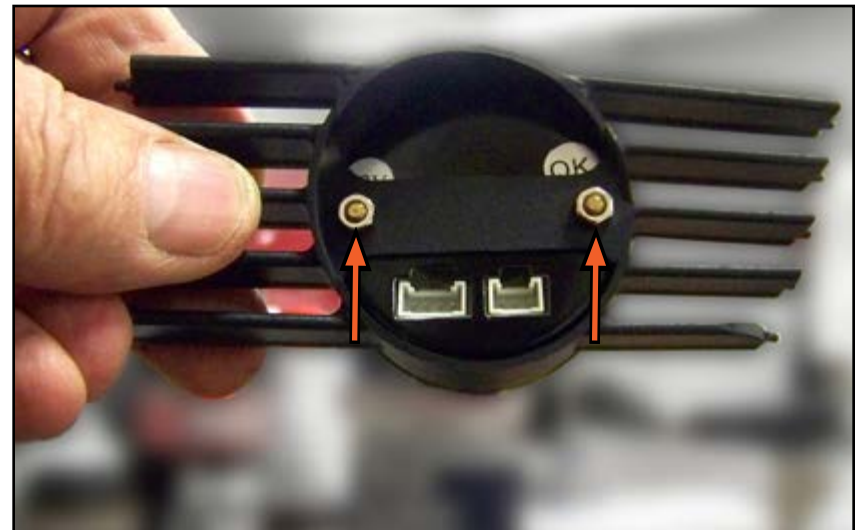
Step 19: 5.5mm Socket

Remove the nuts and lock washers from the gauge studs. Insert the boost gauge into the vent pod, making sure the vent pod is right side up.



Step 20: 5.5mm Socket

Install the nuts and lockwashers onto the gauge studs and tighten them using your fingers until they are snug. Do not over tighten these nuts or you may break the studs on the gauge.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 21:

Pull the gauge harnesses through of the dash far enough so you have some room to work. Thread both harnesses through the hole that you drilled into the vent housing and pull them out the front as shown.



Step 22:

Connect both harnesses into the back of the gauge. There is one 3-pin connector and one 4-pin connector. They will only fit one way.



INSTALLING THE VENT POD AND BOOST GAUGE

Step 23:

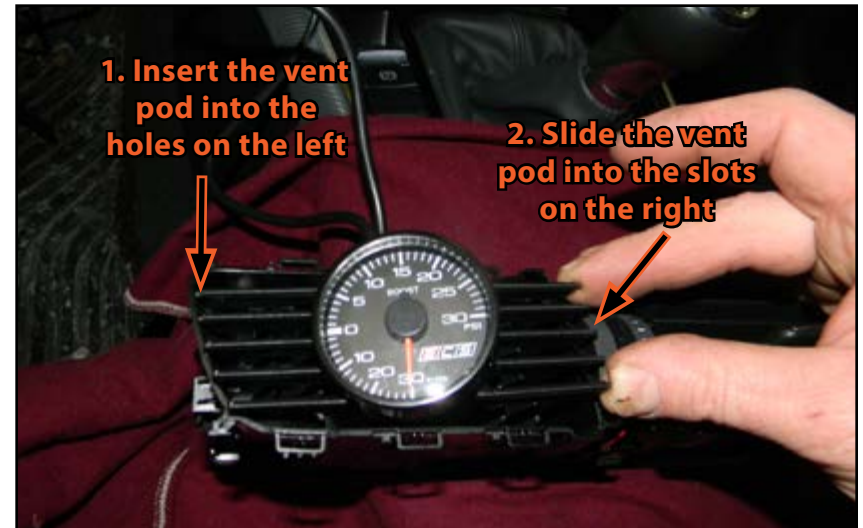
Pull the harnesses back through the vent housing and guide the new vent pod into place by first inserting the LH side of the pod into the housing and second, seating the vent pod into place in the center.

Perform the following:

Reinstall the vent control roller trim.

Make sure the vent open/close function is working properly.

Reinstall the outer vent trim piece.



Step 24:

First connect the vent illumination harness, then slide the vent housing into place as you guide the harnesses through and pull the excess down into the driver's footwell.

Perform the following:

Connect the hazard light switch.

Reinstall the information display trim surround.



MAKING THE ELECTRICAL CONNECTIONS

Step 1:

Now it's time to provide power, ground and illumination to the gauge. The best place to get all three is at the 12V power socket (cigarette lighter socket) at the base of the center console, but we'll have to disassemble a few things to get to it.

Begin by gripping the HVAC control panel and pulling it towards you to release the clips.



Step 2:

Using care to not scratch the center console, flip the HVAC Controller down to gain access to the harness connectors.



MAKING THE ELECTRICAL CONNECTIONS

Step 3: Flat-Blade Screwdriver

Gently pry up on the connector retaining tabs to unlock the connectors.



Step 4:

Release and unplug the connectors and position them out of the way, then set the HVAC controller aside in a safe location.



MAKING THE ELECTRICAL CONNECTIONS

Step 5: Trim Removal Tool

Gently pry up on each side of the shifter boot to release it from the console. Lift the boot up over the shift knob.

NOTE

Manual transmission shown. The procedure for an automatic is the same, but you may need to put the shifter into neutral to clear the console panel.



Step 6:

Grasp the center console panel as shown in the photo and pull upward to release the retaining clips, starting towards the rear and working your way forward. Once the panel has been released, snap the shift boot back into place.

CAUTION

Work carefully in this step, tape the surrounding area to prevent damage. Do not pry anywhere in this area with steel or other hard tools or you run the risk of damaging some very expensive plastic.



MAKING THE ELECTRICAL CONNECTIONS

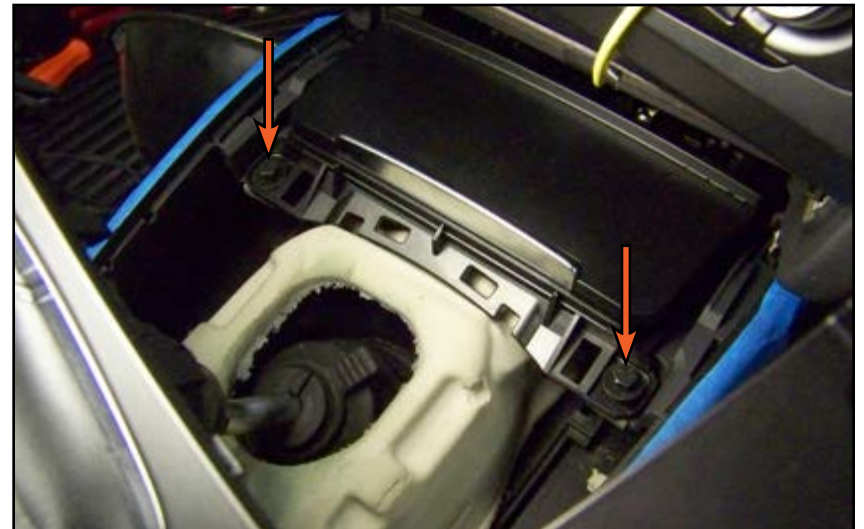
Step 7:

Rotate the center console panel 90 degrees and pull it backwards away from the dashboard slightly in order to give you the space you need to remove the ashtray.



Step 8: 8mm Socket, Ratchet

Remove the two screws holding the ashtray assembly in the console (locations indicated by arrows), then slide the ash tray assembly toward the shifter and out of the console. There is no need to disconnect the electrical connector in the back of the ashtray.



MAKING THE ELECTRICAL CONNECTIONS

Step 9:

Carefully flip the ashtray assembly upside-down and lay it on the passenger's seat.

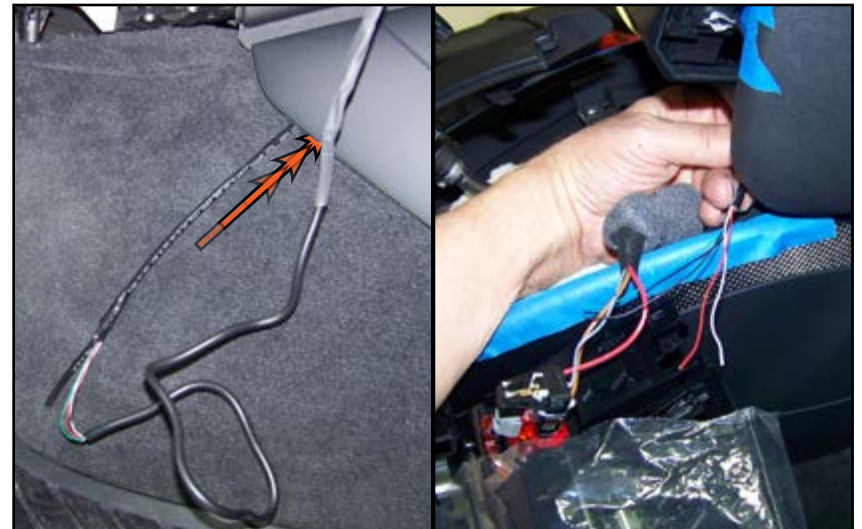
TECH TIP

Before flipping the ashtray over to access the power socket wiring, you may wish to slide a clean plastic bag over the assembly to prevent scratching the smooth plastic surfaces.



Step 10:

Fish the power harness up from the driver's side footwell, through the side of the center console, into the opening behind the ashtray.



MAKING THE ELECTRICAL CONNECTIONS

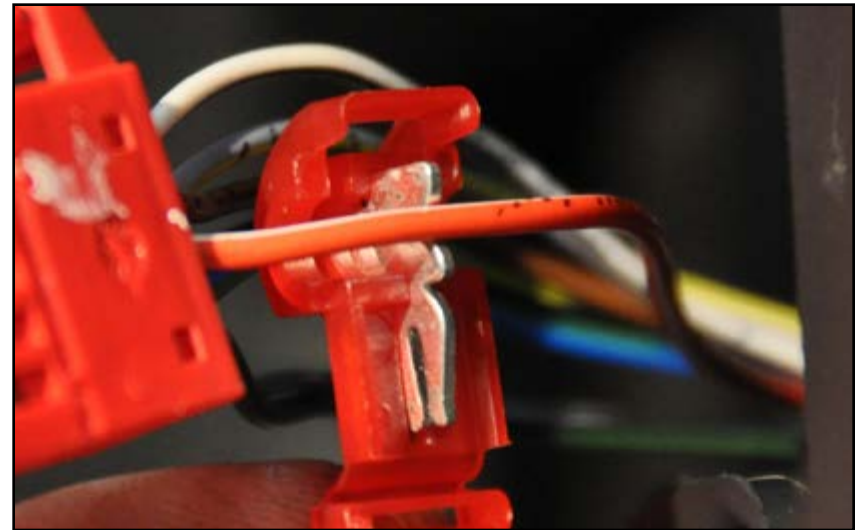
Step 11:

OK, we're just about ready to make the electrical connections. We're going to use the T-taps and the spade terminals included with the kit. Before we continue, here's a quick review on correctly installing T-taps.

Determine the wire that you are going to use, then place it in the groove of the T-tap blade, as shown in the picture on the right.

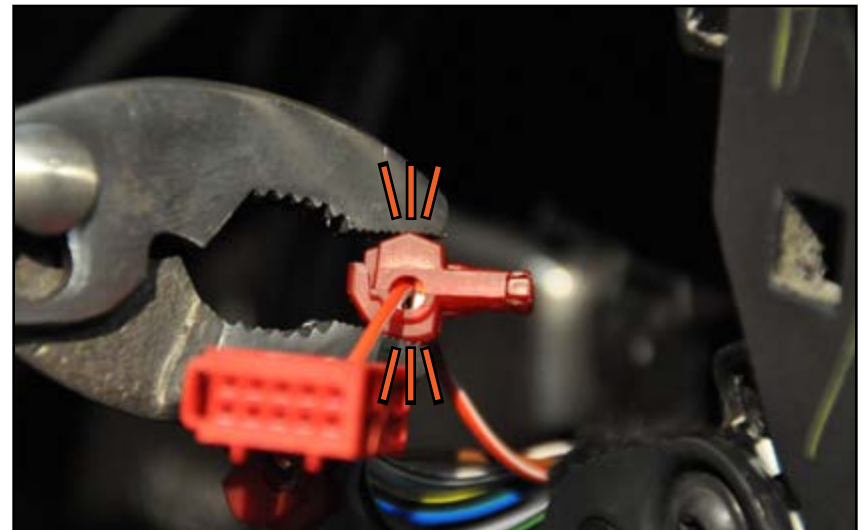
NOTE

Don't forget, these pictures are just for example and do not reflect the wire colors on your car. The correct wiring guide will follow these examples.



Step 12:

Fold the T-tap closed, then squeeze it together with a pair of curved jaw pliers just until you hear a "click" indicating that it is fully closed. At this point the T-tap will strip the insulation and contact the wire inside, providing a perfect connection point for the spade terminals.

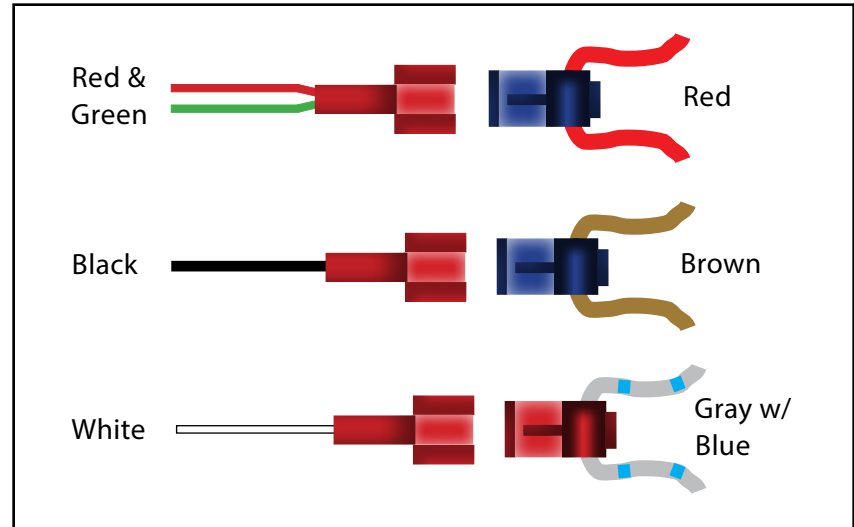


MAKING THE ELECTRICAL CONNECTIONS

Step 13:

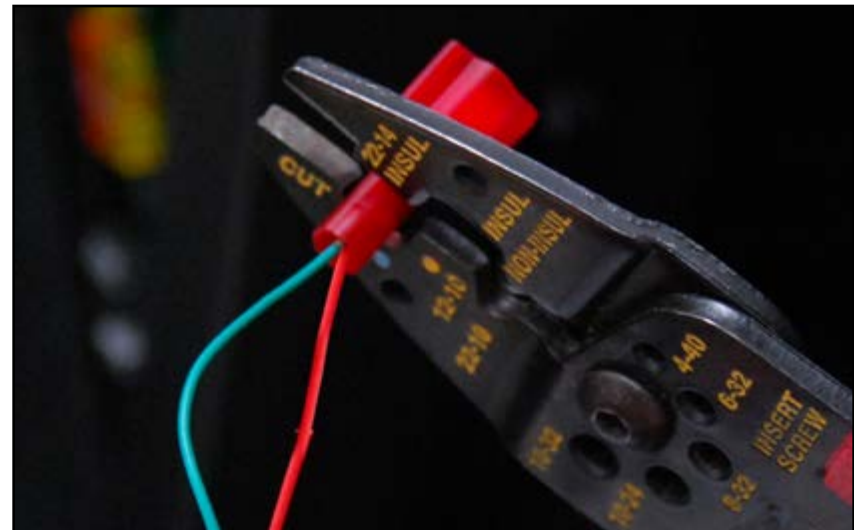
Now that we've reviewed the installation of the T-taps, here's how the wiring will be connected:

Gauge Wire	Function	Power Socket Wire
• Red and Green	12V Switched	Red
• Black	Ground	Brown
• White	Illumination	Gray w/Blue



Step 14:

Strip away a short length of insulation from each of the power harness wires to expose bare copper strand, then crimp one insulated spade terminal over the white wire copper, and another over the black wire. Twist the red and green wires together, and crimp them in a third insulated spade terminal.



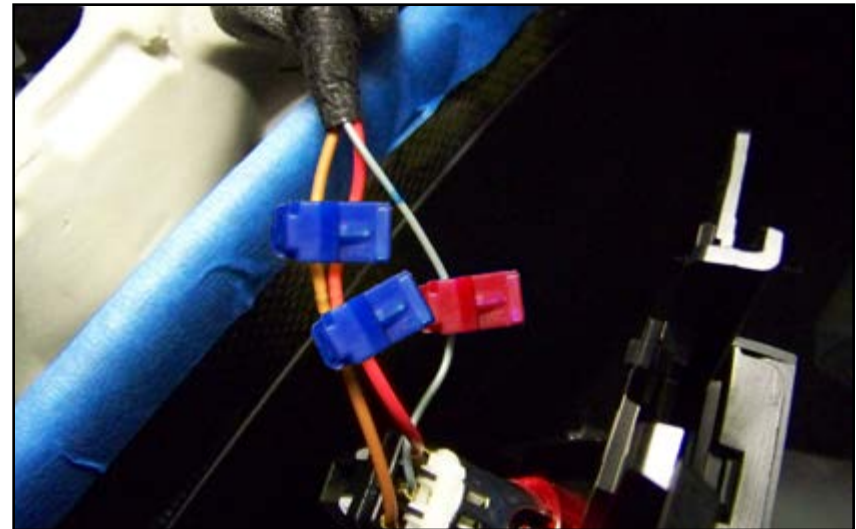
MAKING THE ELECTRICAL CONNECTIONS

Step 15:

Crimp blue T-taps over the red and brown power socket wires. Crimp the red t-tap over the gray/blue wire.

CAUTION

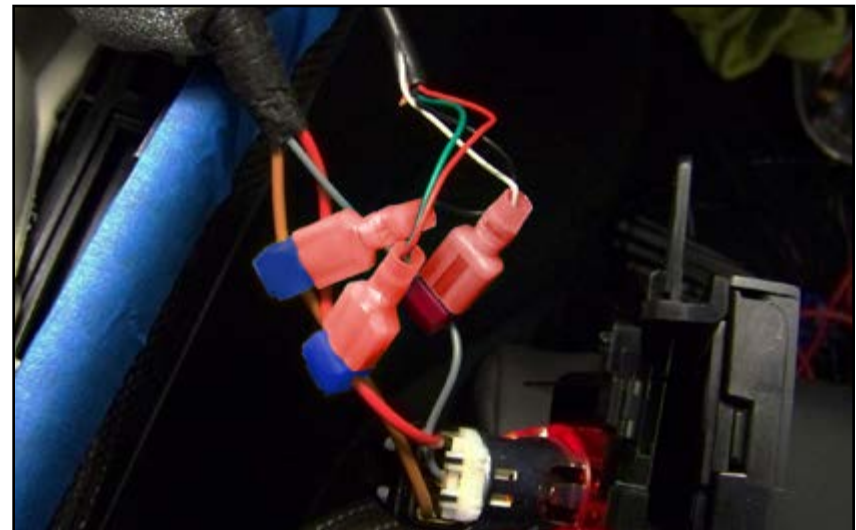
Be sure to use the correct T-taps on the correct wires. They will not make contact correctly and can damage the wires if the wrong sizes are used.



Step 16:

Plug the spade terminals onto the T-tap connectors. The spade terminals will be a tight fit. You will have to support the T-tap and push fairly hard to fully seat each spade terminal. Make sure they are installed per the wiring diagram in step 33:

Gauge Wire	Function	Power Socket Wire
• Red and Green	12V Switched	Red
• Black.....	Ground	Brown
• White	Illumination.....	Gray w/Blue



MAKING THE ELECTRICAL CONNECTIONS

Step 17:

STOP here, before we start reassembling the dash, we want to check our electrical connections.

- Turn on the dash lights, this should illuminate the gauge background, and go from full-bright to dim with the rest of the rest of the dash lights when the dimmer control is used.
- Switch the ignition to the ON position, this should cause the gauge to go through its initialization process as soon as it is powered. The gauge needle will rotate counterclockwise to 30 in-Hg, then sweep fully clockwise to 30 psi, before settling back at zero.

If the gauge passes these tests, the wiring is correct and we can continue.

Step 18:

Reinstall the ashtray, making sure the wires are not pinched in the process.

Reinstall the center console panel into the console. Align it, and press it in place.

Reinstall the HVAC Controller. Slide it into the dash until it snaps in place.



INSTALLING THE BOOST TAP

Choose one of the following options:



Installing the boost tap - with plastic intake - [Page 31](#)

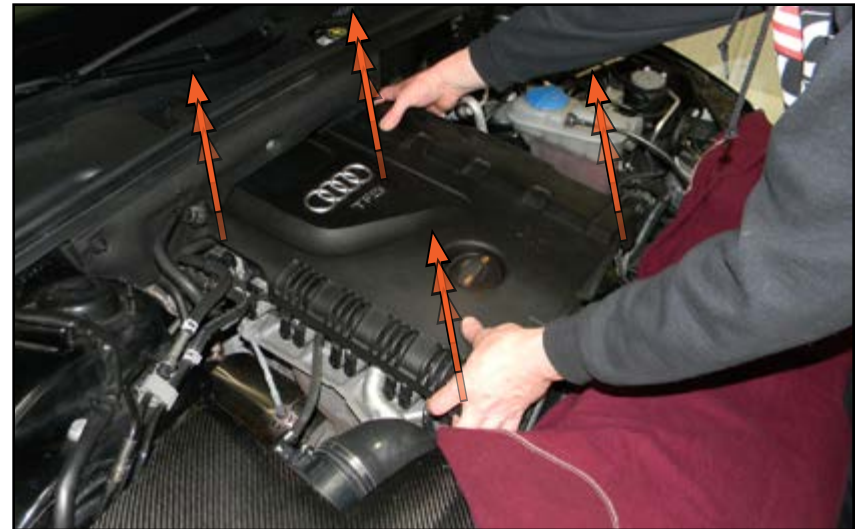


Installing the boost tap - with aluminum intake - [Page 34](#)

INSTALLING THE BOOST TAP - PLASTIC INTAKE

Step 1:

Remove the engine cover by pulling up at the four corners and lifting it off.

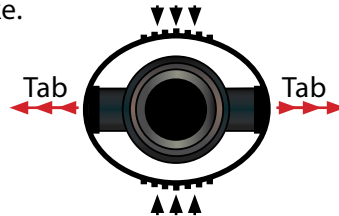
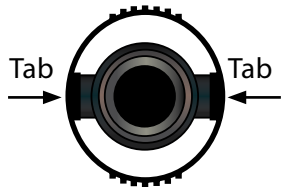


Step 2:

Remove the vacuum line from the intake manifold by releasing the locking tabs and pulling it off. The diagram below explains how to release the locking tabs:

Normal state: The tabs keep the line "locked" onto the intake.

Released: Squeeze the knurled sides of the locking ring together and the tabs will expand and release the line from the intake.



INSTALLING THE BOOST TAP - PLASTIC INTAKE

Step 3: 3mm Allen Wrench

There are two available vacuum ports in the boost tap. Holding it upright as shown, apply a drop of Loctite to the plug included with the boost tap, then thread it into the LH port and tighten it.



Step 4:

Apply a drop of Loctite to one of the nipples included with the boost tap, then thread it into the RH port and tighten it by hand.

NOTE

You may install both nipples if you have an additional accessory that will require a vacuum/boost reading.



INSTALLING THE BOOST TAP - PLASTIC INTAKE

Step 5:

Push the Boost Tap onto the intake manifold until it is fully seated.



Step 6:

Install the retaining clip into the groove of the boost tap, then push the crank vent hose onto the end of the boost tap.



Stop for a moment here, and make sure that the boost tap is installed so the nipple and the clip face downward as shown. This is to prevent the engine cover from rubbing.



Proceed with *Running the Vacuum Line* on [Page 42](#).



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

Step 1:

Remove the engine cover by pulling it up at the four corners.



Step 2: T30 Torx

Remove the bolt securing the vacuum line clamp to the intake manifold.

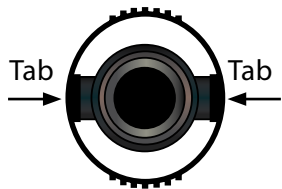


INSTALLING THE BOOST TAP - ALUMINUM INTAKE

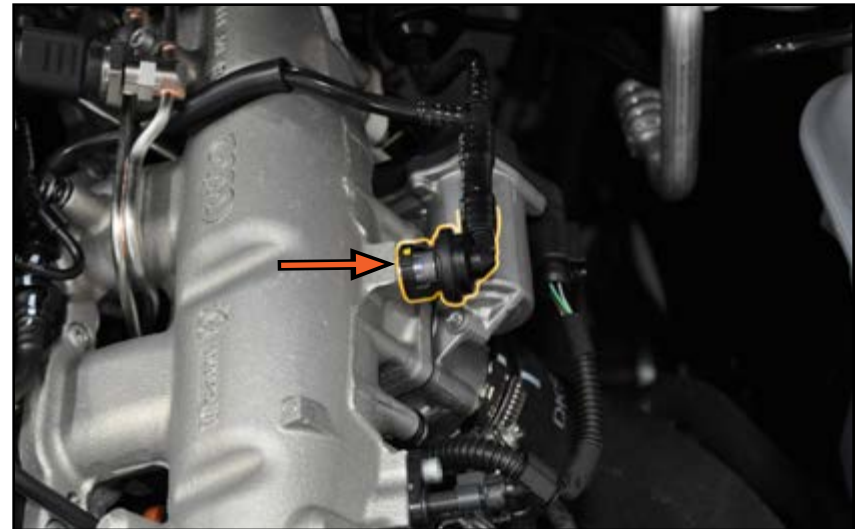
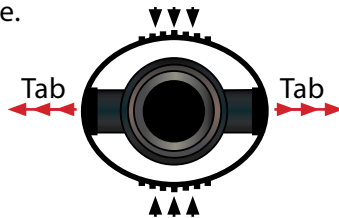
Step 3:

Remove the vacuum line from the intake manifold by releasing the locking tabs and pulling it off. The diagram below explains how to release the locking tabs:

Normal state: The tabs keep the line "locked" onto the intake.

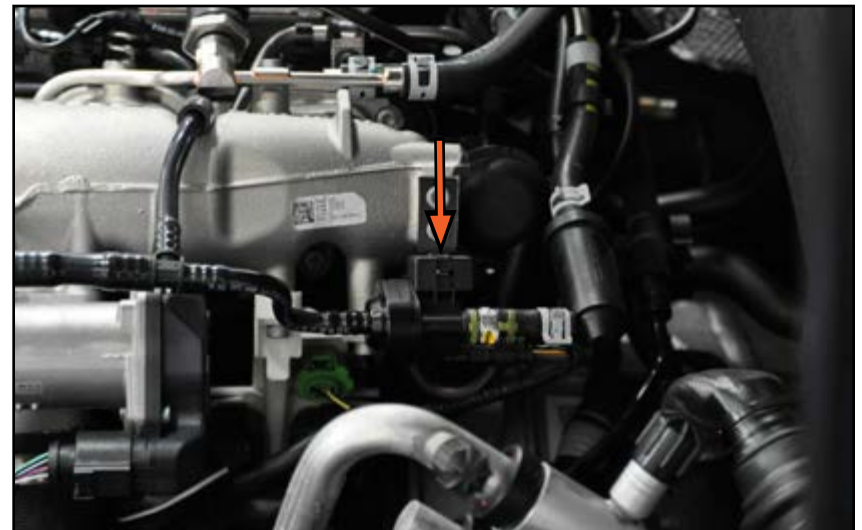


Released: Squeeze the knurled sides of the locking ring together and the tabs will expand and release the line from the intake.



Step 4:

Pull the rubber insulator block off of the bracket on the intake manifold.



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

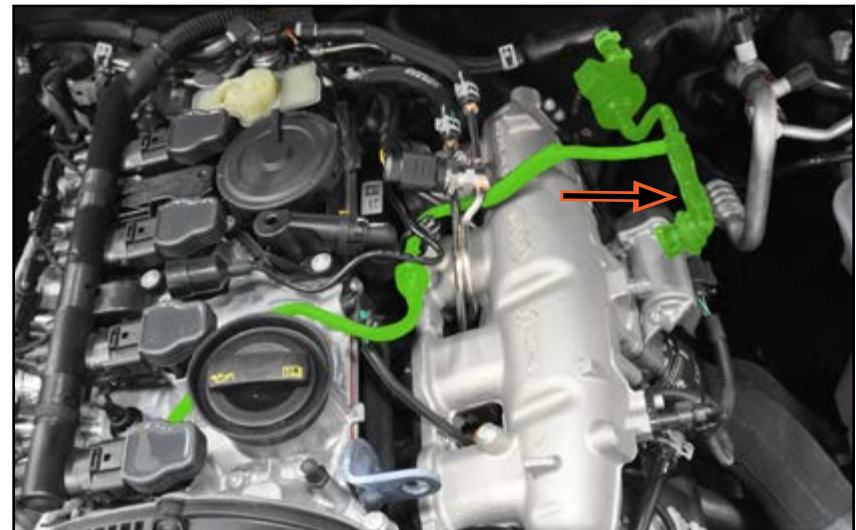
Step 5:

The vacuum line that runs across the top of the valve cover is held in place by two clips. We'll need to pull the two clips off of the valve cover to allow the line to move slightly. Locate both clips (arrows) and pull them off the valve cover. Only one is visible in this picture, the second is underneath the harness for the #1 ignition coil.



Step 6:

With the vacuum line loosened at all points, push it away from the intake manifold to make room for the boost tap.



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

Step 7:

Hold the boost tap in place on the intake manifold port and determine the position of the nipple(s) that you are going to install.

There are three threaded ports in the boost tap. If installing a boost gauge only, you will install one nipple and two plugs. If you have additional accessories that require vacuum, you can install the two additional nipples as required.



Step 8:

Place a drop of Loctite onto the threads of the nipple(s).



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

Step 9:

Thread the nipple(s) into the boost tap in the positions you have determined and tighten them by hand.



Step 10:

Place a drop of Loctite onto the plug(s) and thread them into the boost tap.



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

Step 11:

Push the boost tap onto the intake manifold port, making sure the nipple(s) are properly aligned.



Step 12:

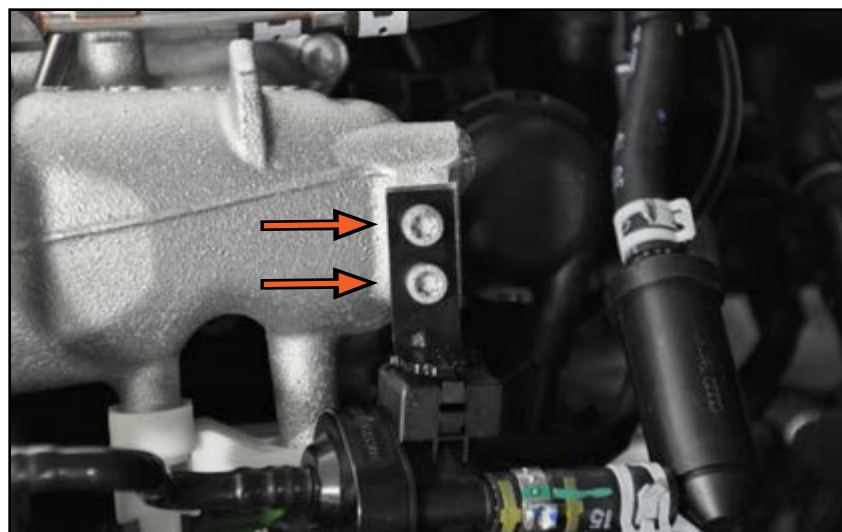
Slide the retaining clip into place until it is fully seated.



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

Step 13: T30 Torx

Remove the two bolts and remove the original intake support bracket.



Step 14: T30 Torx

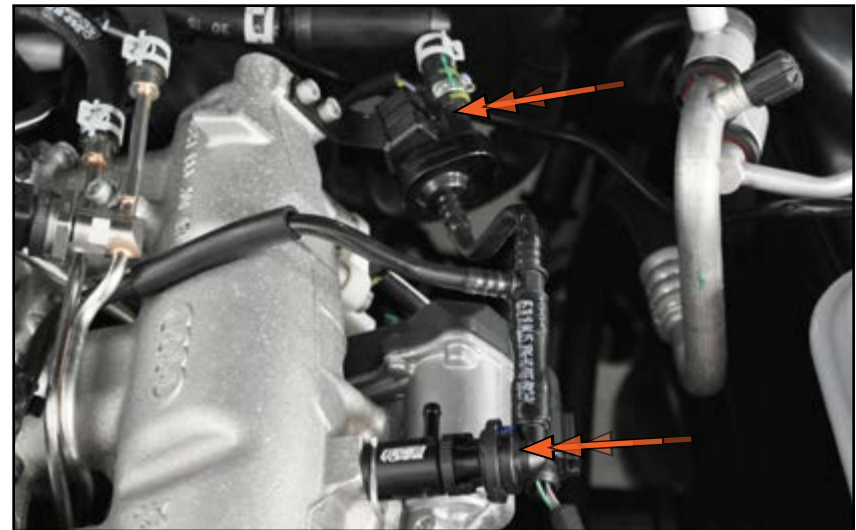
Using the original bolts, install the new support bracket included with the kit.



INSTALLING THE BOOST TAP - ALUMINUM INTAKE

Step 15:

Push the rubber insulating block back onto the manifold bracket, then push the vacuum line onto the boost tap.



Step 16: T30 Torx

Remove the clamp from around the vacuum line (reference step 2 on [Page 34](#)), flip it over, then reinstall it on the line and mount it back onto the manifold so it locates the line on the other side of the mounting boss.

Reinstall the two line clips on the valve cover.

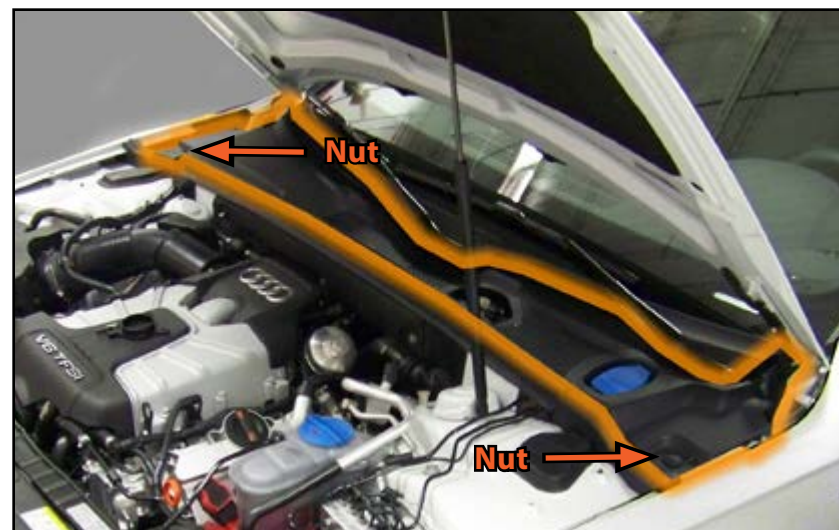


Proceed with *Running the Vacuum Line* on [Page 42](#).

RUNNING THE VACUUM LINE

Step 1:

Now it's time to run the vacuum line from the boost transducer under the dash to the boost tap on the intake manifold. First, locate the two plastic nuts on the left and right of the rain tray.



Step 2:

Flat Blade Screwdriver

Remove both nuts by turning them counter-clockwise.



RUNNING THE VACUUM LINE

Step 3: Trim Removal Tool

The rain tray is also held in place by a plastic retainer pin, located beneath the plastic cover for the positive jump start lug. Pry up on the head of this clip to remove it.



Step 4:

Lift the rain tray up at the front and pull it forward to remove it.



RUNNING THE VACUUM LINE

Step 5: 13mm Socket, Ratchet

Remove the hold down nut for the washer fluid fill spout, then pull the fill spout up and out.



Step 6: T30 Torx

Remove the three screws and lift off the ECU cover.



RUNNING THE VACUUM LINE

Step 7:

Route the rigid plastic vacuum tubing starting from inside the vehicle and push it through next to the ECU, into the cowl area.



Step 8:

Locate the rubber wiring boot for the ECU harness. Route the plastic tubing through the harness boot as shown in the picture. Using a small angled pick will help you expand one of the existing holes in order to slide the tubing through.



RUNNING THE VACUUM LINE

Step 9:

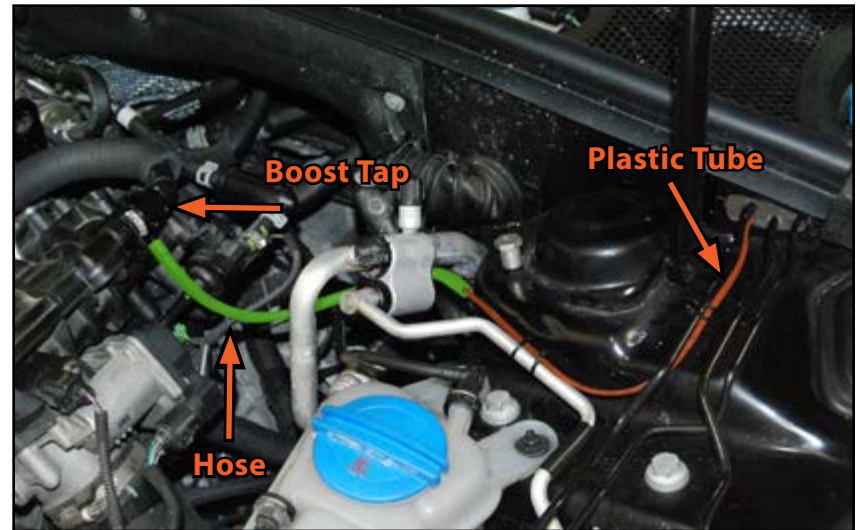
Route the plastic tubing through the foam seal just in front of the ECU housing. Secure it with wire ties, then cut a piece of vacuum hose (the length will vary depending on your intake), and install the hose from the tubing to the boost tap. Make sure there is enough slack so the hose is not pulled tight with engine movement.

Reinstall the ECU cover.

Reinstall the washer fluid spout.

Reinstall the rain tray.

Reinstall the engine cover.



Step 10:

Back inside, cut a short piece of the rubber vacuum hose and connect the plastic tubing to the filter. Cut another piece of hose and connect the filter to the transducer (The filter can be installed in either direction).



RUNNING THE VACUUM LINE

Step 11:

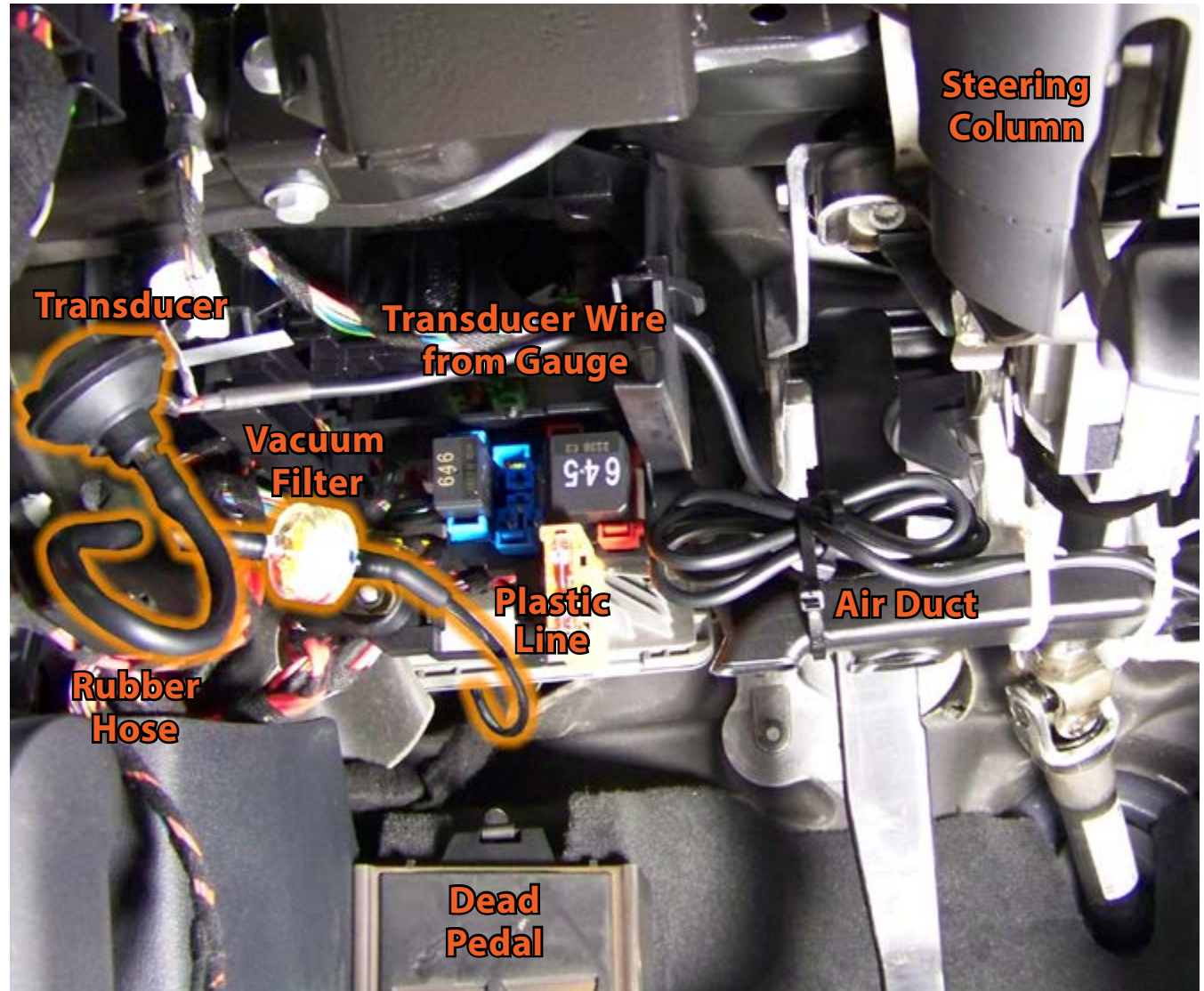
Zip tie the transducer to the metal support bracket at the left side of the dash. Make sure the nipple of the transducer points downwards so any moisture in the hose cannot collect inside the transducer body. Secure the vacuum hose and line using zip ties.

Route the transducer wire from the gauge across the air duct, above the pedals. Tie any excess length into a neat bundle, then use zip ties to secure the cable to the duct so it cannot get tangled in the pedals, steering linkage, or any other moving components.

Reinstall the knee panel.
















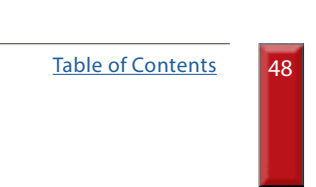
Reinstall the LH dash side cover.

Your Vent Pod and Boost Gauge Installation is Complete!



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<u>Breaker Bar</u>	<u>Creepers</u>	<u>Scraper, Hook, & Pick Set</u>	<u>Sockets</u>		
<u>Gloves</u>	<u>Engine Bars</u>	<u>Camshaft Tools</u>	<u>E-Drive Sockets</u>		
<u>Engine Bars</u>	<u>Screwdrivers</u>	<u>Fan Clutch Wrenches</u>	<u>Car Ramps</u>		
<u>Screwdrivers</u>	<u>Pressure Bleeders</u>	<u>Tie Rod Tools</u>	<u>Torx Drivers</u>		
<u>Pressure Bleeders</u>	<u>Lighting</u>	<u>Brake Fluid Catch Bottle</u>	<u>Jack Stands</u>		
<u>Lighting</u>	<u>Pry Bars</u>	<u>Tubing Cutter</u>	<u>Circuit Tester</u>		
<u>Pry Bars</u>	<u>Coil Spring Compressors</u>	<u>Booster Cables</u>	<u>Ratchets</u>		
<u>Coil Spring Compressors</u>	<u>Camber Gauge</u>	<u>Oil Filter Tools</u>	<u>Exhaust Hanger Pliers</u>		
<u>Camber Gauge</u>	<u>Hose Pinch Pliers</u>	<u>Service Carts</u>	<u>Bubble Flaring Tool</u>		
<u>Hose Pinch Pliers</u>	<u>Wheel Bolt Pattern Gauge</u>	<u>Battery Charger</u>	<u>Thread Chaser</u>		
<u>Wheel Bolt Pattern Gauge</u>	<u>Ball Joint Separator</u>	<u>Stethoscope</u>	<u>Drain Pans</u>		
<u>Ball Joint Separator</u>	<u>Vanos Solenoid Socket</u>	<u>Battery Terminal Brush</u>	<u>Wrenches</u>		
<u>Vanos Solenoid Socket</u>		<u>Wheel Chocks</u>	<u>Impact Sockets</u>		
		<u>Torx Sockets</u>	<u>Torque Wrenches</u>		

Your Audi B8 Vent Pod and Boost Gauge Installation is complete!



These instructions are provided as a courtesy by ECS Tuning

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