



Audi B9 S4 Post-Throttle Body Charge Pipe Kit

Installation Instructions - [Click HERE to Shop](#)



Skill Level 2
- Moderate -
Some Experience
Recommended



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.

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AVAILABLE FINISHES



Wrinkle Black



Wrinkle Red

KIT CONTENTS



LH Charge Pipe
(QTY 1)



RH Charge Pipe
(QTY 1)



Turbo Outlet Pipe
(QTY 1)



Turbo Outlet Coupler
(QTY 1)



Coupler
(QTY 1)



Turbo Outlet Flange
(QTY 1)



70-78mm Clamp
(QTY 1)



65-72mm Clamp
(QTY 2)



50-70mm Hose Clamp
(QTY 1)



M6 x 80mm Screw
(QTY 4)



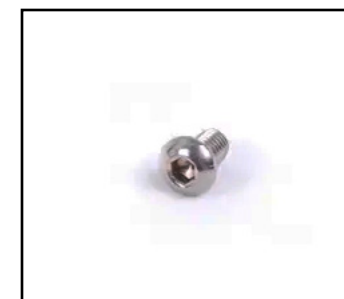
M6 Nut
(QTY 4)



M6 x 16mm Screw
(QTY 2)



M6 x 12mm Screw
(QTY 1)



M6 x 10mm Screw
(QTY 1)

REQUIRED TOOLS

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

Standard Automotive Tools

- **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](#)

Required For This Install

- **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](#)
- **Trim Removal Tool Kit** [ES#517779](#)
- **Pry Bar Set** [ES#1899378](#)
- **Electric/Cordless Drill**
- **Wire Strippers/Crimpers**
- **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](#)

Available On Our Website

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.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and 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, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

REMOVING THE ORIGINAL PIPES

Step 1:

Locate the release button along the back edge of the hood release lever. Push in on the button with your finger, then pull the hood release lever off.



Step 2:

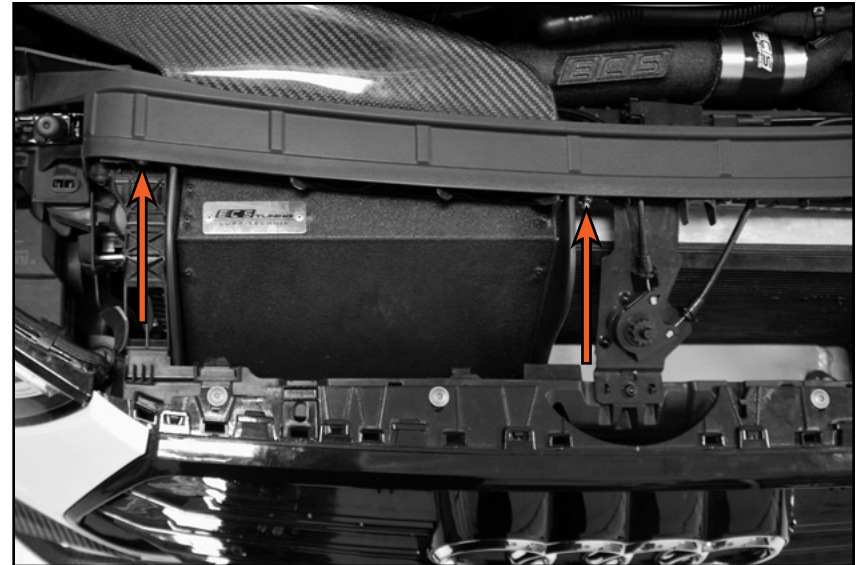
Remove the radiator shroud by first pulling up on the front edge to unclip it from the grille, then pulling it forward to slide it out.



REMOVING THE ORIGINAL PIPES

Step 3: T25 Torx

Remove the two intake duct screws.



Step 4:

Pull the intake duct back from the core support, then pull it out of the air box.



REMOVING THE ORIGINAL PIPES

Step 5:

Remove the engine cover by pulling up at the four corners to release it from the ball studs.



Step 6: Flat Blade Screwdriver -or- 7mm Socket & Ratchet

Loosen the clamps on either side of the inlet pipe, then remove the pipe from the vehicle.



REMOVING THE ORIGINAL PIPES

Step 7:

Pull straight up on the air box to release it from its mounting grommets.



Step 8: 13mm Socket & Ratchet

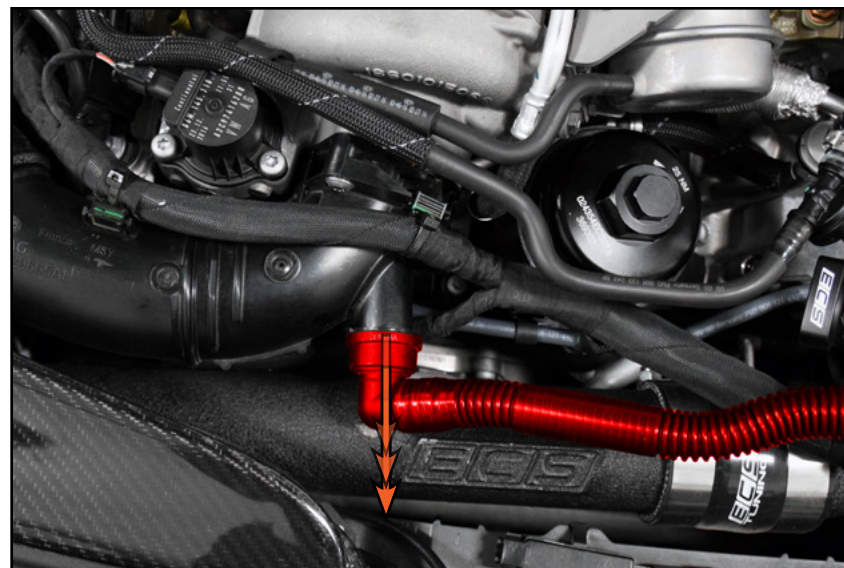
Remove the four plastic ball studs (arrows) and remove the heat shield from the engine.



REMOVING THE ORIGINAL PIPES

Step 9:

Using a good bit of force, firmly pull the oil separator line, or catch can hose (highlighted in **RED**) off of the plastic flange on the turbo inlet pipe.

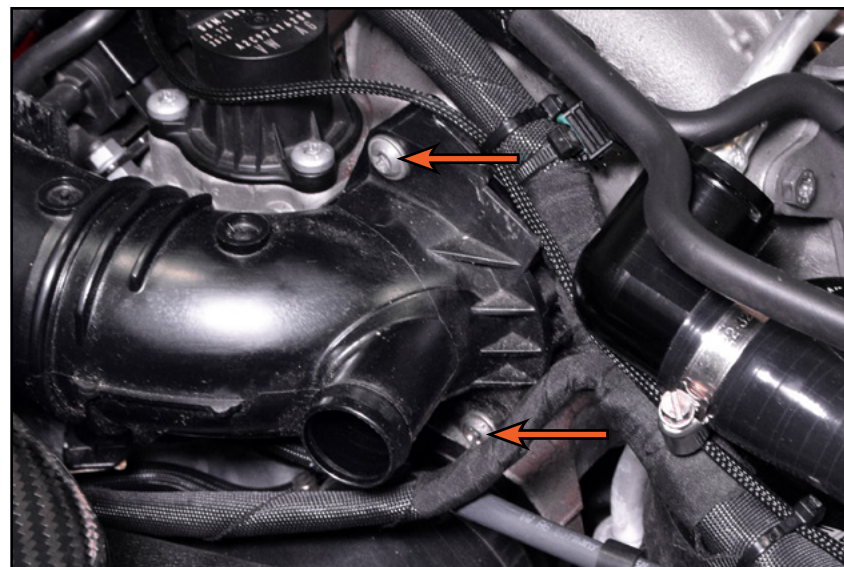


Step 10: T30 Torx

Fully loosen the two screws (arrows) which secure the turbo inlet pipe to the turbo, these are captured screws and will be retained inside the pipe.



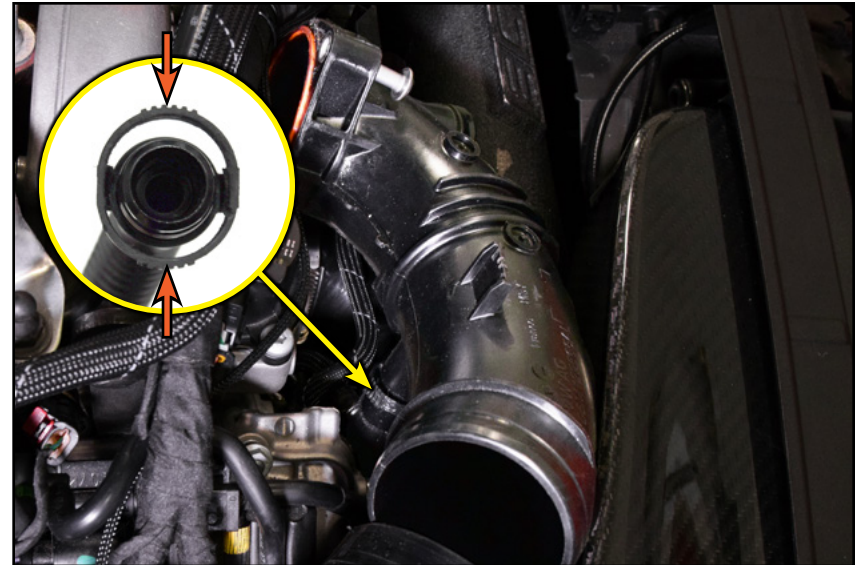
Do not attempt to remove the turbo inlet pipe yet, there is an additional line attached to the underside of the turbo inlet which we must remove first.



REMOVING THE ORIGINAL PIPES

Step 11:

Depress the two locking tabs and pull the plastic line off the flange on the underside of the turbo inlet pipe, then remove the pipe from the vehicle.



Step 12: 17mm Protecta-Sockets

Safely lift and support the vehicle, then remove the front wheels.



REMOVING THE ORIGINAL PIPES

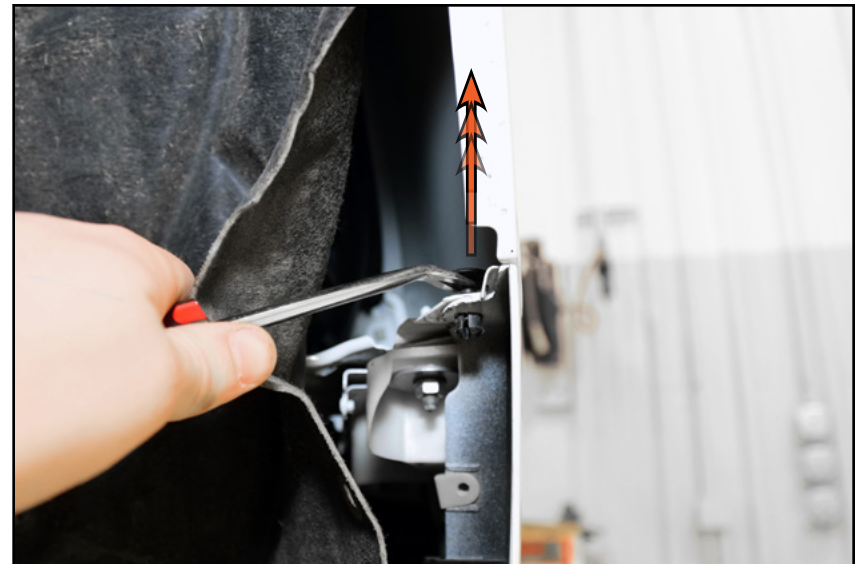
Step 13: T25 Torx

Remove the three outermost fasteners in each wheel well.



Step 14: Trim Removal Tool

Pry up to remove the vertical push-clip located behind each fender liner.



REMOVING THE ORIGINAL PIPES

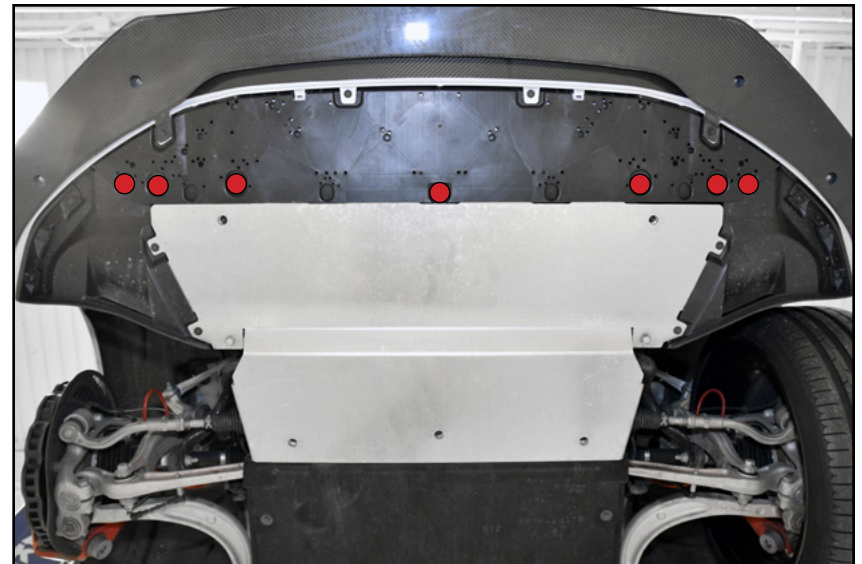
Step 15: T30 Torx, Extension

Remove the screw located deeper behind the fender liner.



Step 16: T25 & T30 Torx

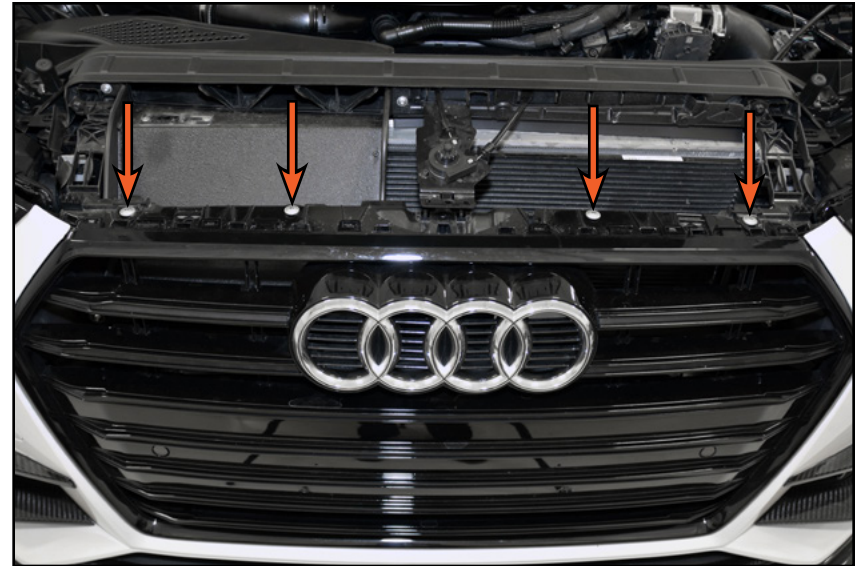
Remove the seven fasteners securing the bumper to the belly pan.



REMOVING THE ORIGINAL PIPES

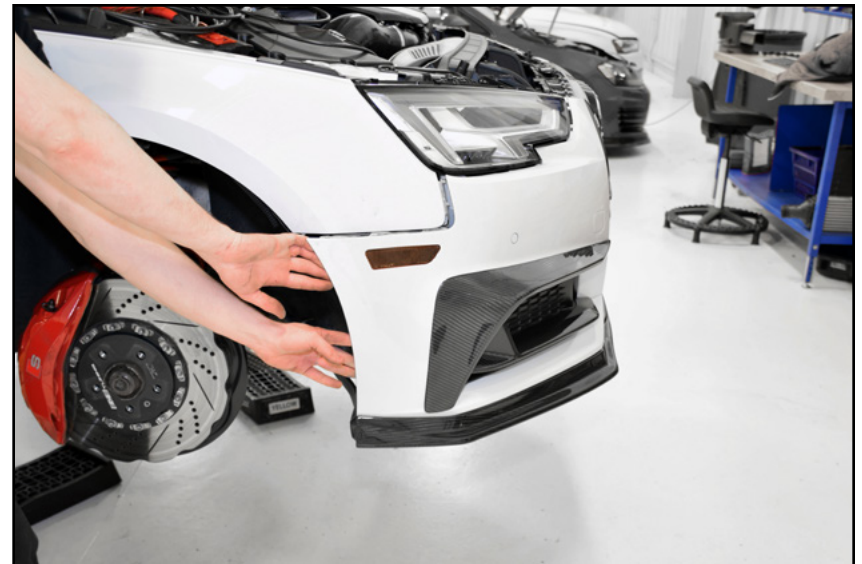
Step 17: T30 Torx

Above the front grille, locate and remove the last four screws securing the bumper to the vehicle.



Step 18:

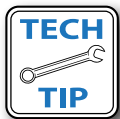
From inside each wheel well, gently pull the bumper outward, away from the fender, to pop it free from its mounting clips.



REMOVING THE ORIGINAL PIPES

Step 19:

In order to remove the bumper from the vehicle we must remove the parking sensor harness. In order to access this connector pull the bumper forward until it is completely free from the vehicle .



The bumper is not very heavy, but it's slightly awkward to hold by yourself. Removal can be made much easier if you have a friend lend you a helping hand.



Step 20:

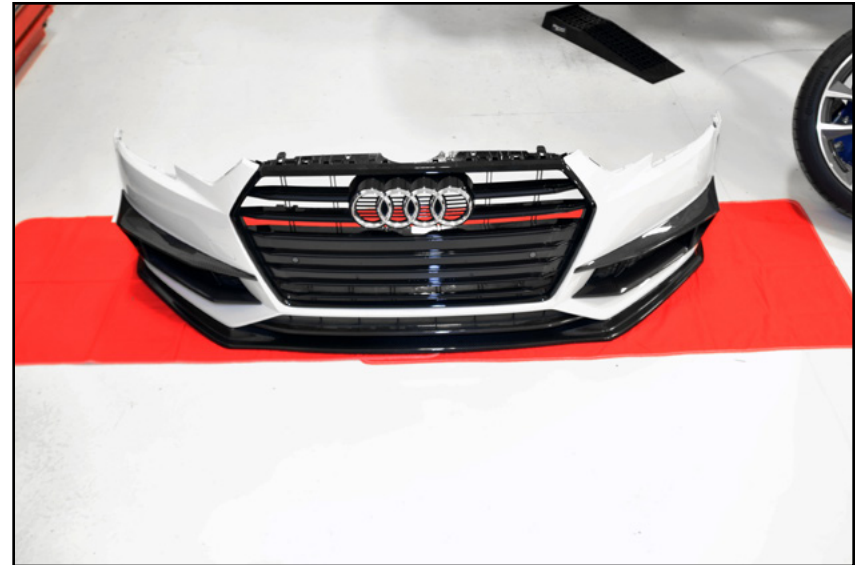
If your vehicle is equipped with parking sensors, you will need to disconnect the harness located on the LH side of the bumper before you can fully remove the bumper from the vehicle.



REMOVING THE ORIGINAL PIPES

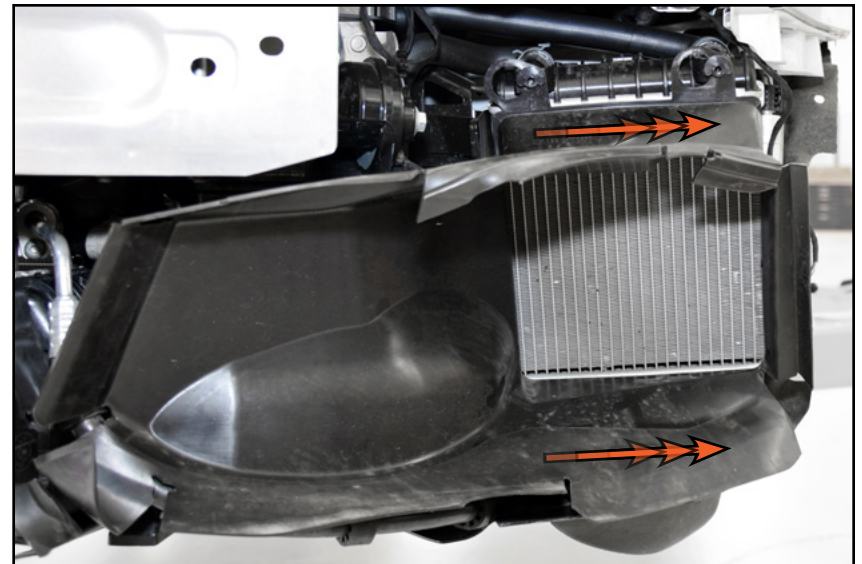
Step 21:

Set the bumper aside on fender covers or another suitable surface to prevent scratches or damage.



Step 22:

Remove the plastic auxiliary radiator cowl by pulling it toward the outside of the vehicle to free it from the tabs.



REMOVING THE ORIGINAL PIPES

Step 23: 7mm Socket & Ratchet

Loosen the hose clamp and pull the RH intercooler hose free from the flange.



Step 24: Flat Blade Screwdriver -or- 7mm Socket & Ratchet

Loosen the hose clamp on the LH intercooler pipe, then slide it off of the intercooler.



REMOVING THE ORIGINAL PIPES

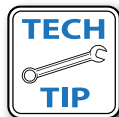
Step 25: Flat Blade Screwdriver -or- 7mm Socket & Ratchet

Loosen the clamp holding the LH intercooler pipe to the throttle body flange.



Step 26:

Pull the pipe free from the throttle body flange then, pull the coolant line free from the clip on the throttle body flange.



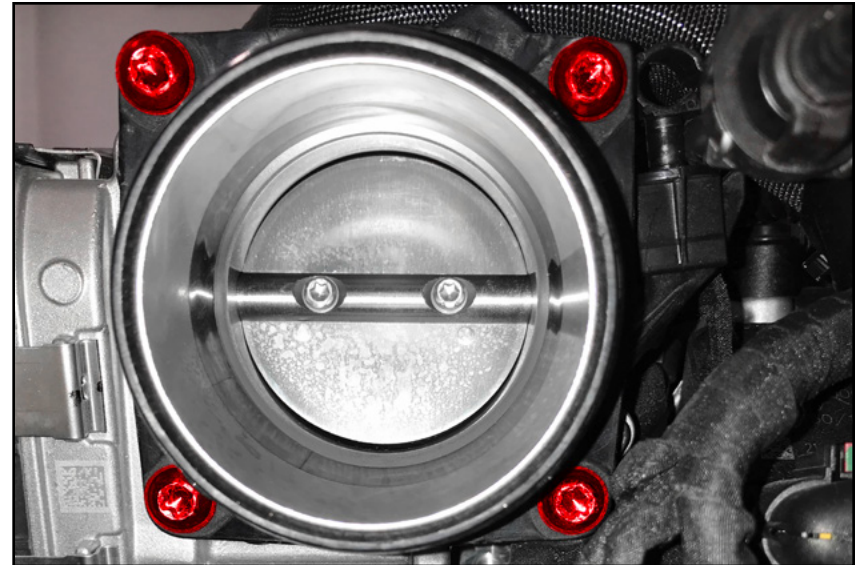
This pipe can be rather difficult to pull off of the flange, if you struggle here you can remove the four screws from the flange and remove it along with the charge pipe. Refer to step 27 on the next page for the locations of the screws.



REMOVING THE ORIGINAL PIPES

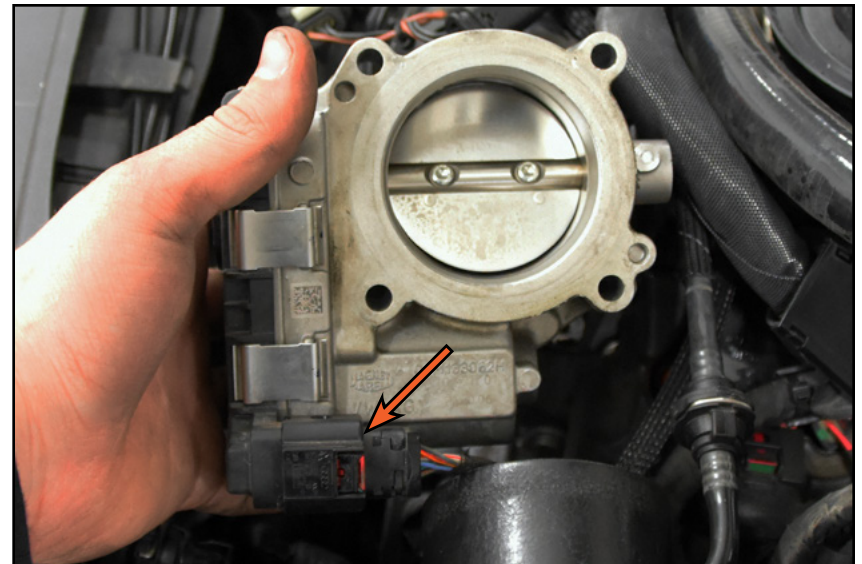
Step 27: T30 Torx

Remove the four screws (highlighted in **RED**) securing the stock throttle body flange to the throttle body. Set the flange aside.



Step 28:

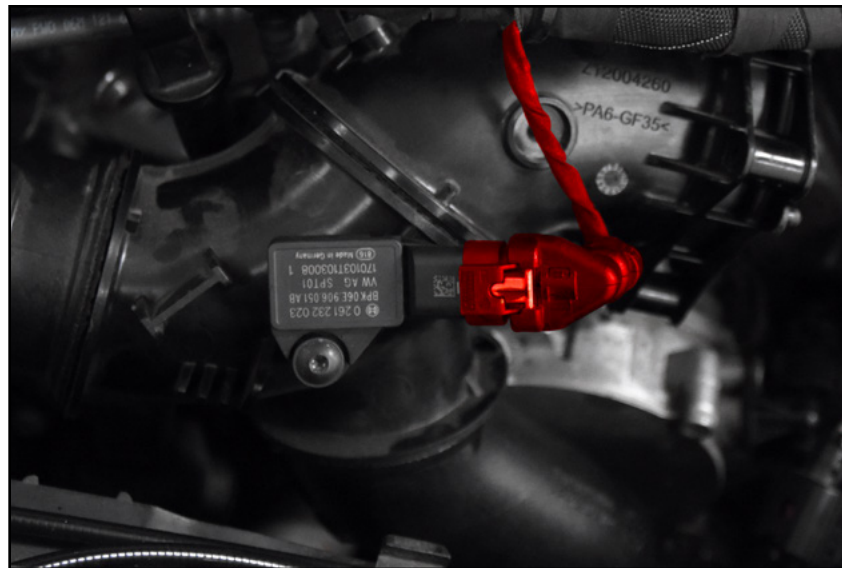
Pull back and depress the red locking tab and pull the connector (arrow) off of the throttle body. Set the throttle body aside.



REMOVING THE ORIGINAL PIPES

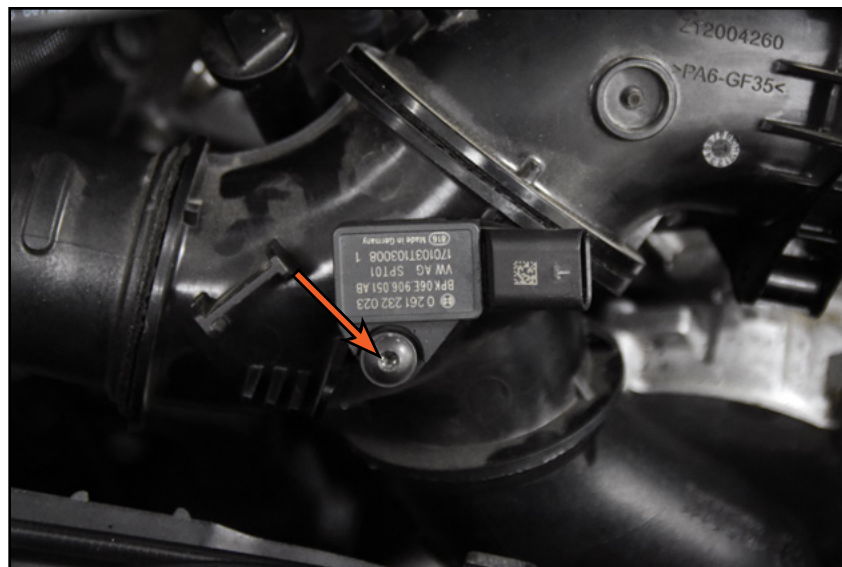
Step 29:

Pull back and depress the locking tab and pull the connector (highlighted in **RED**) off of the MAP sensor.



Step 30: T20 Torx

Remove the screw (arrow) which secures the MAP sensor to the stock pipe, then carefully pull the sensor free.



REMOVING THE ORIGINAL PIPES

Step 31:

Depress the two locking tabs and pull the plastic line (highlighted in **RED**) off the flange on the top of the pipe.



Step 32:

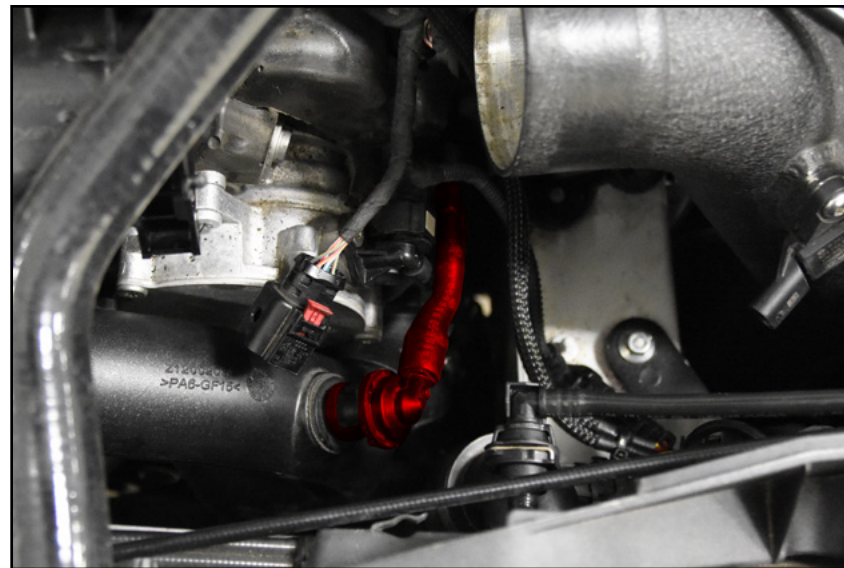
Depress the two locking tabs and pull the oil separator line (highlighted in **RED**) off of the flange on the backside of the stock pipe.



REMOVING THE ORIGINAL PIPES

Step 33:

Looking down the pipe on the LH side, depress the two locking tabs and pull the plastic line (highlighted in **RED**) off the pipe.



Step 34:

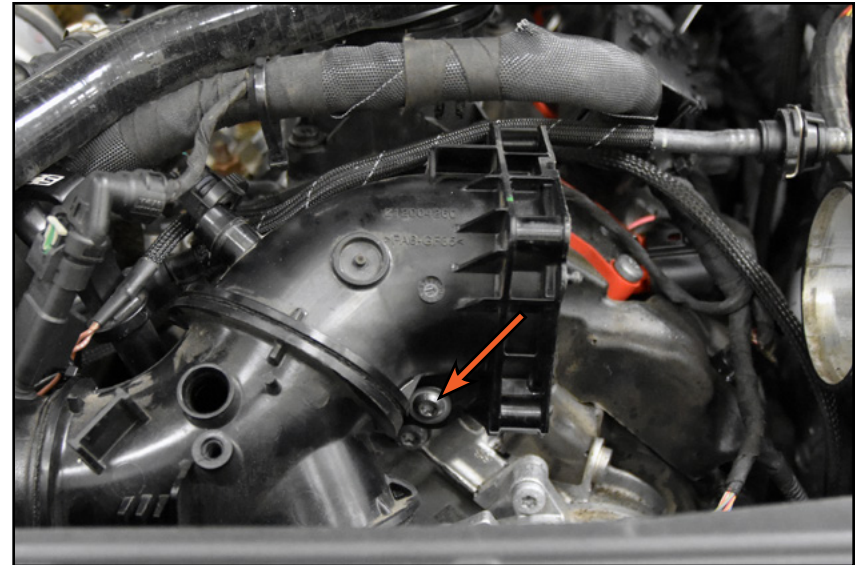
Looking down the pipe on the RH side, depress the two locking tabs and pull the plastic line (highlighted in **RED**) off the pipe.



REMOVING THE ORIGINAL PIPES

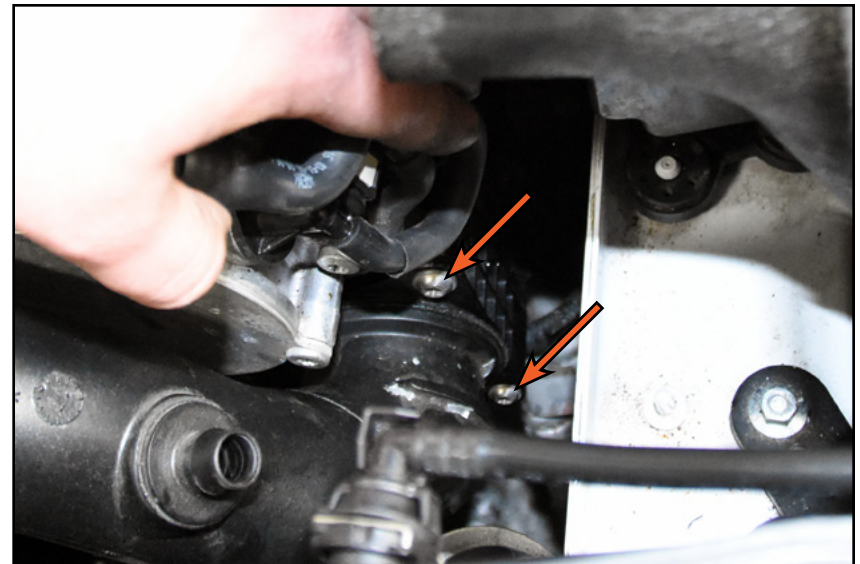
Step 35: T30 Torx

Locate the mounting screw (arrow) under the throttle body flange on the pipe.



Step 36: T30 Torx

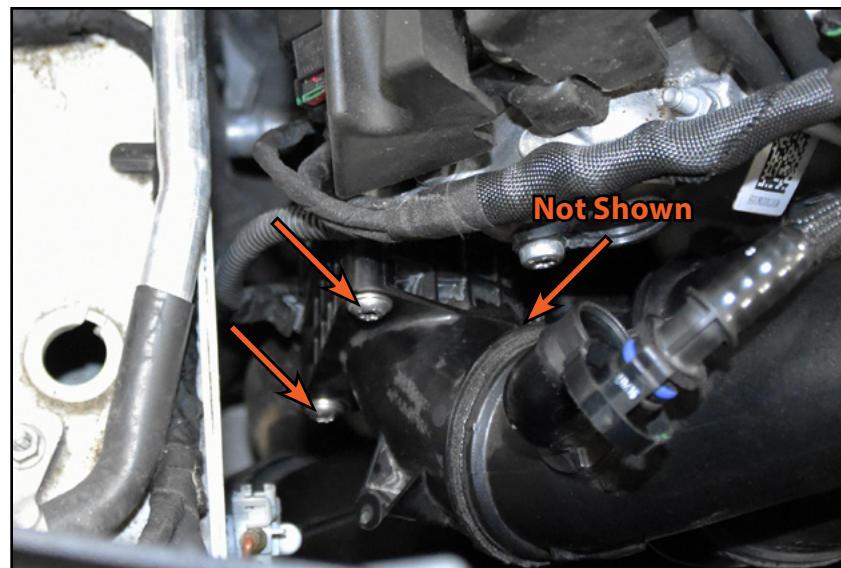
The stock pipe is secured to the vehicle on the LH side by three bolts (as shown below). These bolts can be pretty tricky to get to, we recommend using a small $\frac{1}{4}$ " ratchet to loosen the two visible bolts (arrows), then reaching your hand under the pipe and using an extension to loosen the third bolt (not shown).



REMOVING THE ORIGINAL PIPES

Step 37: T30 Torx

The stock pipe is secured to the vehicle on the RH side by three bolts (as shown below). Loosen the three bolts using a small ¼" ratchet and an extension if needed, these bolts should be much easier to remove due to the extra clearance.



Step 38:

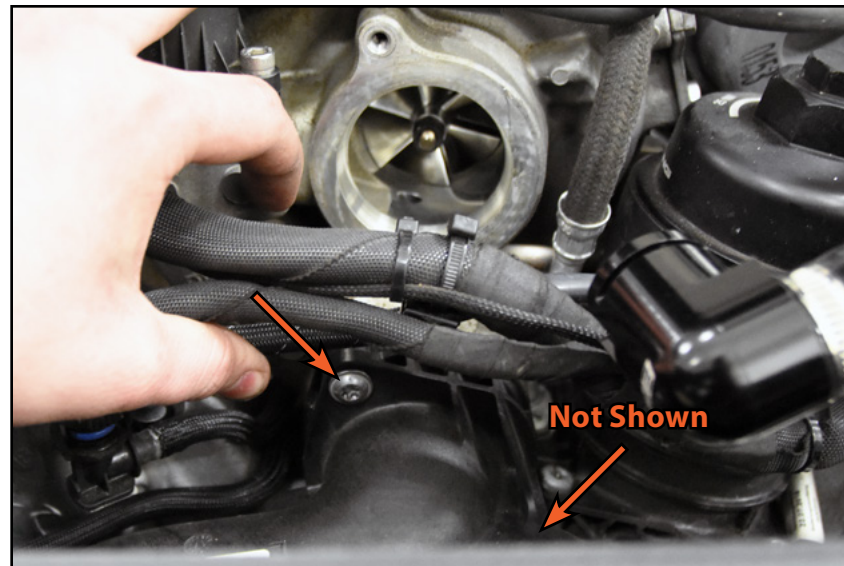
Removing the pipe can be a little tricky due to the limited space, we recommend rotating the RH side of the pipe upward until the pipe is almost vertical then lifting the pipe out from the vehicle.



REMOVING THE ORIGINAL PIPES

Step 39: T30 Torx

The stock turbo outlet pipe is secured to the turbocharger by two bolts (as shown below). Removing these bolts can be accomplished easily with a small 1/4" ratchet and an extension.



Step 40:

Pull the turbo outlet pipe straight up and out from the vehicle as shown.



INSTALLING THE NEW CHARGE PIPES

Step 1:

Install the provided O-ring (arrow) into the groove in the new turbo outlet flange as shown.



Step 2: 4mm Hex (Allen)

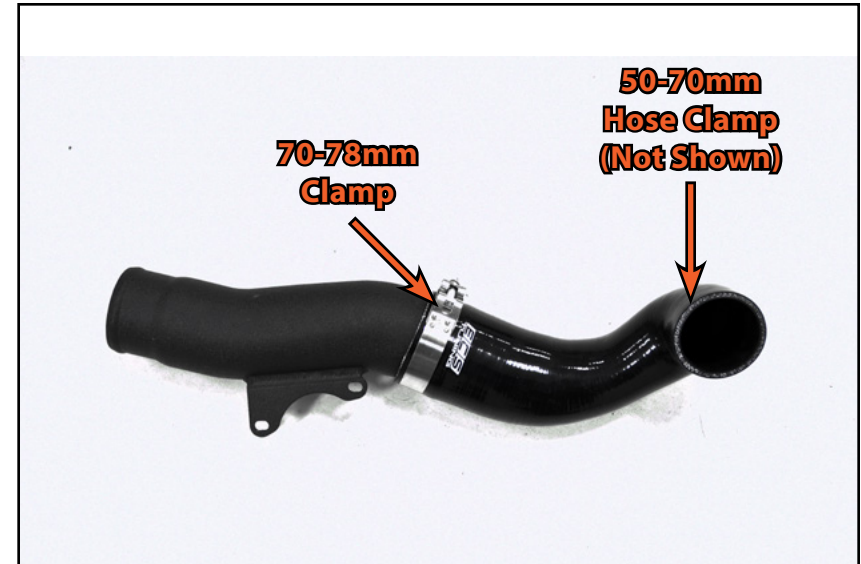
Install the turbo outlet flange into the vehicle using the two provided M6 x 16 mm screws (arrows) and torque them to 9Nm (7 Ft-lbs)



INSTALLING THE NEW CHARGE PIPES

Step 3:

Slide the 70-78mm clamp onto the turbo outlet coupler, slide it over the turbo outlet pipe as shown, then slide the 50-70mm hose clamp onto the other end (not shown).



Step 4:

Guide the new pipe into place as shown, then slide the coupler onto the turbo outlet flange.



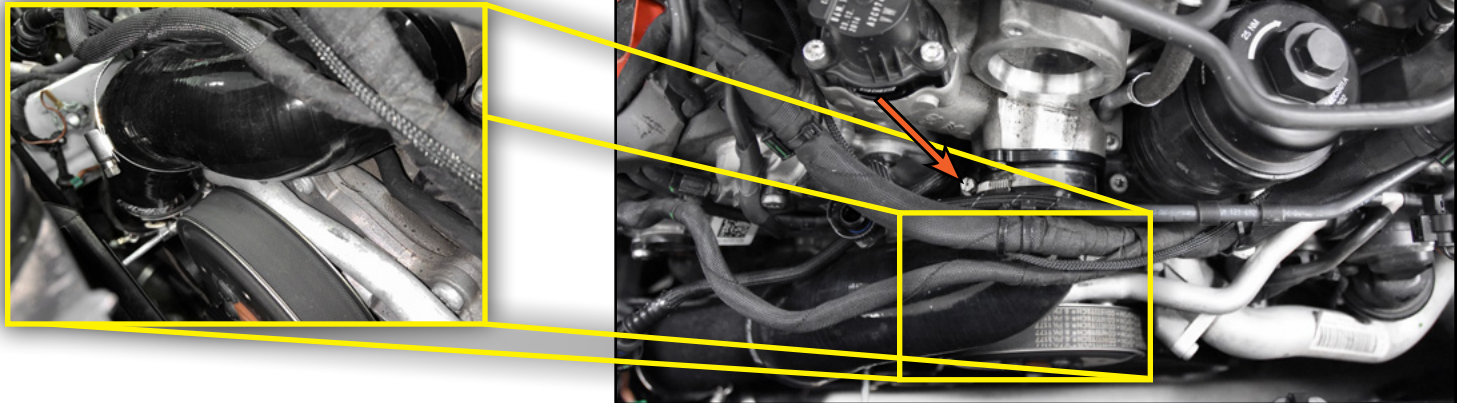
Be sure to orient the clamps so that they are easily accessible and clear of any other components, we will come back and tighten them later.



INSTALLING THE NEW CHARGE PIPES

Step 5: Flat Head Screwdriver -OR- 8mm Socket & Ratchet

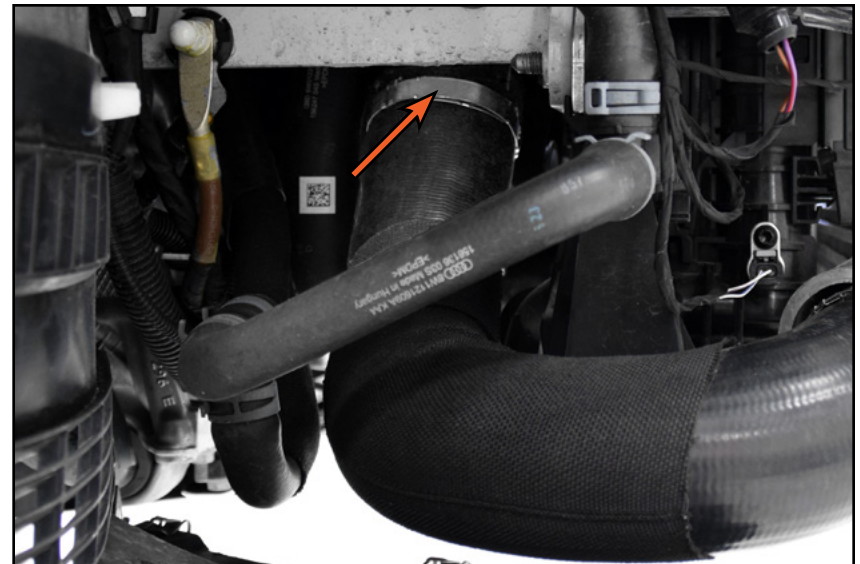
Ensure that there is adequate clearance between the coupler and the pulley below it, then tighten the clamp (arrow) which secures the coupler to the flange.



Step 6: 7mm, 11mm Socket & Ratchet

Slide the RH intercooler hose over the new pipe and tighten the clamp (arrow).

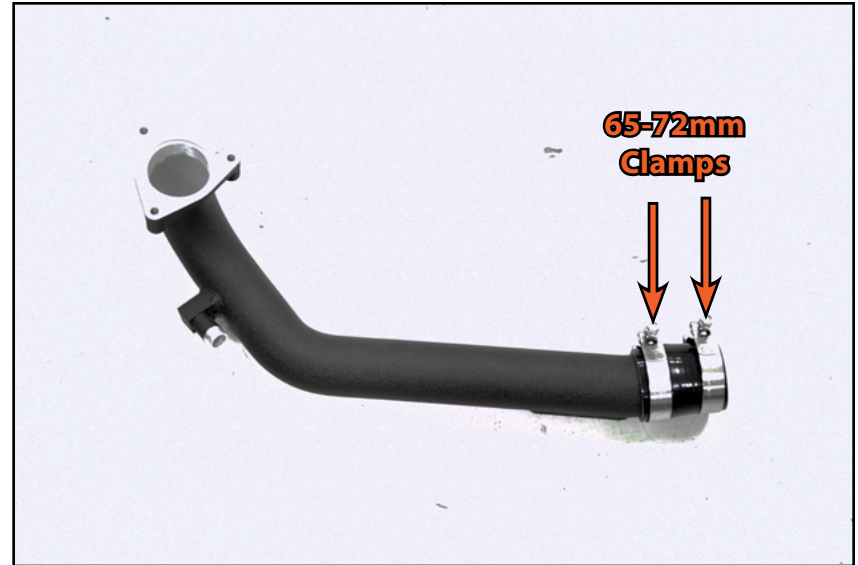
Go back and tighten the clamp which secures the turbo outlet pipe to the coupler (not shown).



INSTALLING THE NEW CHARGE PIPES

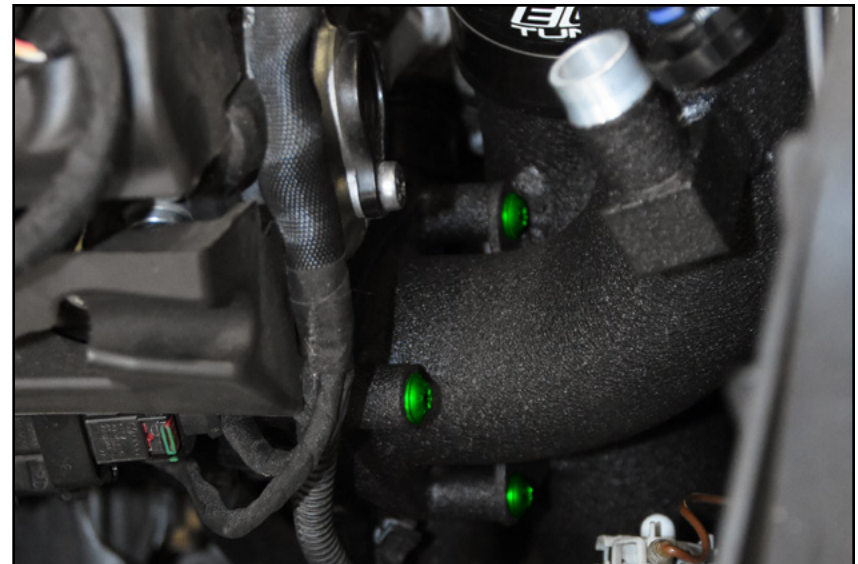
Step 7:

Slide the straight coupler and the remaining two clamps onto the RH charge pipe as shown.



Step 8: T30 Torx

Lower the pipe into place so that the flange sits between the vehicle mounting surface and the mounting tab on the turbo outlet pipe. Reinstall the three bolts (highlighted in **GREEN**) by hand to secure the RH pipe to the vehicle then torque them to 6 Nm (4 Ft-lbs).



INSTALLING THE NEW CHARGE PIPES

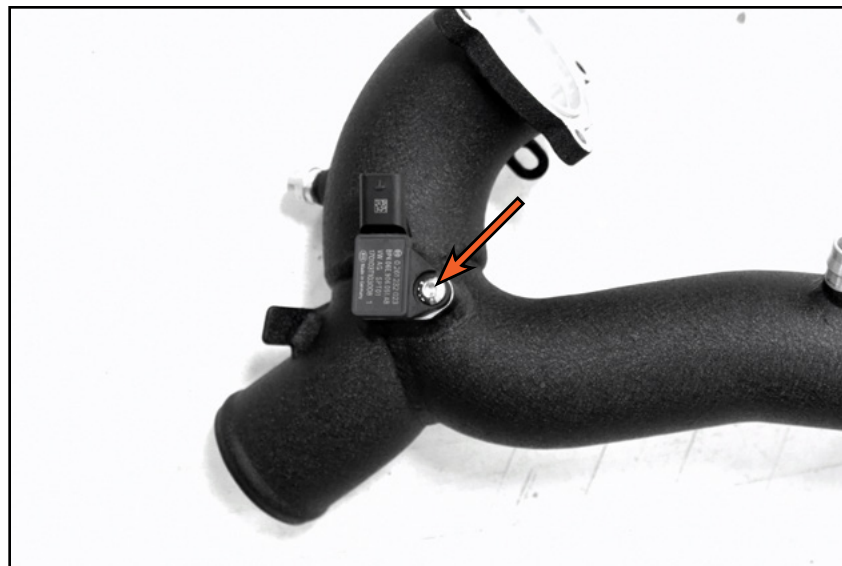
Step 9:

Slide the plastic line (highlighted in **GREEN**) onto the flange on the RH pipe until the two locking tabs “click” into place.



Step 10: 4mm Hex (Allen)

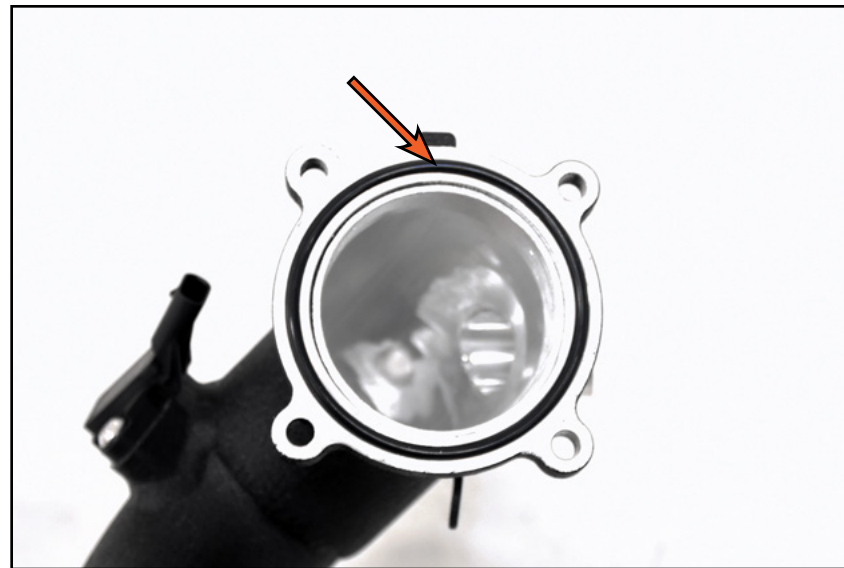
Install the MAP sensor into the LH charge pipe then install the provided M6 x 12mm screw and tighten it to 6 Nm (4 Ft-lbs).



INSTALLING THE NEW CHARGE PIPES

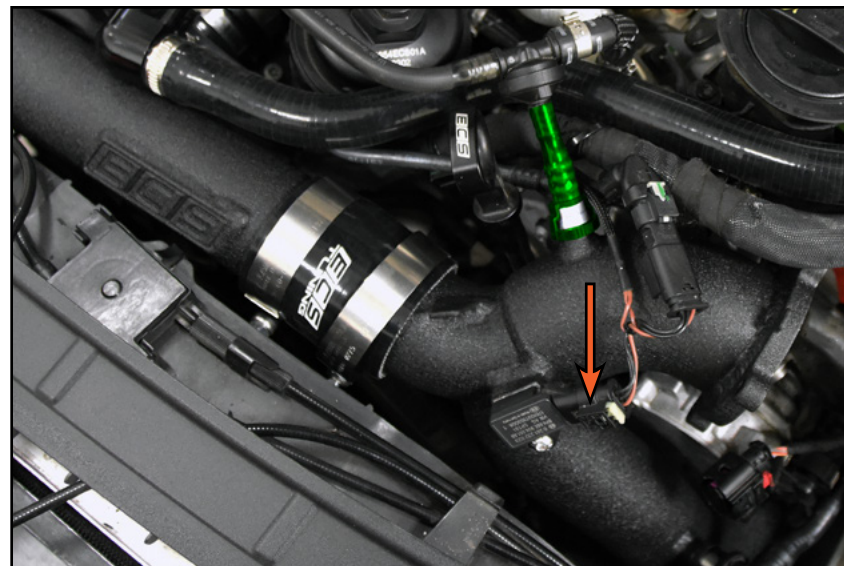
Step 11:

Install the provided O-ring into the groove in the throttle body flange on the LH charge pipe as shown.



Step 12:

Slide the LH charge pipe into the coupler on the RH charge pipe as shown, then slide the plastic line (highlighted in **GREEN**) onto the flange on the LH pipe and reconnect the MAP sensor connector (arrow).



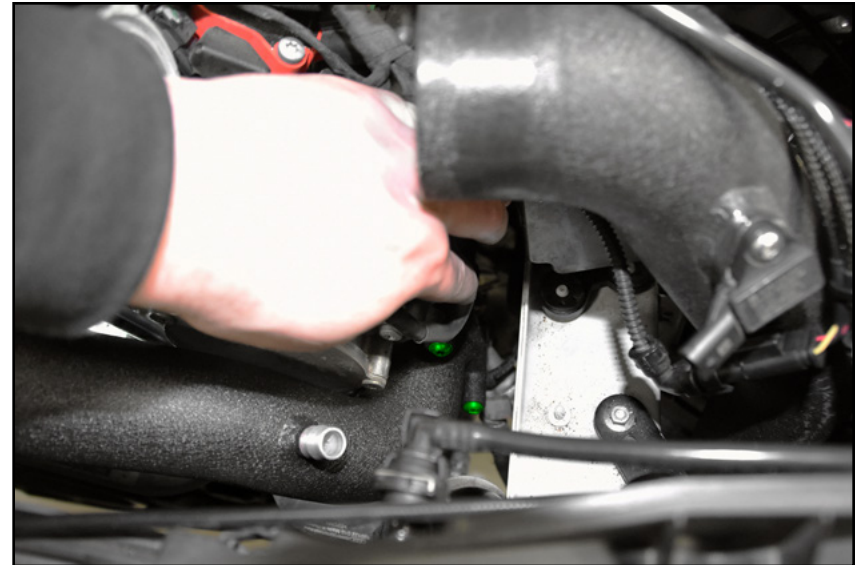
INSTALLING THE NEW CHARGE PIPES

Step 13: T30 Torx

Reinstall the three bolts (highlighted in **GREEN**) to secure the LH pipe to the vehicle and torque them to 6 Nm (4 Ft-lbs).

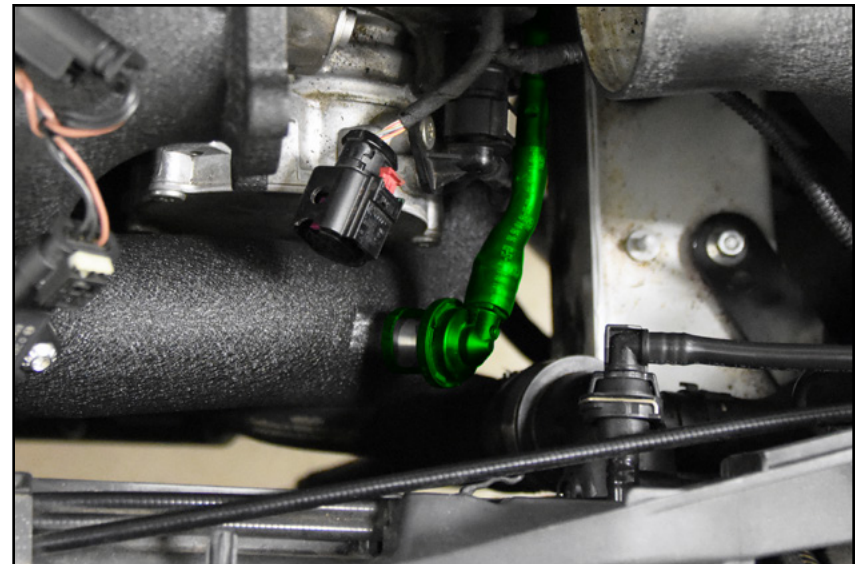


Due to the limited space you may not be able to fit a torque wrench onto the bolts, use your best judgment to closely match the “tightness” of the bolts on the other side.



Step 14:

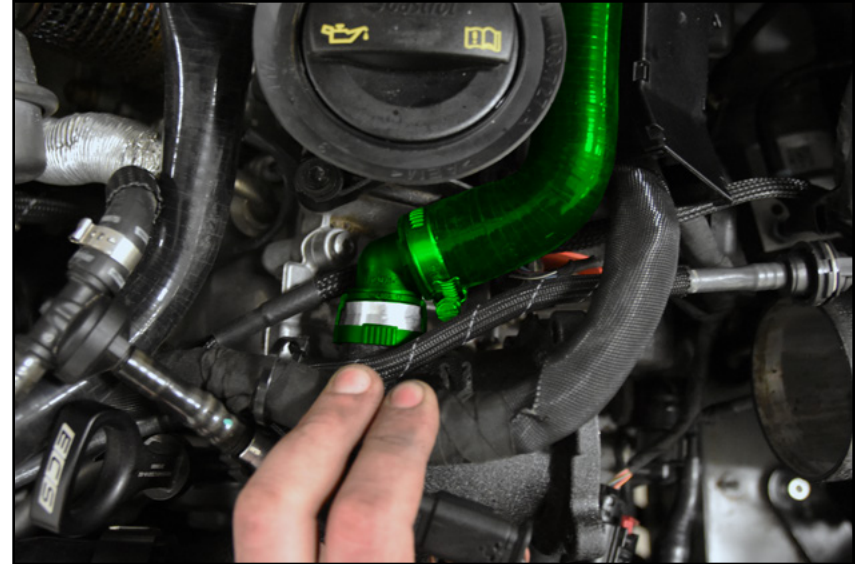
Slide the plastic line (highlighted in **GREEN**) onto the flange on the LH side of the LH pipe.



INSTALLING THE NEW CHARGE PIPES

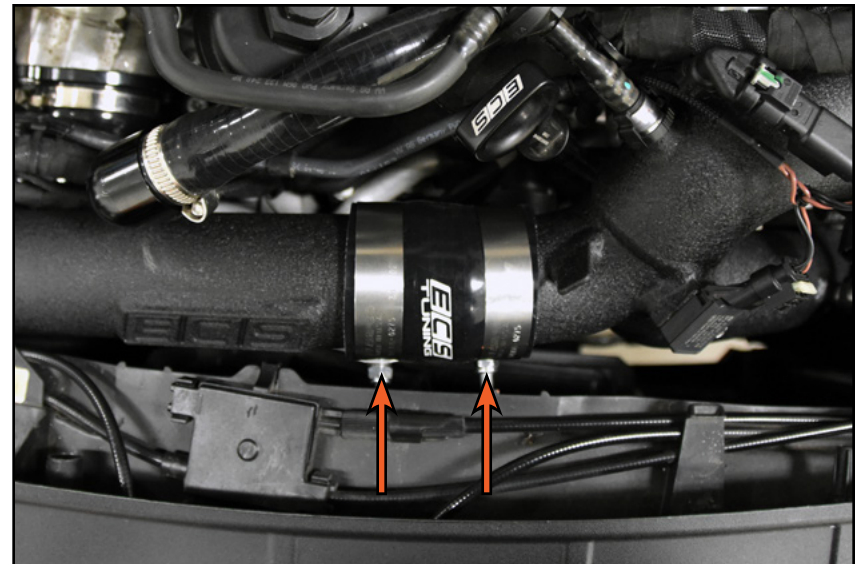
Step 15:

Slide the oil separator line fitting (highlighted in **GREEN**) onto the flange on the backside of the LH pipe until the locking tabs “click” into place.



Step 16: 11mm Socket & Ratchet

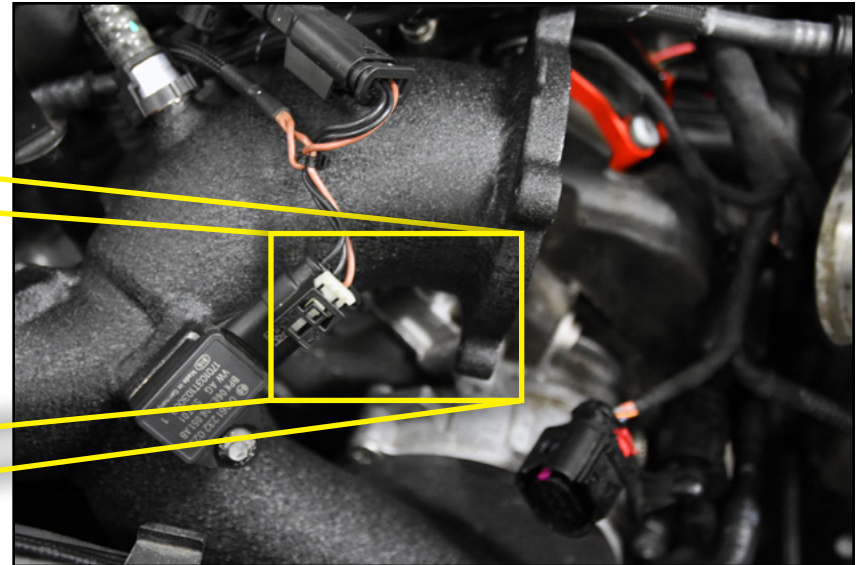
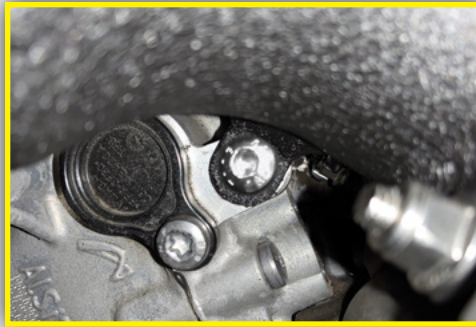
Rotate the clamps (arrows) so that they are accessible and clear of any other components then tighten them until snug.



INSTALLING THE NEW CHARGE PIPES

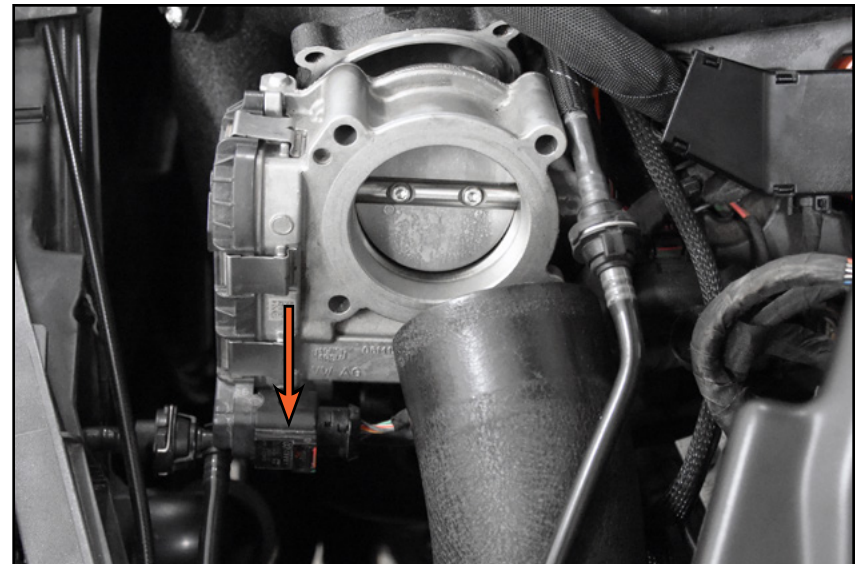
Step 17:

Install the provided M6 x 10mm screw through the tab on the underside of the LH pipe and tighten it to 6 Nm (4 Ft-lbs).



Step 18:

Reconnect the throttle body connector (arrow) and push in the red locking tab to retain it in place.

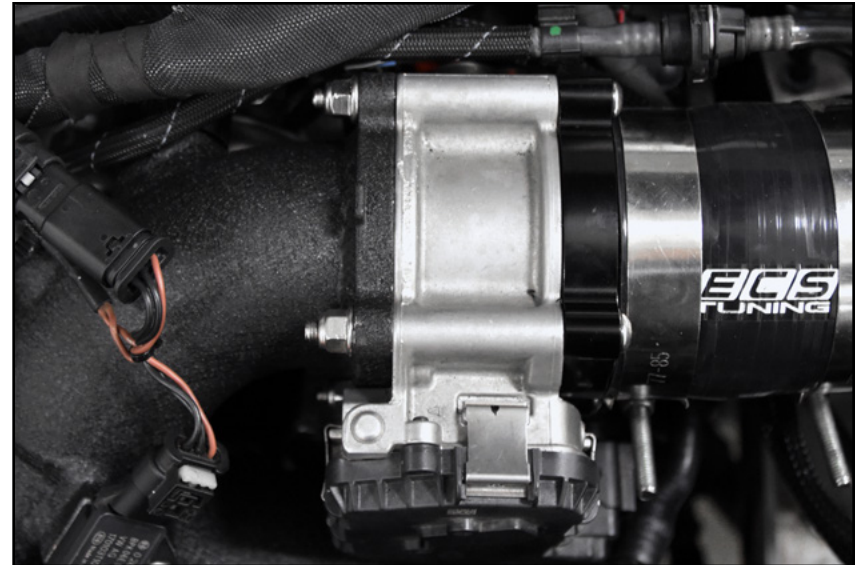


INSTALLING THE NEW CHARGE PIPES

Step 19: 4mm Hex (Allen), 10mm Wrench, 7mm Socket & Ratchet

Install the four M6 x 80 mm bolts and nuts to sandwich the throttle body between the RH charge pipe and the throttle body flange then tighten them to 6 Nm (4 Ft-lbs).

Slide the RH intercooler pipe onto the flange and tighten the clamp.



Step 20: Flat Head Screwdriver -OR- 7mm Socket & Ratchet

Slide the LH intercooler pipe onto the intercooler then tighten the clamp.



INSTALLING THE NEW CHARGE PIPES

Step 21:

Slide the plastic line onto the flange on the underside of the turbo inlet pipe, then reinstall the two bolts and torque them to 9 Nm (7 Ft-lbs) to secure the pipe to the turbo.

Reinstall the oil separator line (highlighted in **GREEN**) onto the flange on the turbo inlet pipe as shown.



Step 22: 13mm Socket & Ratchet

Reinstall the heat shield and install the four ball studs (arrows) to secure it in place.



INSTALLING THE NEW CHARGE PIPES

Step 23:

Reinstall the intake system in reverse order of removal.



Step 24:

Reinstall the engine cover.



INSTALLING THE NEW CHARGE PIPES

Step 25:

Reinstall the bumper in reverse order of removal.



Step 26: T25 Torx, T30 Torx

Reinstall the seven fasteners securing the bumper to the belly pan.



INSTALLING THE NEW CHARGE PIPES

Step 27:

Slide the front shroud back into place and push it down to snap it back into the top of the grille.



Step 28:

Reinstall the hood release lever.



Congratulations, your installation is complete!

SCHWABEN - BUILD THE ULTIMATE TOOL COLLECTION

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Your Charge Pipe Kit installation is complete!



These instructions are provided as a courtesy by ECS Tuning

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.

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