

# **ECS** TUNING

## Audi B8 S4/S5 3.0T ECS Tuning Vent Pod 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'll be installing our ECS Tuning 45mm Vent Pod Boost Gauge Kit into our Audi B8 S4, but keep in mind the fitment and installation are the same if you have a B8 S5. The kit includes the vent pod, boost gauge, and all necessary hardware and wiring, as well as an ECS-engineered boost tap assembly which we will use to supply the vacuum/boost to the gauge.

### ECS Difficulty Gauge



1 - Easy                      Pro - 4  
2 - Moderate                Advanced - 3

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 walk 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.

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!

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**KIT CONTENTS**

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



ECS Tuning 45mm Boost Gauge



T-Taps and Spade Connectors



ECS Tuning 3.0T Boost Tap



Boost Tap Nipples (2) &amp; Plug (1)



Rubber Vacuum Hose



Plastic Vacuum Line



ECS Tuning Vent Pod



Zip Ties (10)



Clear Vacuum Filter



Thread Locker



Transducer Assembly



Boost Gauge Power Harness

## 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](#)
- **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](#)

**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

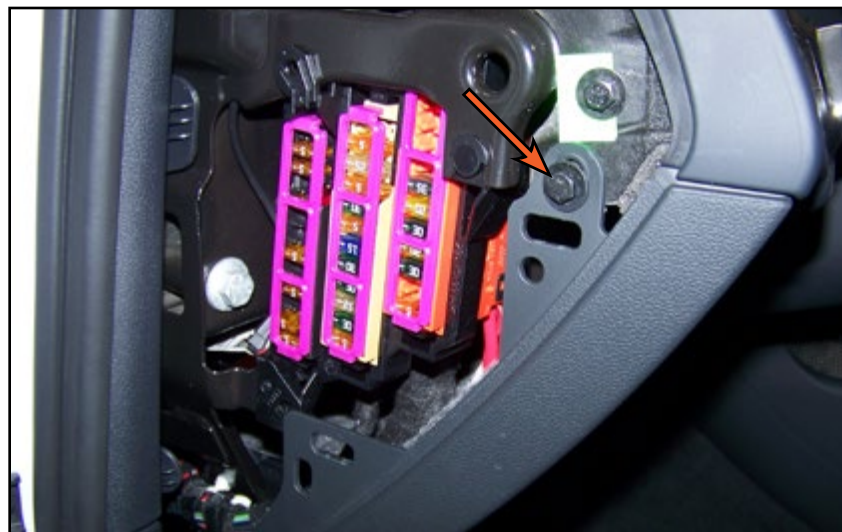
### Step 1: Non-Marring Trim Removal Tool

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.



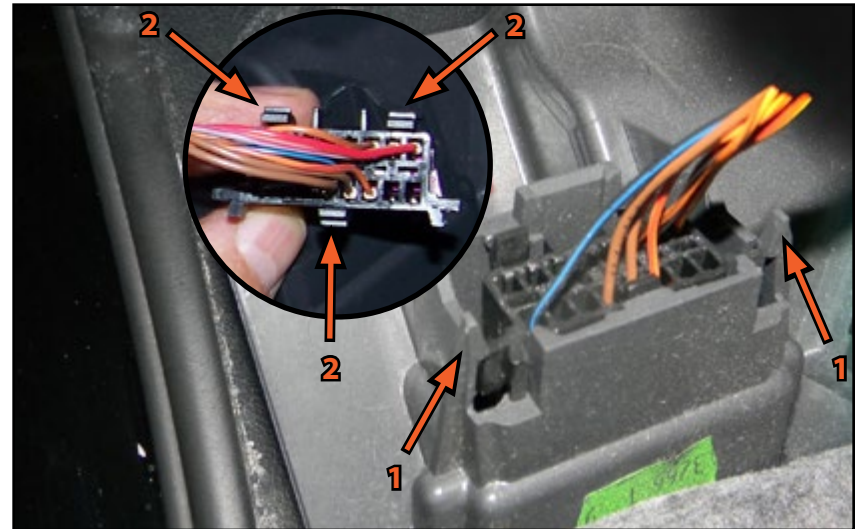
# INSTALLING THE VENT POD AND BOOST GAUGE

## Step 5: Small Flat Blade Screwdriver

Next we need to remove the data link connector from the knee panel. There are 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). Gently release all clips, then slide the DLC out of 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:

Now we're going to remove the instrument cluster trim surround panel, shown here removed from the car. We're going to use a non-marring plastic trim removal tool and pry carefully between the edges of the panel and the dash support beneath. Please proceed to the next step for the removal process.

**TECH TIP**

During the next step it is important to make sure that the chrome trim for the left side air vent (arrow) is NOT removed. Do not attempt to remove the chrome trim, since it holds the vent louvers and linkages in place. (You don't want to have to reassemble the vent if it falls apart.)



# INSTALLING THE VENT POD AND BOOST GAUGE

**Step 7:** Non-Marring Trim Removal Tool

Removing the instrument cluster trim is not difficult, just work slowly with your trim tool as you release all of those snap-in-place retainer clips. When the trim panel is free, tilt it forward, disconnect the hazard light switch, then remove it and set it aside in a safe place like the back seat or the trunk.



**Step 8:** Non-Marring Trim Removal Tool

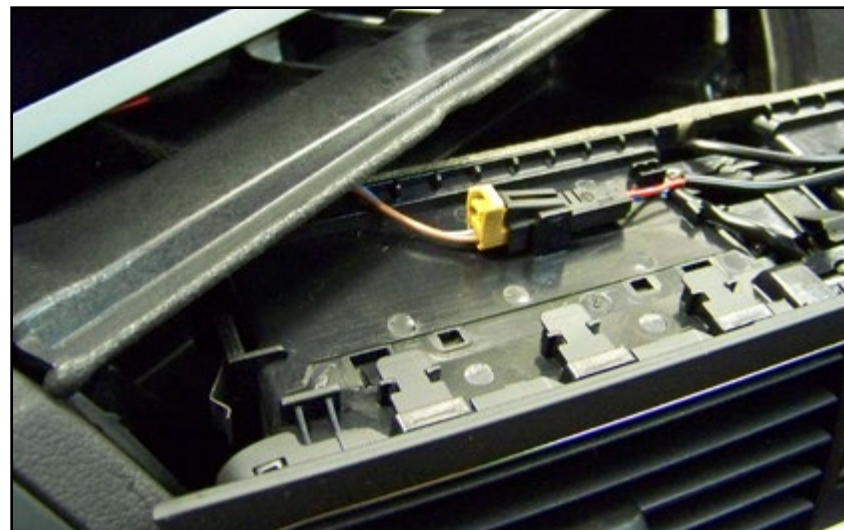
Beginning on the LH side, gently pry out the center vent housing and outlets.



# INSTALLING THE VENT POD AND BOOST GAUGE

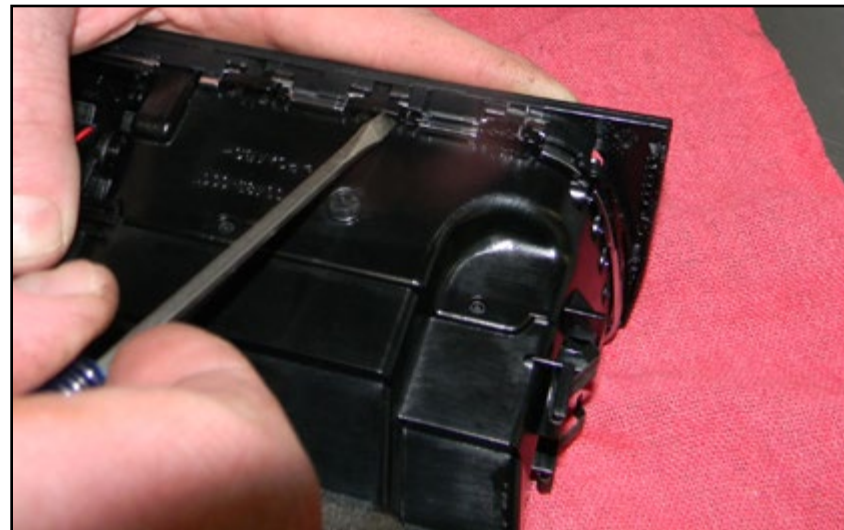
**Step 9:**

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

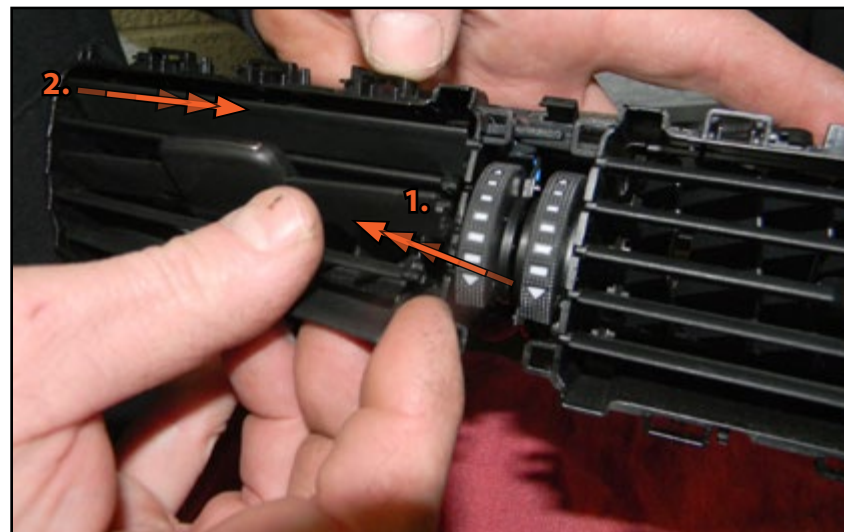
**Step 11:** Flat Blade Screwdriver

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:**

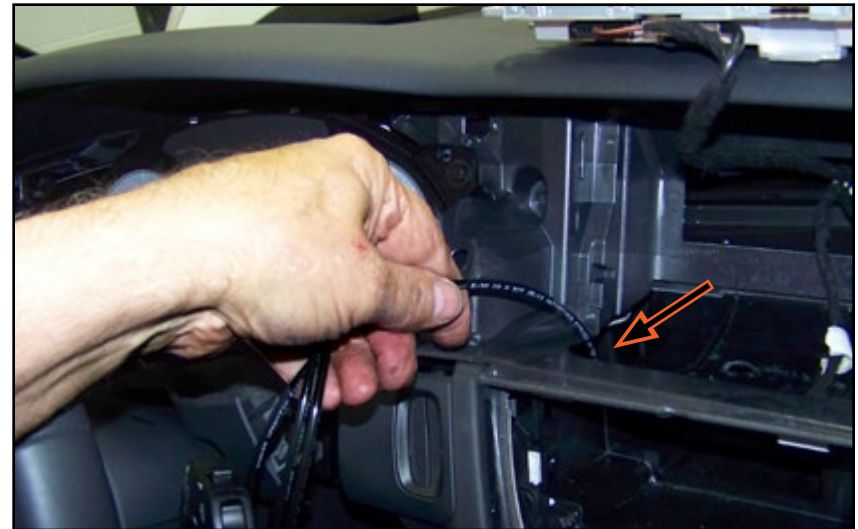
Remove the LH vent louvers by first lifting them outwards at the center, then pulling them out at the side. Set the vent housing aside for now.



# INSTALLING THE VENT POD AND BOOST GAUGE

## Step 13:

Take the plastic vacuum line 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 line. Slowly pull the vacuum line back up through the dash, pulling the power and transducer harnesses along with it until they extend out into the opening in the dash.

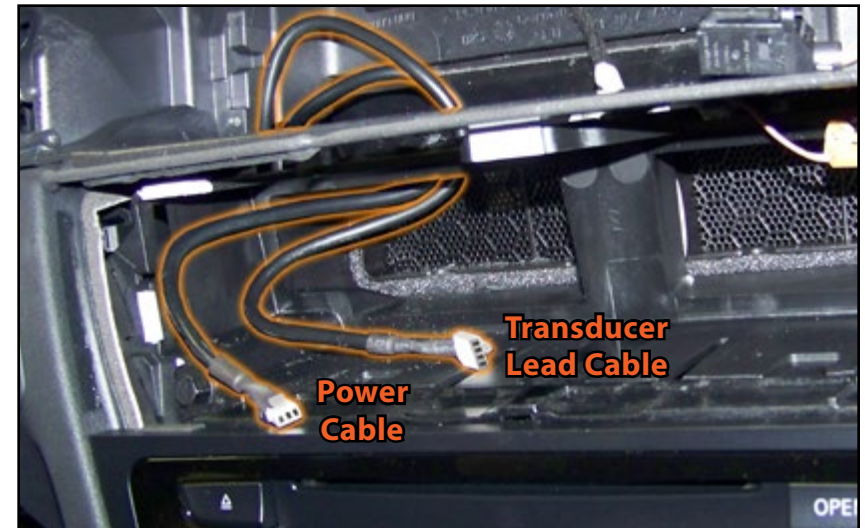
Untape the harnesses from the vacuum line and lay the tubing aside for later.



## INSTALLING THE VENT POD AND BOOST GAUGE

### Step 15:

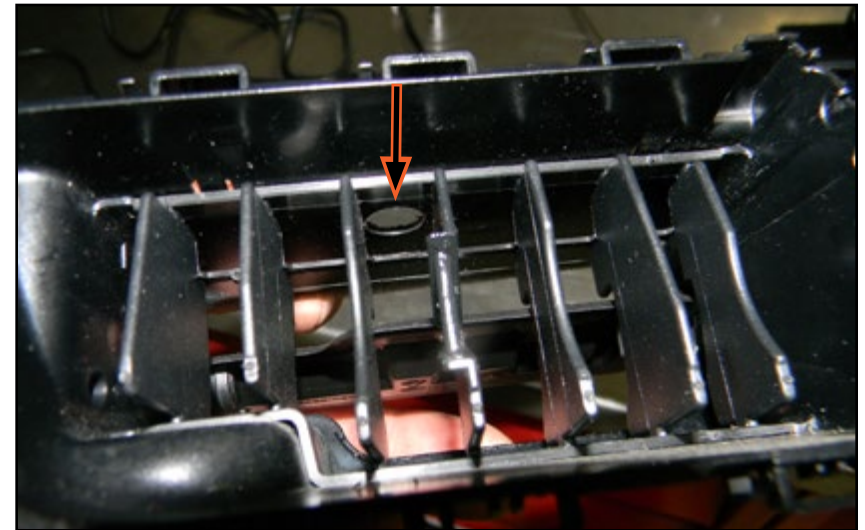
Route the boost sensor harness and transducer harness into the opening for the vent housing as shown.



### 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

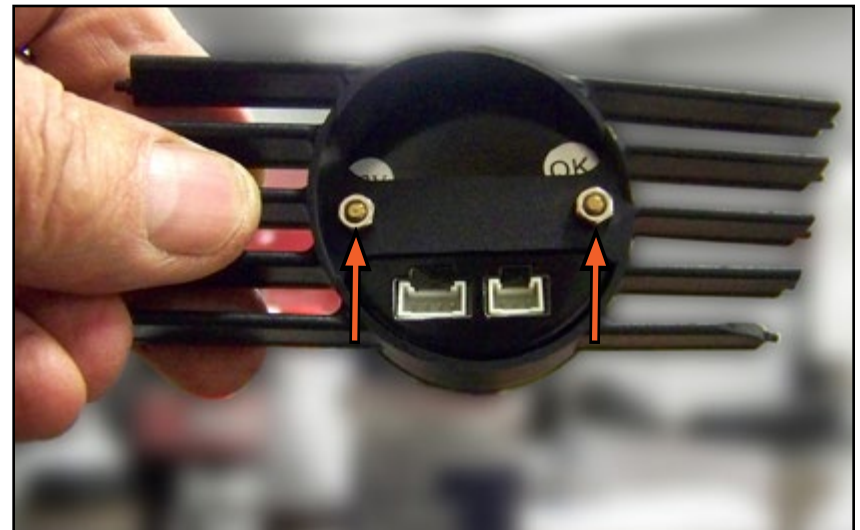
**Step 19:** 5.5mm Socket

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 lock washers 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

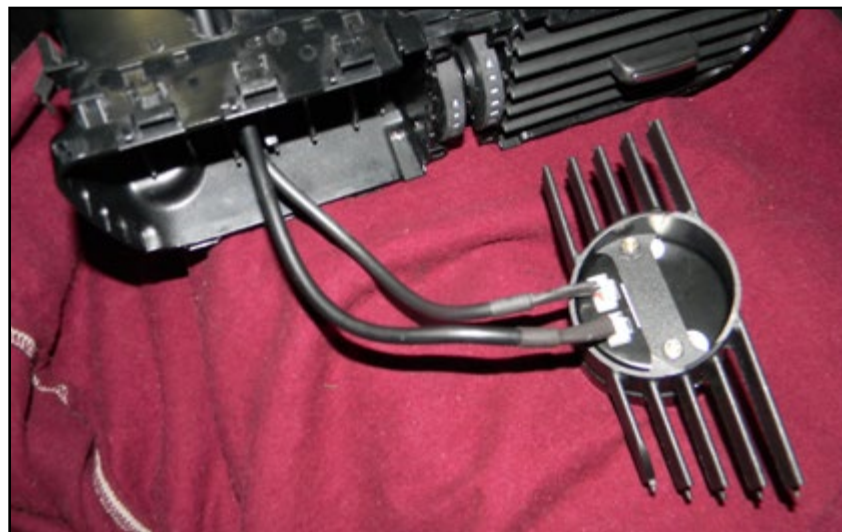
### Step 21:

Pull the gauge harnesses through 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 and they will only fit one way.



## INSTALLING THE VENT POD AND BOOST GAUGE

### Step 23:

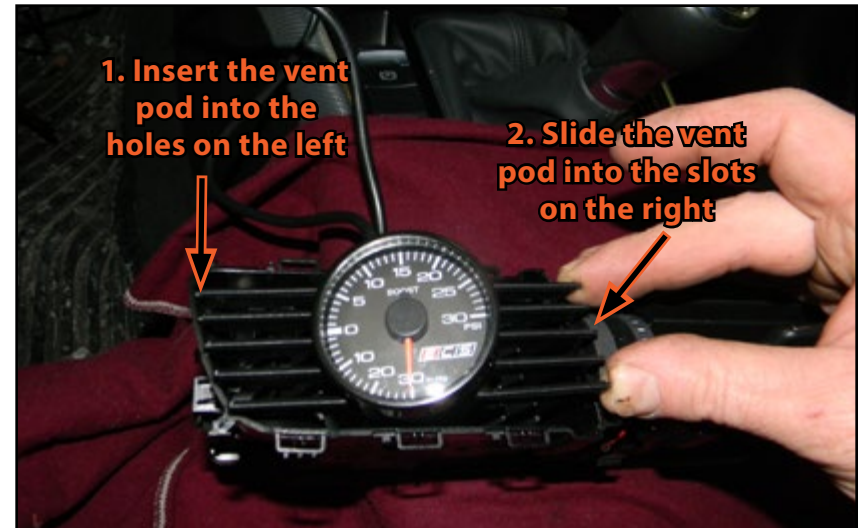
Pull the harnesses back through the vent housing and guide the new vent pod into place by first inserting the LH side of the pod into the housing, then seating the vent pod into place in the center.

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 instrument cluster 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:

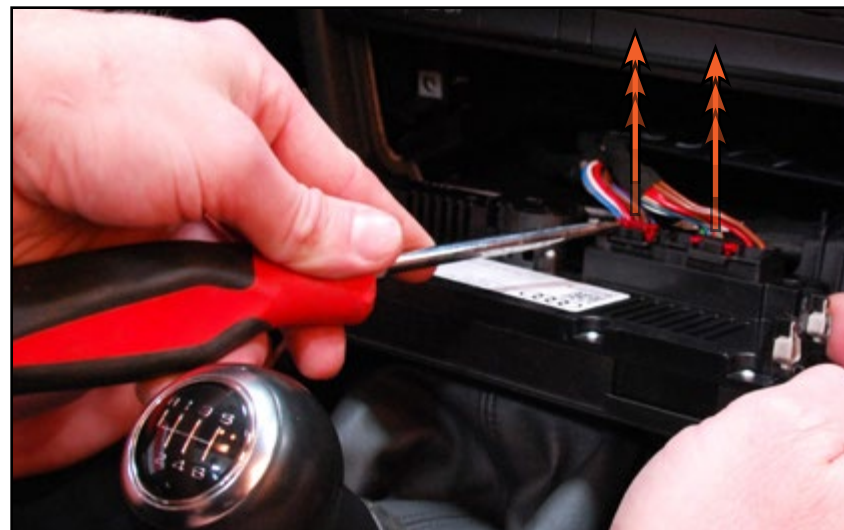
Using care to not scratch the center console, flip the HVAC Controller down to gain access to the harness connectors.



## 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

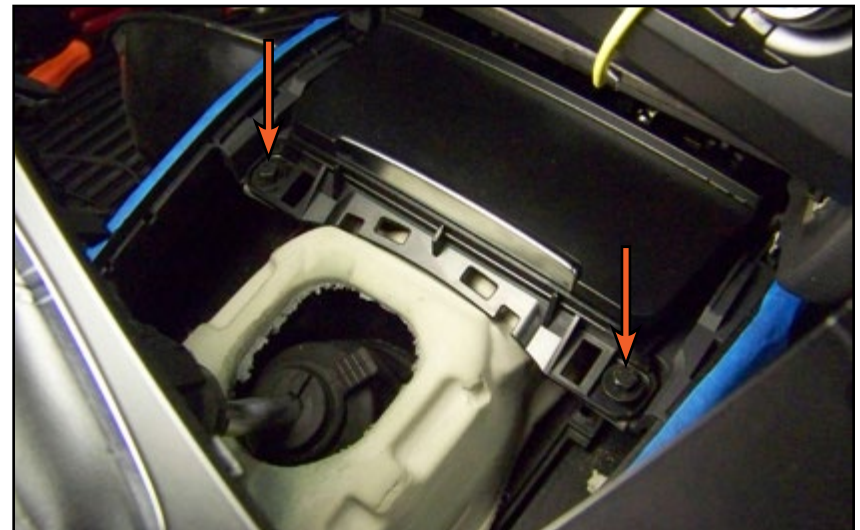
### Step 7:

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

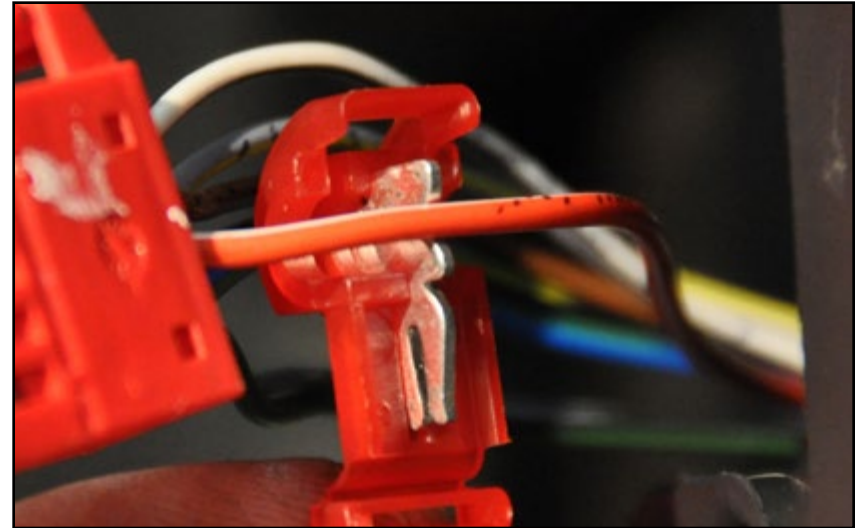
### Step 11:

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.

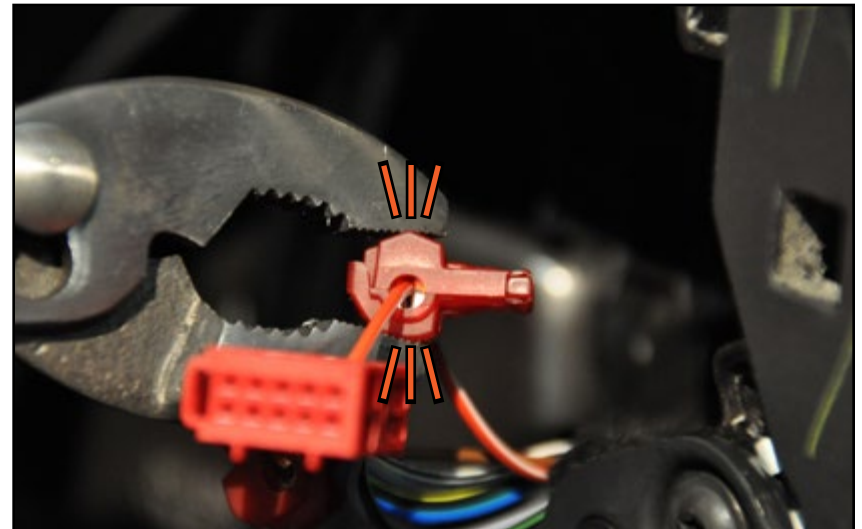
#### NOTE

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.

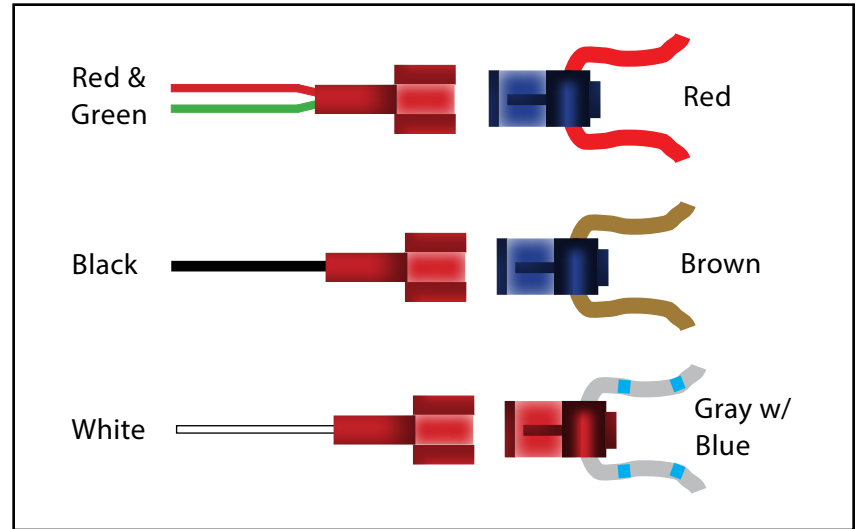


# MAKING THE ELECTRICAL CONNECTIONS

## Step 13:

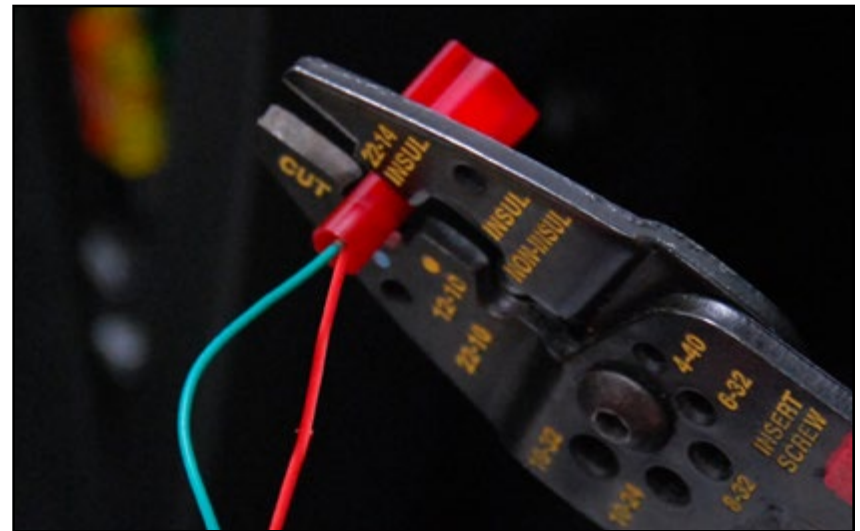
Now that we've reviewed the installation of the T-taps, here's how the wiring will be connected:

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 connector 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 connector.



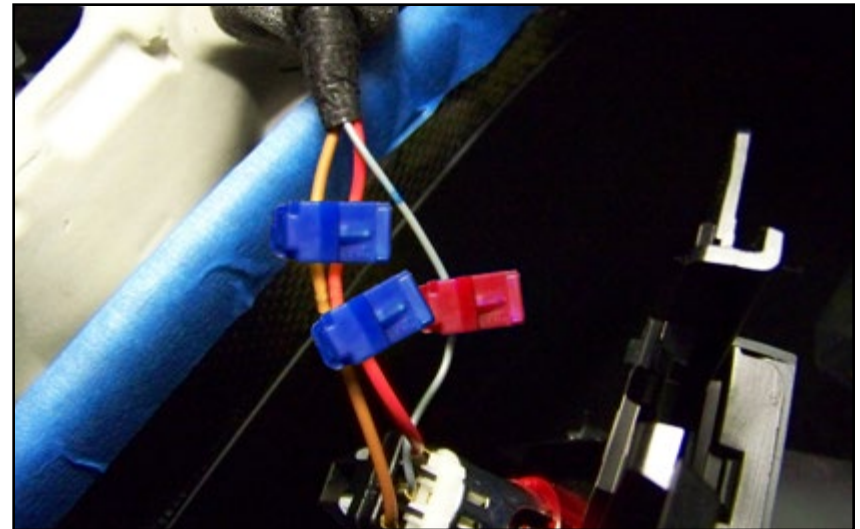
# MAKING THE ELECTRICAL CONNECTIONS

## 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**

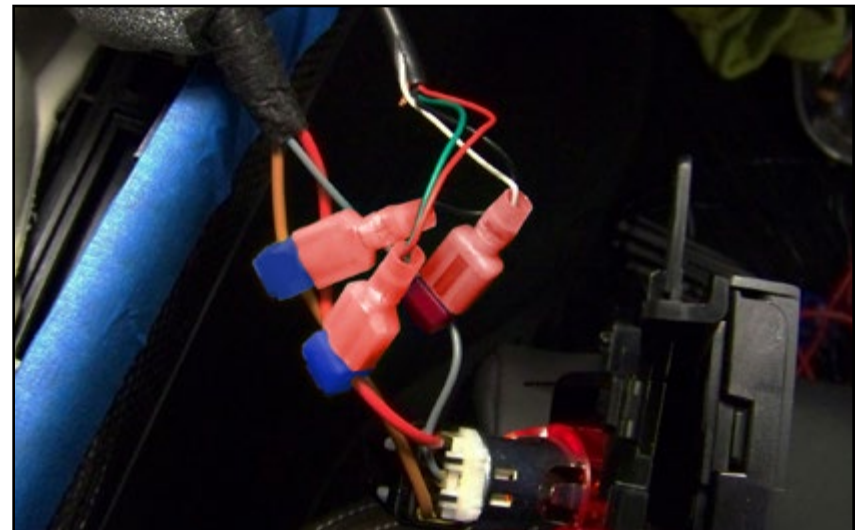
Be sure to use the correct T-taps on the correct wires. They will not make contact correctly and can damage the wires if the wrong sizes are used.



## Step 16:

Plug the spade connectors onto the T-tap connectors. The spade connectors will be a tight fit. You will have to support the T-tap and push fairly hard to fully seat each spade connector. Make sure they are installed per the wiring diagram in step 13:

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 30psi, 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.

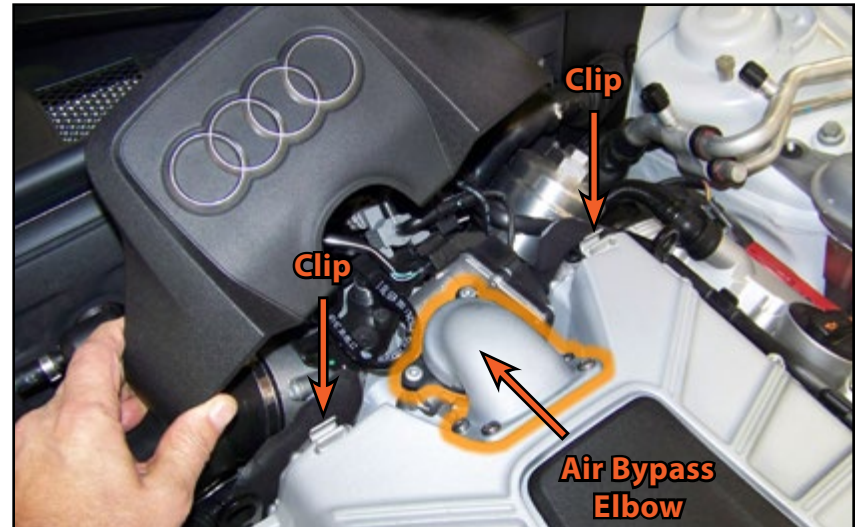


## INSTALLING THE BOOST TAP

### Step 1:

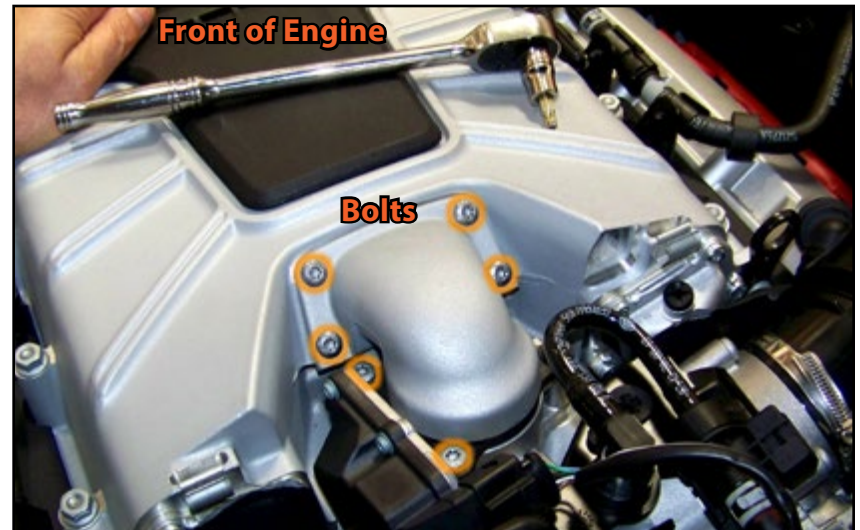
Now it's time to run our vacuum/boost hose to a vacuum source, for this we will be working under the hood. Remove the plastic beauty cover at the rear of the engine by lifting upwards on the front of the cover to pop the plastic tabs from the clips (arrows).

Remove the cover to expose the air bypass elbow (highlighted).



### Step 2: T30 Torx Socket, Ratchet

Loosen and remove the six bolts which are highlighted in the photo, these bolts secure the air bypass elbow to the intake manifold and the throttle body. There is a seventh bolt which is more difficult to reach, please proceed to Step 3 more information.



## INSTALLING THE BOOST TAP

### Step 3: T30 Torx Socket, Universal Joint, Ratchet

Access to one bolt is partially blocked by a rigid plastic hose, you can lift the rubber block that supports the hose off of its black metal support bracket and lift the hose to access the bolt. Note that in the photo we are using a T30 socket and a wobble-head extension, a universal joint (swivel) will also work here.



### Step 4:

Once all seven bolts have been removed from the elbow, lift it upwards and out of the engine compartment, then immediately cover the throttle and intake manifold openings with a clean cloth. Pull the OE elbow adapter (highlighted in photo) out of the elbow and set it aside.

#### TECH TIP

The adapter is a push fit that slides into a sealing o-ring in the throat of the elbow, it helps to twist the adapter as you pull it off.



# INSTALLING THE BOOST TAP

## Step 5:

We will be replacing the OE elbow adapter with our ECS-engineered boost tap which is included in the gauge kit. Remove the ECS boost tap from its plastic bag, and lay all of the components out on a clean work surface.



## Step 6: 3mm Allen Wrench

The ECS boost tap has two available vacuum ports, since we only need one for this project we'll install only one nipple and plug the other port. Cut the end off the thread locker tube. Apply a drop or two to the threads on the nipple and the plug.

Tighten the plug until it is snug using a 3mm hex key.

Temporarily slide a length of tight-fitting rubber hose over the nipple for added leverage, and screw the nipple in by hand.

Put the extra nipple somewhere safe in case you need a second vacuum port in the future.



# INSTALLING THE BOOST TAP

## Step 7:

Insert the boost tap into the hole in the elbow, make sure the sealing o-ring is pliable and intact. It may help to twist the boost tap slightly as you push it all the way into the elbow.



## Step 8:

Rotate the boost tap in the elbow until the nipple points to nine o'clock with the intake face of the elbow sitting flat on a table as shown here in the photo. Don't worry about exact positioning, you can fine tune the position when the elbow is reinstalled on the car.



## INSTALLING THE BOOST TAP

### Step 9:

Reinstall the elbow into place, then thread in the four short Torx bolts into the holes in the intake manifold by hand. Rotate the boost tap as needed to align the bolt holes with those in the throttle body, then thread in the remaining Torx bolts by hand.



### Step 10: T30 Torx Socket, Torque Wrench

The bolts must be tightened in the following order:

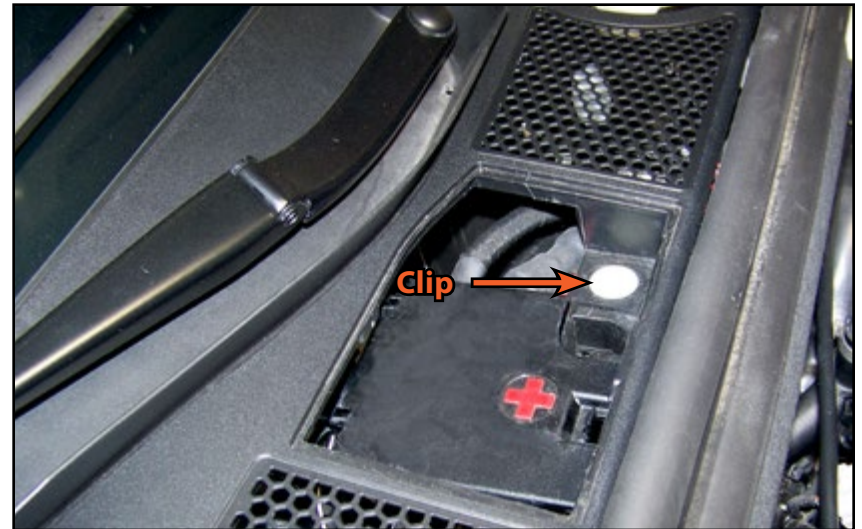
1. Start at the manifold (shown in the photo) and torque the four bolts to 10Nm (7.5 ft-lb).
2. Torque the three throttle body bolts to 10Nm (7.5 ft-lb).



## INSTALLING THE BOOST TAP

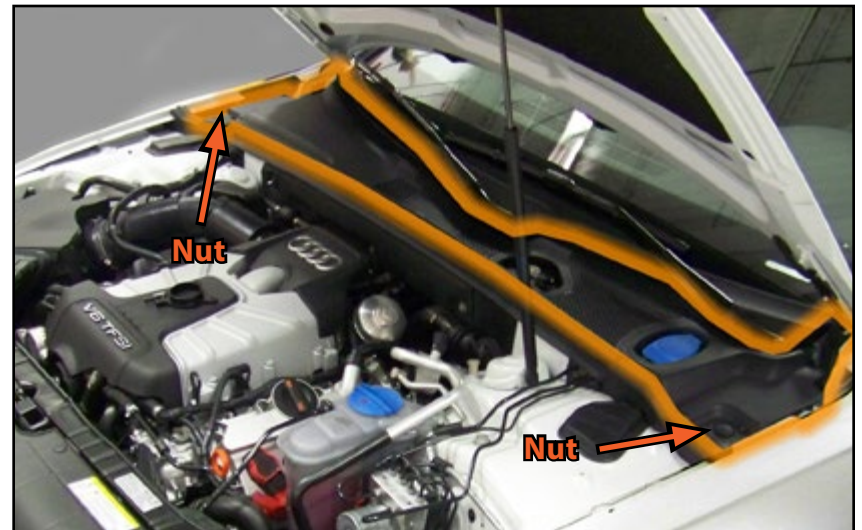
### Step 11: Trim Removal Tool

Remove the plastic cover for the positive jump start lug, locate the clip that secures the center of the rain tray and pry up on the head of this clip to remove it.



### Step 12: Flat Blade Screwdriver

Remove the plastic nuts on each side of the rain tray, then lift the rain tray up and pull it forward to remove it.



## INSTALLING THE BOOST TAP

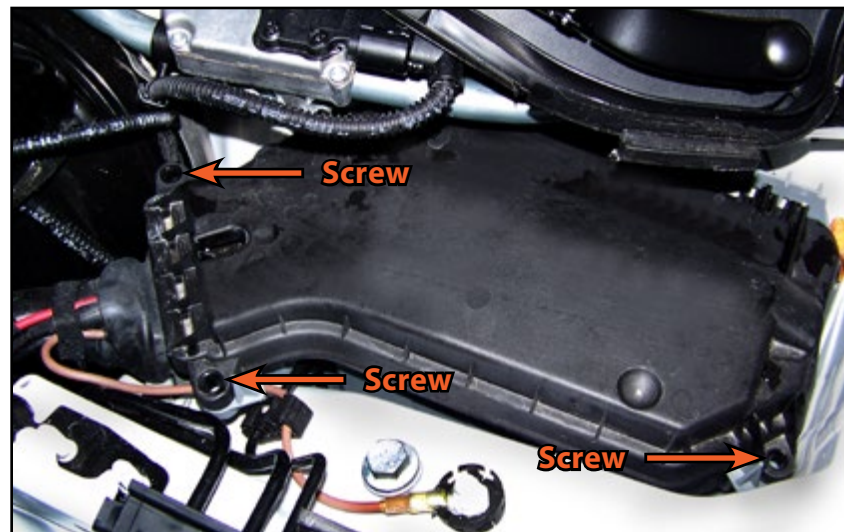
**Step 13:** 13mm Socket, Ratchet

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



**Step 14:** T30 Torx Socket, Ratchet

Now you will be able to see the main power distribution center/ECU box. Remove all three of the screws and lift off the cover.



## INSTALLING THE BOOST TAP

### Step 15:

Removing the cover exposes the ECU. Push outward on the two plastic ECU retainer clips (circled) to release them, then hold them outward as you pull the ECU forward.



### Step 16:

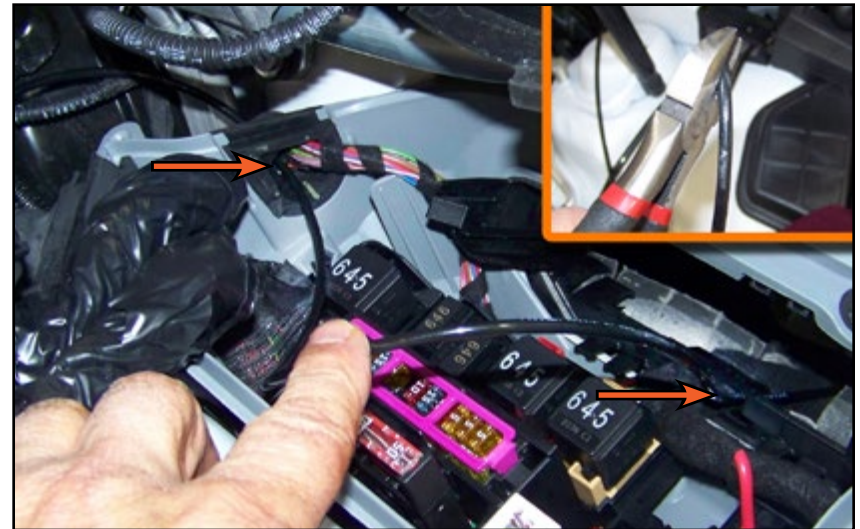
When the ECU clears the retainer clips, slide it all the way out of its bracket, and pull it carefully off to the side with all of the wire connectors still attached.



## INSTALLING THE BOOST TAP

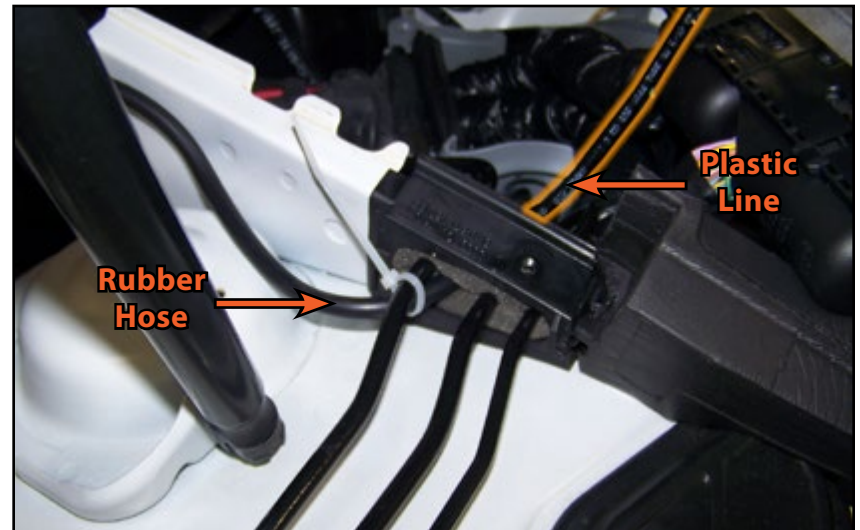
### Step 17: Diagonal Cutters

With the ECU pulled off to one side, there is a large opening into the cabin. Take the plastic vacuum tube from the kit and feed it through the opening, routing it next the electrical wires entering the cabin (right arrow), just above the dead pedal. Use your diagonal cutters to make an angle cut at the opposite end of the plastic tubing (inset photo), this will create a sharp point on the tubing that can be used to puncture the rubber grommet in the side of the box (left arrow). Push the plastic tube all the way through the grommet and pull it into the water tray, next to the electrical box.



### Step 18:

Run the plastic line forward to the front of the water tray. Locate the foam seal where the steel brake lines pass through the front wall of the water tray, then run the plastic line through the foam an inch or so, and attach the rubber hose from the gauge kit.



## INSTALLING THE BOOST TAP

### Step 19:

Route the rubber hose along the front of the water tray towards the vacuum port on the throttle adapter, and plug it onto the vacuum nipple (We've drawn an ORANGE line showing the general location and routing of the hose).

Use zip ties to secure the hose at several places, do not pull the hose too tight or run it too close to any hot or moving parts, and make sure it cannot rub or chafe on anything around it. Once the hose is routed, connected, and properly secured, reinstall the beauty cover above the throttle body.



### Step 20:

Working beneath the dash, pull the excess length of plastic line into the driver's side footwell. Route it next to the main wiring harness and secure it in place with zip ties.

Working under the hood again, reinstall the ECU by sliding it back into its bracket until the snap clips secure it. Reinstall the ECU cover, (removed in Step 14), the washer fluid spout, and the rain tray.



## INSTALLING THE BOOST TAP

### Step 21:

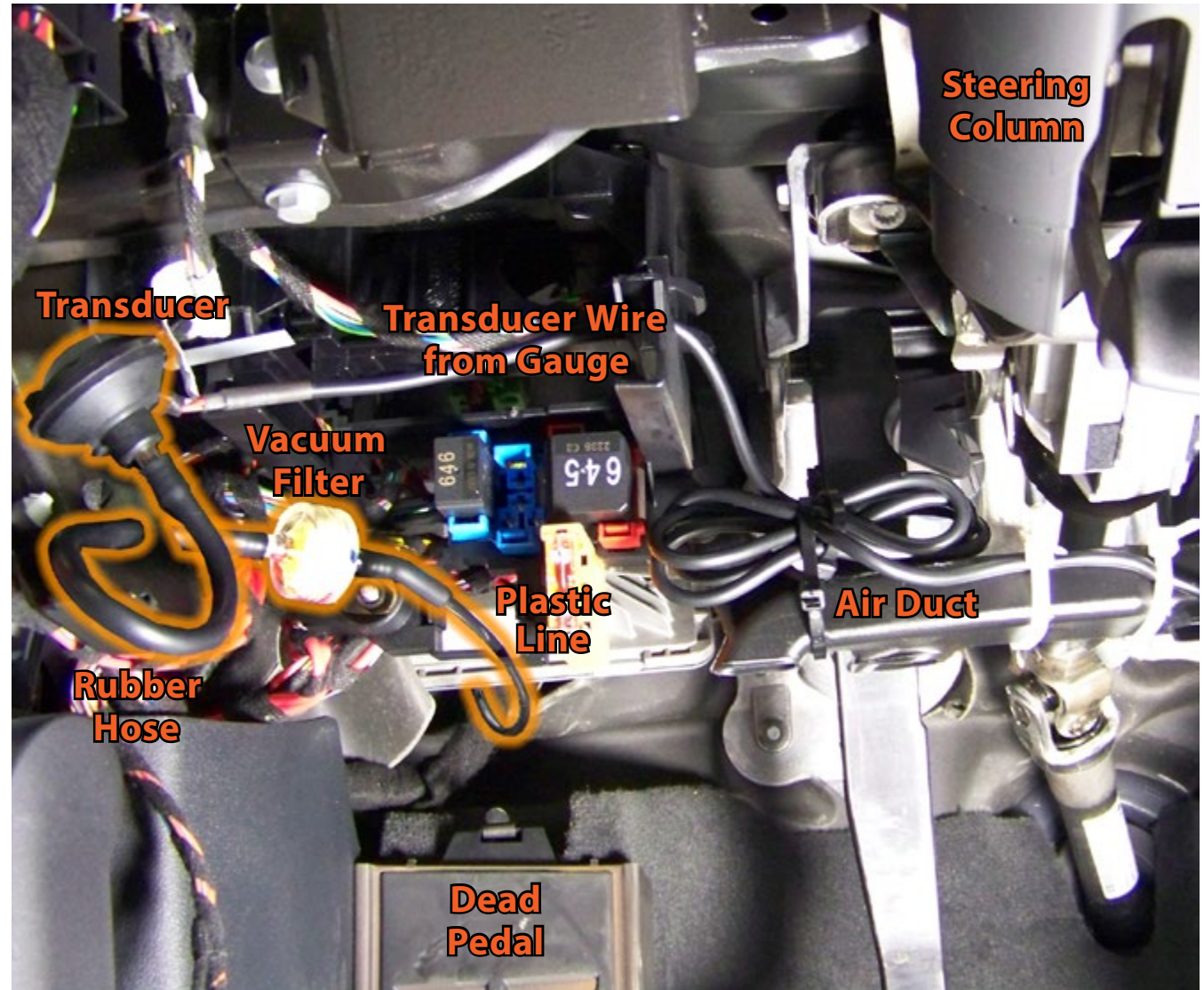
Working beneath the dash again, zip tie the transducer to the metal support bracket at the left side of the dash. Use a short length of rubber vacuum hose to connect the transducer vacuum port to the inline plastic filter (the filter can be installed in either direction). Make sure the vacuum nipple on the transducer points downward so any moisture in the hose cannot collect inside the transducer body.

Run the plastic line from the engine compartment up close to the filter and cut away any excess line, then connect the plastic line to the filter using a short length of vacuum hose.

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.














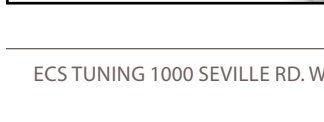
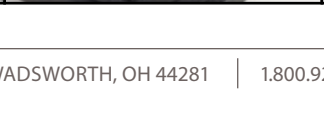

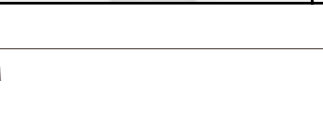
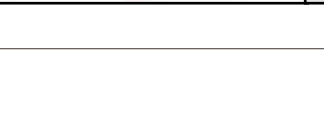
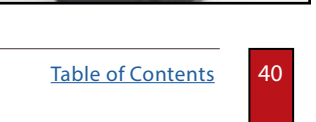
Reinstall the knee panel.

Reinstall the LH dash side cover.



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	<a href="#"><u>Ball Joint Separator</u></a>	<a href="#"><u>Wheel Chocks</u></a>	<a href="#"><u>Impact Sockets</u></a>		
	<a href="#"><u>Vanos Solenoid Socket</u></a>	<a href="#"><u>Torx Sockets</u></a>	<a href="#"><u>Torque Wrenches</u></a>		
					

Your Audi B8 S4 3.0T Vent Pod Boost Gauge installation is complete!



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