



Audi D4 4.0T Luft-Technik Intake System Installation Instructions - [Click HERE to Shop](#)



Skill Level
1 - Easy
Basic Skills
Required



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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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#2834951](#)
- **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

Available On Our Website

- **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 Tools

- **Trim Removal Tools**.....[ES#517779](#)

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 STOCK INTAKE

Step 1:

Remove the engine cover by pulling upward on the four corners to pop it free from the mounting grommets.



Step 2: Trim Removal Tools

Pull the radiator shroud forward out of the core support, then lift up to pop it free from the grille.



REMOVING THE STOCK INTAKE

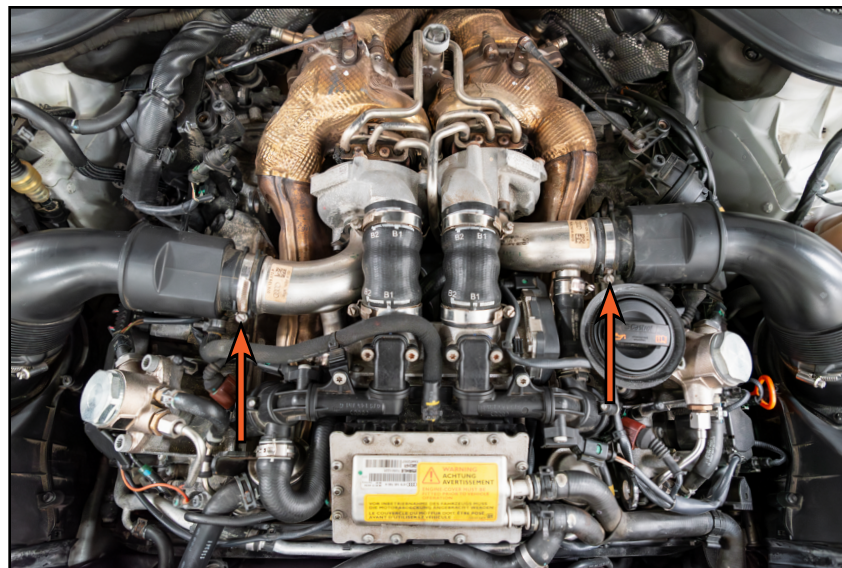
Step 3: 13mm socket & Ratchet

Remove the four screws (arrows) and slide each engine brace free from the core support.



Step 4: 7mm Socket & Ratchet

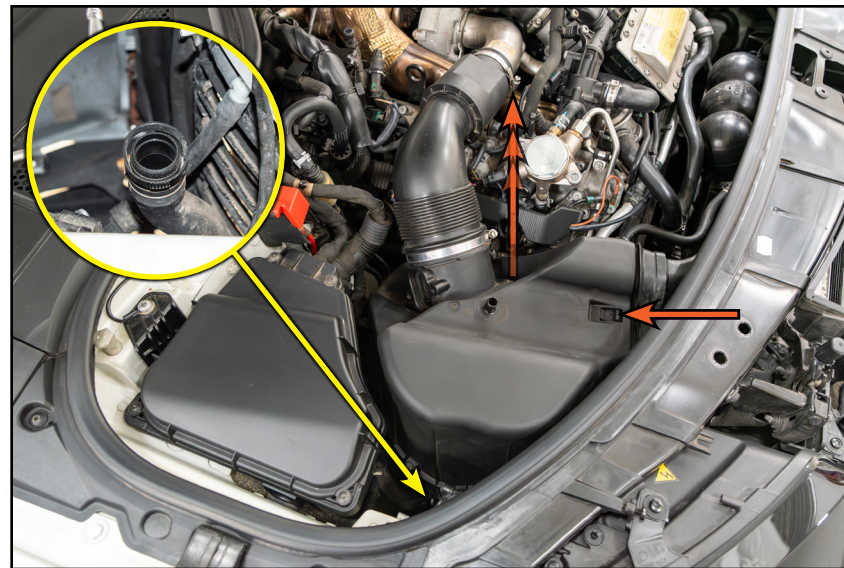
Loosen the two clamps (arrows) and pull the intake tubes free from the turbo inlets.



REMOVING THE STOCK INTAKE

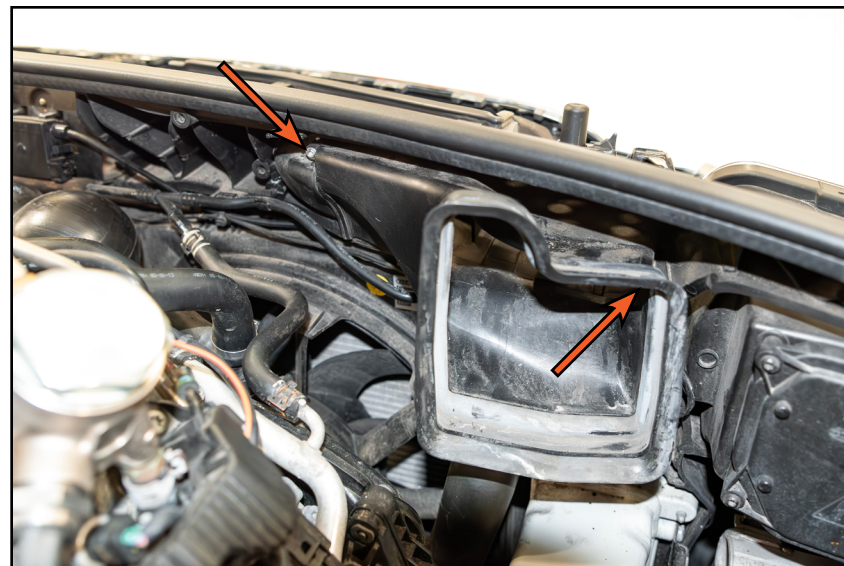
Step 5:

Pull the SAI hose (inset photo) free from the fitting on the bottom of the RH airbox. Depress the retaining tab (arrow) and pull the inlet duct free from each airbox, then lift upward to pop the airbox free from the mounting grommets and remove it from the vehicle.



Step 6: T15 Torx Socket & Ratchet

Loosen the two screws (arrows) and remove each inlet duct from the core support.



REMOVING THE STOCK TURBO INLETS

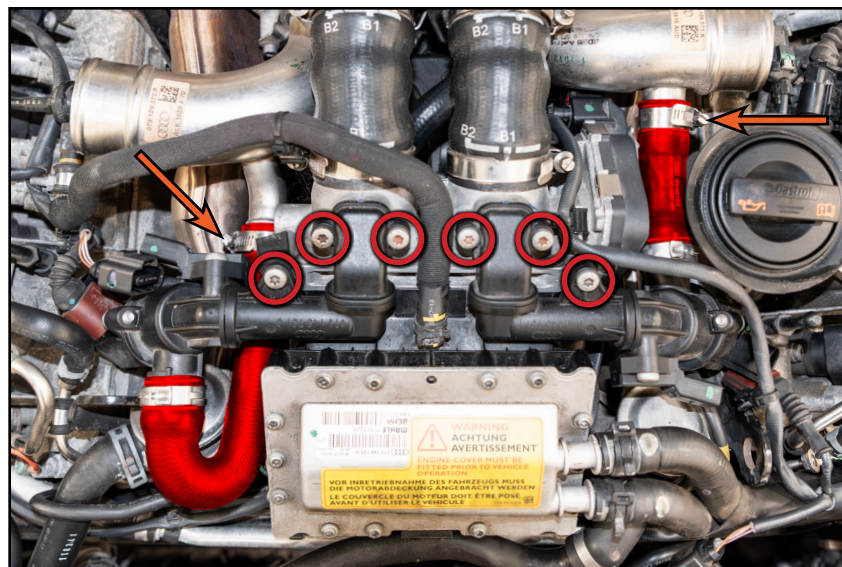
Step 1: 7mm Socket & Ratchet

Loosen the clamps (arrows) that secure the throttle body couplers to the turbos. Disconnect the four connectors (highlighted in **RED**) for the diverter valves.



Step 2: T30 Torx, 7mm Socket and Ratchet

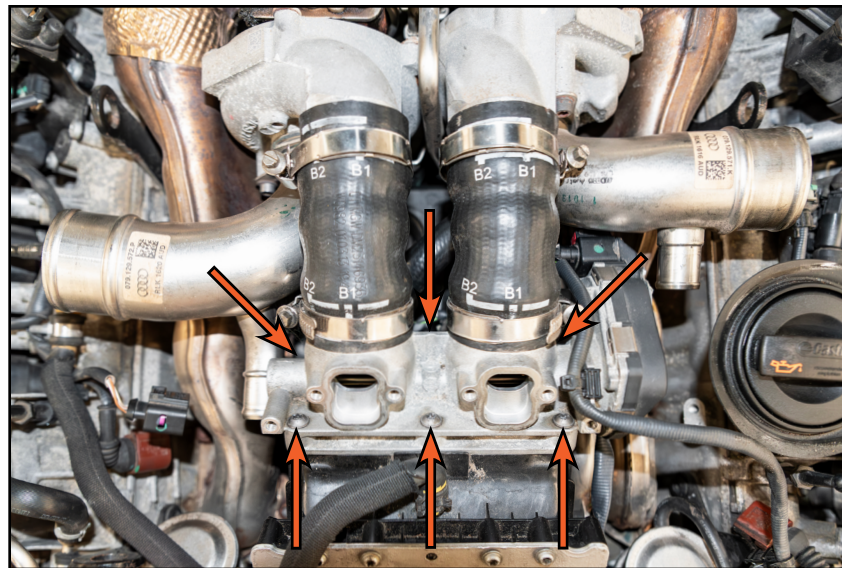
Loosen the clamps (arrows) that secure the diverter valve hoses (highlighted in **RED**) to the turbo inlets, then remove the six screws (circled in **RED**) and remove the diverter valves from the throttle body.



REMOVING THE STOCK TURBO INLETS

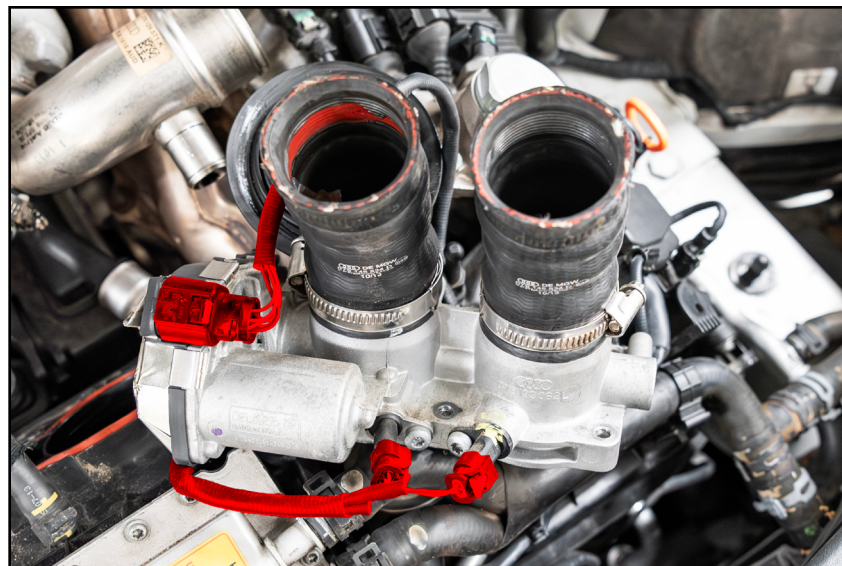
Step 3: T30 Torx Socket & Ratchet

Remove the six screws (arrows) that secure the throttle body to the intercooler.



Step 4: Angled Pick

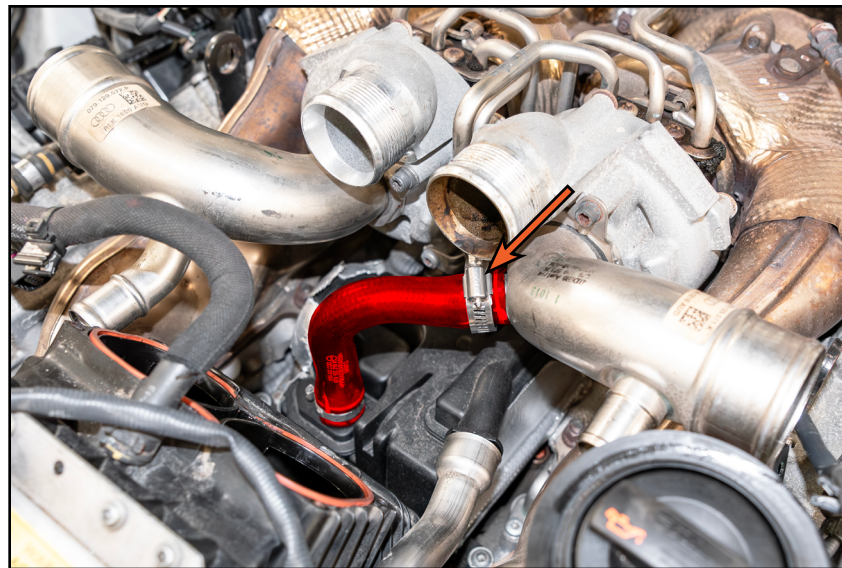
Carefully lift the throttle body off of the intercooler, disconnect the three connectors (highlighted in **RED**) from the underside, and remove the throttle body from the vehicle.



REMOVING THE STOCK TURBO INLETS

Step 5: 7mm Socket & Ratchet

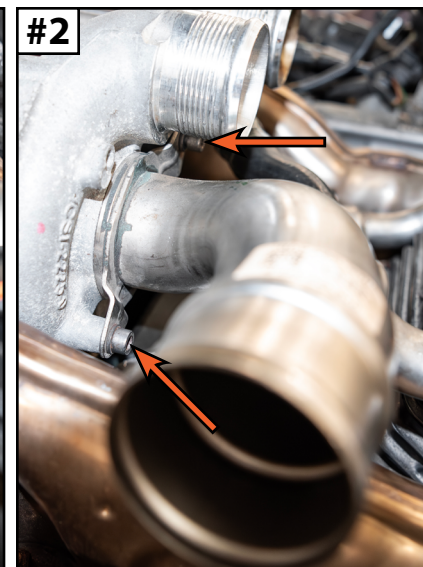
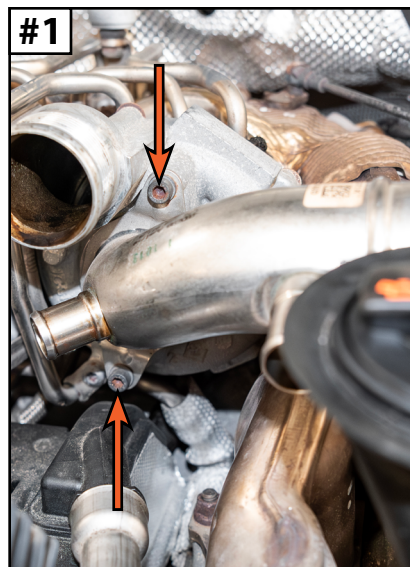
Loosen the clamp (arrow) and pull the PCV vent hose (highlighted in **RED**) off of the LH turbo inlet.



Step 6: 5mm Hex (Allen) Socket & Ratchet

Remove the two screws (arrows in **Photo #1**) and pull the LH turbo inlet out of the turbo.

Remove the two screws (arrows in **Photo #2**) and pull the RH turbo inlet out of the turbo.

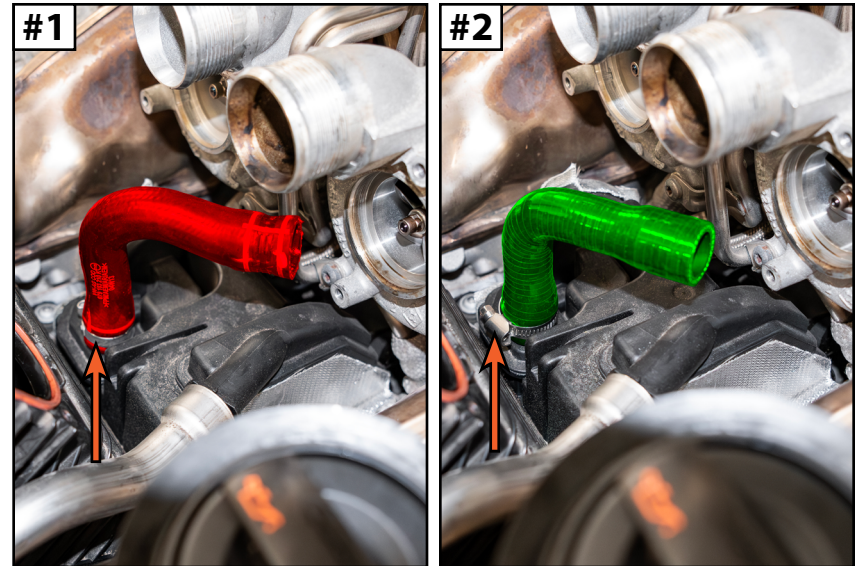


INSTALLING THE NEW TURBO INLETS

Step 1: Angled Pick Tool, 7mm Socket & Ratchet

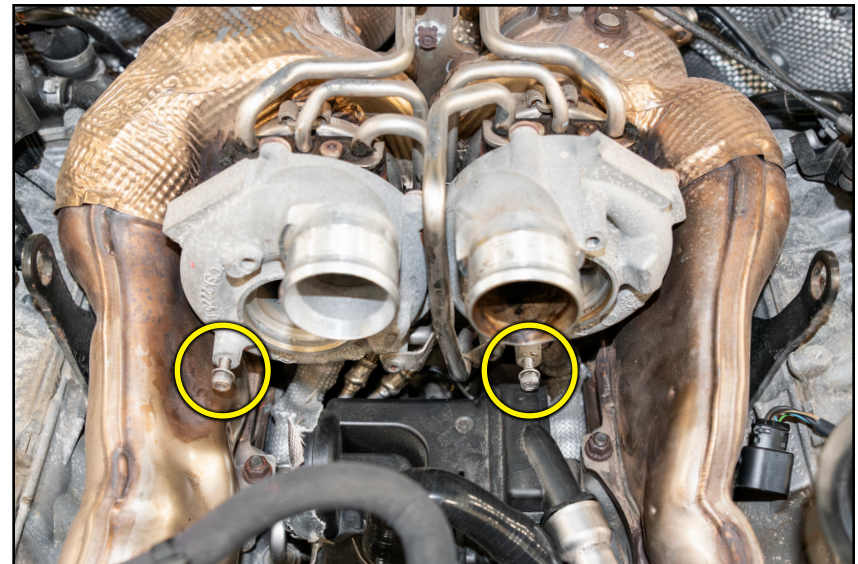
Carefully cut or release the clamp (arrow in **Photo #1**) and pull the OE PCV vent hose (highlighted in **RED**) free from the PCV valve.

Slide the new PCV vent hose (highlighted in **GREEN**) onto the PCV valve, being sure to orient it exactly as it was before, then tighten the clamp (arrow in **Photo #2**) to secure it in place.



Step 2: 5mm Hex (Allen) Socket & Ratchet

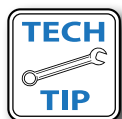
Loosely thread one M6 x 16mm screw & washer (circled in **YELLOW**) into the lowermost turbo inlet mounting hole in each turbo to aid in reassembly.



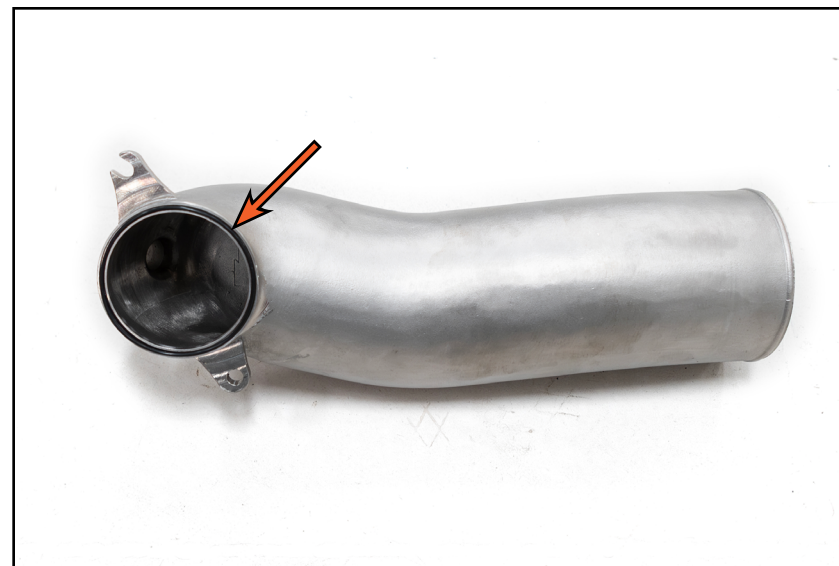
INSTALLING THE NEW TURBO INLETS

Step 3:

Ensure the provided o-ring (arrow) is properly seated in the groove in each new turbo inlet.



Coating the new o-rings in a light layer of grease will help to retain them in the groove while you install the turbo inlets.



Step 4:

5mm Hex (Allen) Socket & Torque Wrench

Carefully guide the new RH turbo inlet onto the threads of the lower screw, then install the upper screw as shown. Tighten both screws (arrows) to 9 Nm (7 Ft-lbs).



INSTALLING THE NEW TURBO INLETS

Step 5: 5mm Hex (Allen) Socket & Torque Wrench

Carefully guide the new LH turbo inlet onto the threads of the lower screw, then install the upper screw as shown. Tighten both screws (arrows) to 9 Nm (7 Ft-lbs).



Step 6: 7mm Socket & Ratchet

Slide the PCV vent hose (highlighted in **GREEN**) onto the LH turbo inlet and tighten the clamp (arrow) until snug.



INSTALLING THE NEW TURBO INLETS

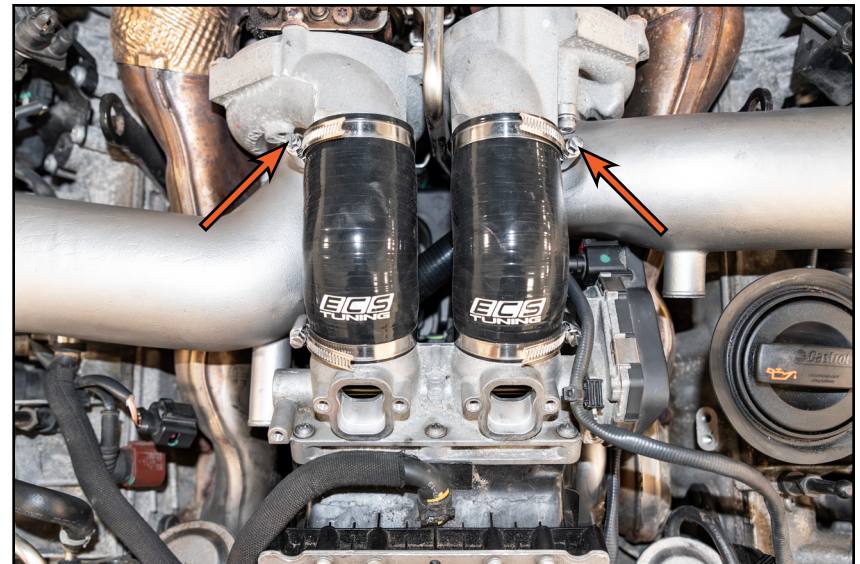
Step 7:

Reconnect the three connectors (highlighted in **GREEN**) onto the underside of the throttle body.



Step 8: T30 Torx, 7mm Socket & Torque Wrench

Slide the couplers back over the turbos, rotate the throttle body down into place, and tighten the clamps (arrows) until snug. Reinstall the six screws that secure the throttle body to the intercooler and tighten them to 5 Nm (4 Ft-lbs).



INSTALLING THE NEW TURBO INLETS

Step 9: Angled Pick, 7mm Socket & Ratchet

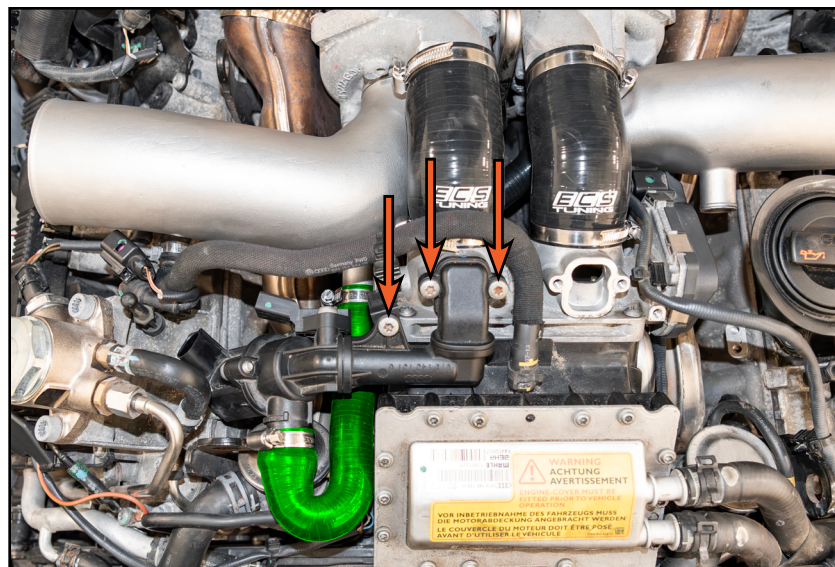
Carefully cut or release the clamps (arrows in **Photo #1**) and pull the OE diverter valve hoses (highlighted in **RED**) free from the diverter valves.

Slide the new diverter valve hoses (highlighted in **GREEN**) onto the diverter valves, being sure to orient them exactly as they were before, then tighten the clamps (arrows in **Photo #2**) to secure them in place.



Step 10: 7mm, T30 Torx Socket & Torque Wrench

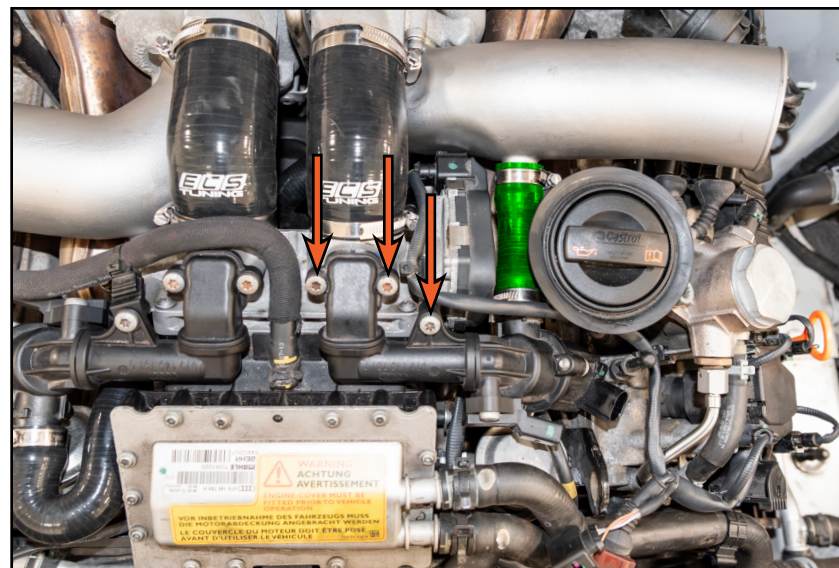
Reinstall the RH diverter valve, slide the hose (highlighted in **GREEN**) onto the RH turbo inlet and tighten the clamp until snug, then reinstall the screws (arrows) and torque them to 9 Nm (7 Ft-lbs).



INSTALLING THE NEW TURBO INLETS

Step 11: 7mm, T30 Torx Socket & Torque Wrench

Reinstall the LH diverter valve, slide the hose (highlighted in **GREEN**) onto the LH turbo inlet and tighten the clamp until snug, then reinstall the screws (arrows) and torque them to 9 Nm (7 Ft-lbs).



Step 12:

Reconnect the four diverter valve connectors (highlighted in **GREEN**).



INSTALLING THE NEW INTAKE SYSTEM

Step 1: 7mm, 10mm Socket & Ratchet

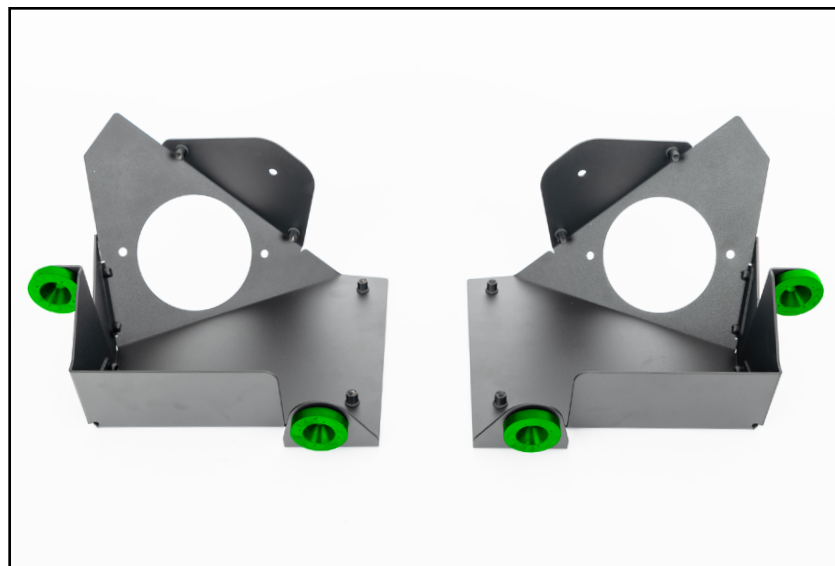
Install the SAI adapter (highlighted in **GREEN** in **Photo #1**) into the SAI hose.

Install the SAI bracket (highlighted in **GREEN** in **Photo #2**) and secure it with the provided nut (arrow). Slide the SAI filter onto the adapter and tighten the clamp until snug to secure it in place.



Step 2:

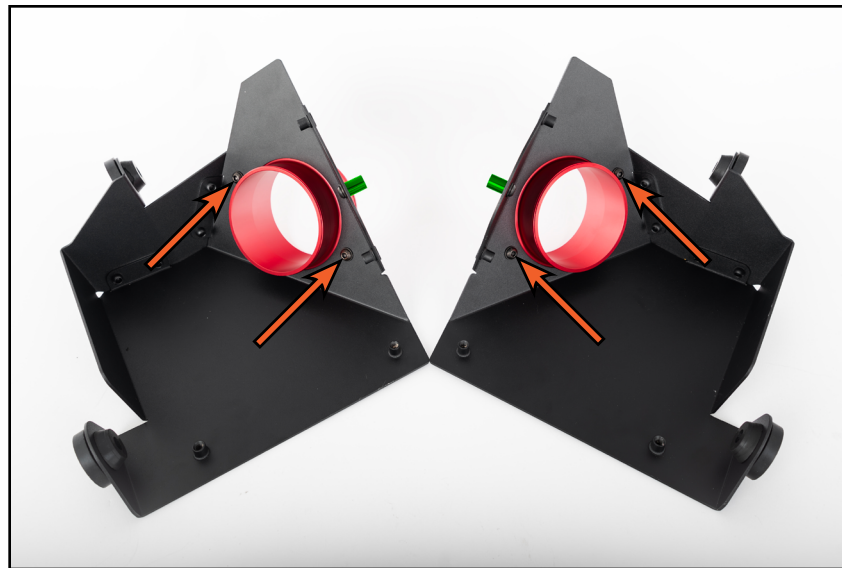
Install the provided mounting grommets (highlighted in **GREEN**) into the heat shields as shown.



INSTALLING THE NEW INTAKE SYSTEM

Step 3: 4mm Hex (Allen) Socket & Ratchet

Install the two air filter adapters into the heat shields as shown and secure them with the four M6 x 12mm screws & washers (arrows). Install the two standoffs (highlighted in **GREEN**) onto the tops of the heat shields using two M6 x 16mm screws & washers.



Step 4: 7mm Socket & Ratchet

Slide the two air filters onto the adapters and tighten the clamps (arrows) until snug to secure them in place.



INSTALLING THE NEW INTAKE SYSTEM

Step 5:

Install each heat shield by lining up the mounting grommets with the standoffs on the vehicle and pushing down to pop them into place.



Step 6:

Install the provided bulb seal (highlighted in **GREEN**) along the top of each inlet duct as shown, trimming to length as needed.

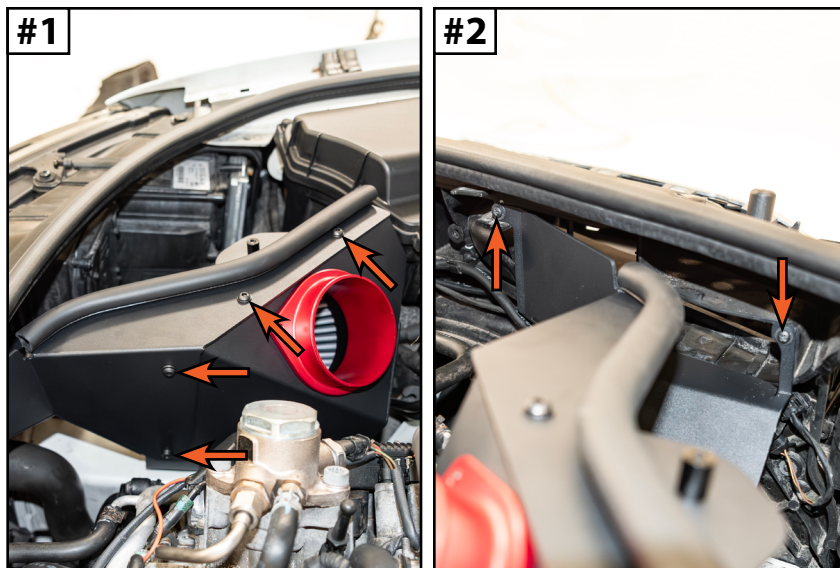


INSTALLING THE NEW INTAKE SYSTEM

Step 7: 4mm Hex (Allen) Socket & Ratchet

Slide each inlet duct into place and secure it to the heat shield using the provided M6 x 16mm screws & washers (arrows in **Photo #1**).

Secure each inlet duct to the core support using the provided self-tapping screws (arrows in **Photo #2**).



Step 8: 7mm Socket & Ratchet

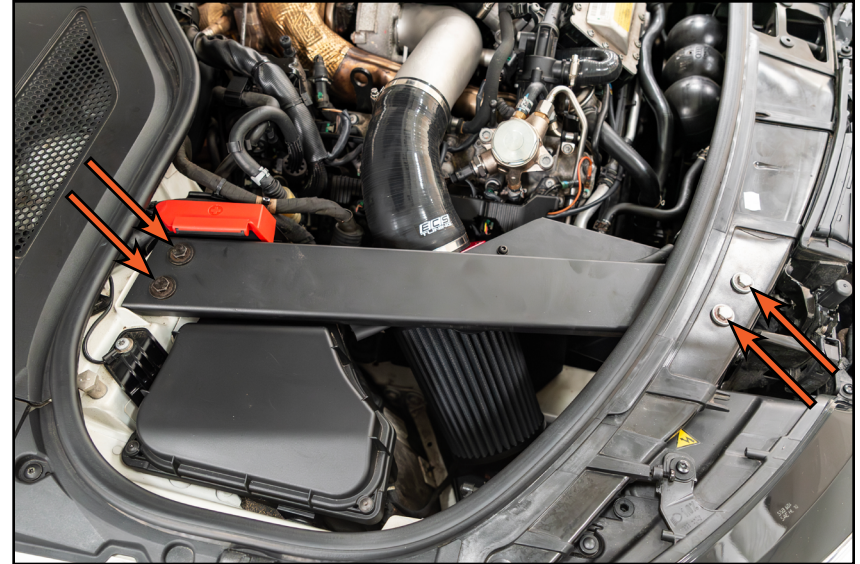
Install each intake hose between the air filter adapter and turbo inlet as shown, then tighten the clamps (arrows) until snug.



INSTALLING THE NEW INTAKE SYSTEM

Step 9: 13mm Socket & Torque Wrench

Reinstall the engine braces, ensuring the standoff on the heat shield engages the grommet in the brace, then reinstall the screws (arrows) and torque them to 24 Nm (18 Ft-lbs).



Step 10:

Reinstall the radiator shroud and engine cover as shown.



Congratulations, your installation is complete!

Your Luft-Technik Intake System installation is complete!



These instructions are provided as a courtesy by ECS Tuning

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