



**INSTALLATION INSTRUCTIONS FOR 2003-Current  
Audi S4 (B6 & B7) Includes Sedan, Avant, & Cabriolet**

**These instructions are applicable to vehicles equipped  
with either manual or automatic tiptronic transmissions**

Thank you for choosing to purchase a Carbonio Intake System. Please take the time to fully read over these instructions before attempting to install the kit. This will greatly speed up the installation process and minimize any difficulties you may encounter.

**Tools Required:**

- Philips head (star) screwdriver
- Flat head (slot) screwdriver
- 10mm open-ended wrench
- 3mm Allen wrench
- Torx T27 socket
- Sharp knife

**Kit includes:**

- 1 – Carbon fiber main inlet section
- 1 – Angle neck air filter
- 1 – Side heat shield
- 1 – Front heat shield
- 1 – Small hose clamp
- 1 – Small breather filter
- 2 – Side bolts
- 2 – Lid bolts
- 2 – Lid washers

**LABOUR ESTIMATE GUIDE**

**1 – 1.5 Hours**

## SAFETY WARNING

The installation of this intake requires that the installer's hands be very close to engine and exhaust components which get extremely hot. Only attempt the installation of this kit on a vehicle that has had plenty of time to cool off.

### Step 1:

Using a Phillips head (star) screwdriver remove the 2 screws holding the factory air inlet scoop. The location of these screws is marked with arrows right. Once these screws are out, the entire inlet scoop can be pulled out. It is made up of 2 pieces between the front of the car and airbox and may need to be split to get it out.



### Step 2:

On the side of the airbox is a 90 degree fitting with a plastic hose that leads to it. At this time detach the hose from the fitting. Note that some cars have a clip that holds the hose to the fitting. If so remove this clip first before separating.



### Step 3:

Using a flat head screwdriver, pry off the plastic clip that attaches the airbox to the passenger side inner fender.

The photo right shows an up-close view of the clip. It is best to pry out its center section and then pry out its perimeter housing.



**Step 4:**

Disconnect the wire that leads to the MAF sensor by depressing its fixing clip and by pulling apart.

Note that the fit will be snug however if too much force is necessary, then the fixing clip is not being depressed enough.

**Step 5:**

Loosen the hose clamp that leads to the MAF sensor and separate the hose from the sensor.

**Step 6:**

There are 3 metal clips that connect cables to the factory airbox. Pull these clips off of the airbox. Alternatively, using a sharp knife, cut off the tape that fixes the wires to the metal clips

Right is a close-up pic of one of these clips being pulled out of the airbox.



**Step 7:**

Loosen the two Philips head screws on the top of the airbox and pull the airbox lid off. Once this is done, also remove the stock air filter.

**Step 8 (Does not apply to all cars):**

Inside the airbox there is a vacuum operated flap valve. If your car is fitted with one of these, disconnect the hose that leads to this valve. Once this is done you can lift the airbox out of the car.

While removing the airbox be sure to disconnect any hoses or wires that may still be attached to the airbox housing

**Step 9 (Does not apply to all cars):**

Using a Philips head screwdriver, remove the flap valve from the OEM airbox and transfer it to the shield included in the kit.

**Step 10:**

Grab the airbox lid removed in Step 7 and, using a T27 Torx socket, remove the 2 screws that hold the MAF to the airbox. Once these screws are off, pull the MAF apart from the airbox.

Re-install the MAF to the OEM inlet tract in the reverse of steps 4 & 5.

Tip: Leave the hose clamp that connects the MAF to the inlet tract loose as it may be necessary to turn the MAF during final installation later on.

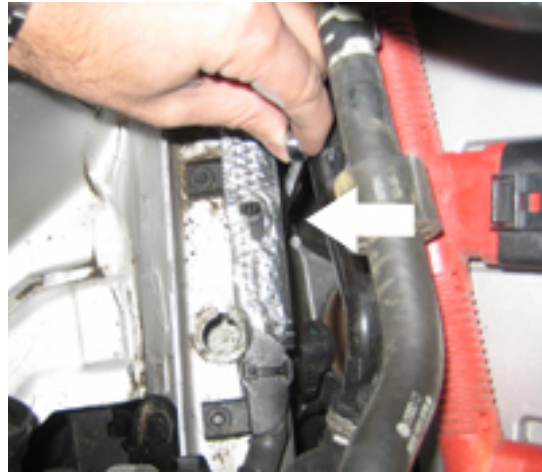
### Step 11:

Using the **SHORT** Allen bolts provided, screw the side shield to the front shield.

### Step 12:

When facing the engine, there is a frame rail that is to the right. On the side of this rail is a bolt (shown right). Using a 10 mm wrench, loosen this bolt and back it off totally but **DO NOT REMOVE IT**.

**Note: Attempt this only if the engine is cool. Loosening this bolt requires that hands be close to the engine and it is very easy to be burned at this step.**



### Step 13:

Lower the entire assembly prepared in Step 11 into place. Make sure that the groove in the side shield fits over the threads of the bolt loosened in Step 12. **DO NOT TIGHTEN THIS BOLT YET**

If your car is equipped with the vacuum operated flapper valve, be sure to re-connect the duct that leads to the valve along with the vacuum line removed in Step 8.



### Step 14:

Included in the kit is a small filter with a white plastic fitting on it. Install this filter by placing the plastic fitting through the hole on the front heat shield. Once this is done slip the small hose clamp provided over the hose removed in Step 2. Slide the hose over the plastic fitting and tighten the assembly.

When sliding the fitting through the hole make sure that the small filter has the top facing the **BACK** of the car.



#### Step 15:

Slide the included air filter over the open end of the MAF and tighten it. The assembly should look like the photo right.



#### Step 16:

Connect the main carbon fiber inlet section to the OEM inlet scoop removed in Step 1. Lower the entire assembly into place being sure to slip the flat end of the carbon piece UNDER the factory hood seal (shown by arrows on image right).

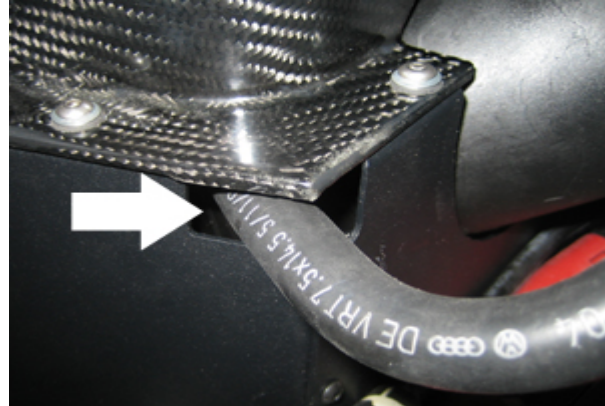
Fix the carbon scoop to the metal mounting shield using the two included LONG allen bolts and washers. **Make sure that the rubber side of the washer is the side that contacts the carbon.**



**Note:** Make sure that there is a small gap (approx 1cm) between the back of the lid and the hood seal (shown by the letter 'A' right)

Also, if the fit of the lid under the factory hood seal is tight, additional clearance can be gained by removing the seal and then re-installing it once the carbon lid is fitted.

Also note: There is a rubber fuel injection hose that passes over the MAF and exits the airbox out a hole in the front of the box. Be sure to route this hose without any kinks or bends.



#### Step 17:

Re-install the two Phillips screws removed in Step 1.

#### Step 18:

Make sure that the entire system is installed with no wires or hoses being stressed or pulled. Tighten the bolt loosened in Step 12 making sure that the top of the carbon section is well below the height of the OEM weather stripping it borders.

#### Step 19:

Start the car and let it idle for 5-10 minutes. During this time **DO NOT ACCELERATE THE ENGINE AT ALL**. This will allow the computer a chance to re-calibrate itself to the increased airflow offered by the intake. The install is now complete. Be sure to double check the tightness of all connections, bolts, and clamps before driving the vehicle.

### A NOTE ON FILTER MAINTENANCE

The filter on your Carbonio Intake is washable and will last for many years if cleaned periodically. The best way to clean the filter is to remove it and service it with a commercially available cleaning kit. These kits are very inexpensive and require that you wash the filter and oil it after it has had the opportunity to dry. **DO NOT OVER-OIL THE FILTER. BE SPARING WITH THE OIL AS EXCESSIVE OILING CAN LEAD TO DAMAGE TO THE MAF SENSOR.**