Audi C7 A7 3.0T
Luft-Technik Intake System
Installation Guide - ES4141722

Skill Level 1
- Easy -

Basic Skills Required

INTRODUCTION

Our Luft-Technik intake systems offer the following features:

- Open-element design
- In-house designed by ECS Tuning Engineers
- 4-Ply silicone couplers
- High flow cotton gauze air filter
- All mounting hardware included
- Easy installation

Take your time and enjoy the project, it should take you a couple of hours or less. Read all of these instructions first and you should be able to breeze right through the install. Be sure to reference the list of required tools below before you begin to make sure you have everything that you need to finish the job. Thank you for looking to ECS Tuning for all your performance and repair needs, we appreciate your business!

- **¼" Drive Ratchet, Sockets, & Extensions** ..... ES#2823235
- **Hex (Allen) Head Socket Kit** ..... ES#11420
- **Flat and Phillips Screwdrivers** ..... ES#2225921
- **Torx Drivers and Sockets** ..... ES#11417/8
- **Trim/Moulding Tool Kit** ..... ES#517779
- **Metric Combination Wrench Set** ..... ES#2765907

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KIT CONTENTS

Luft-Technik Heat Shield

Luft-Technik Air Inlet

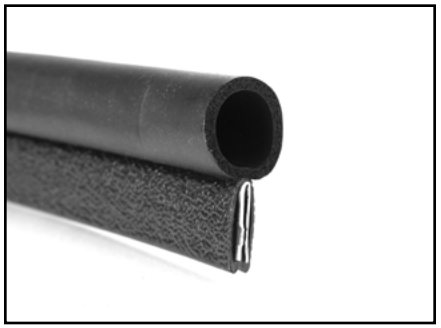
Silicone Intake Hose

Air Filter Adapter

Air Filter

SAI Adapter

SAI Filter



Bulb Seal (30" length)

Installation Hardware

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 SYSTEM

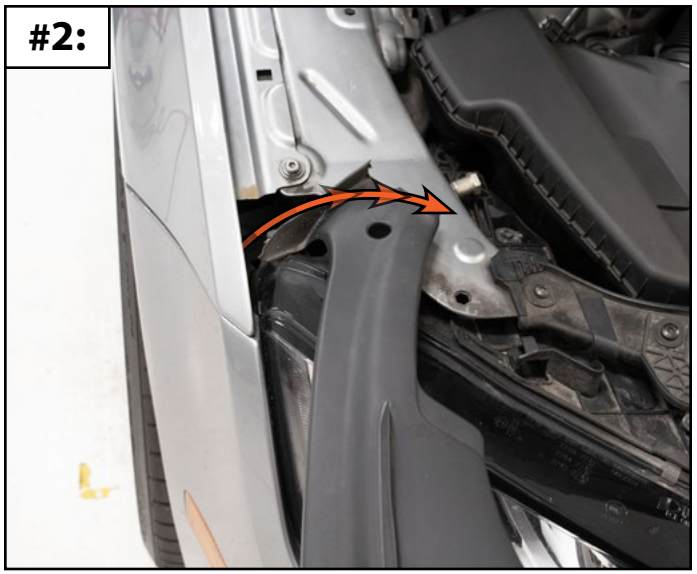
Step 1:

Remove the core support side panels by first pulling the inner edge slightly toward the front of the vehicle (**photo #1**), then unhook the seal from underneath the fender (**photo #2**). Repeat this process to remove both side panels.

Remove the two push rivets which secure the core support center panel to the vehicle (arrows in **photo #3**).

#1:

#2:



#3:

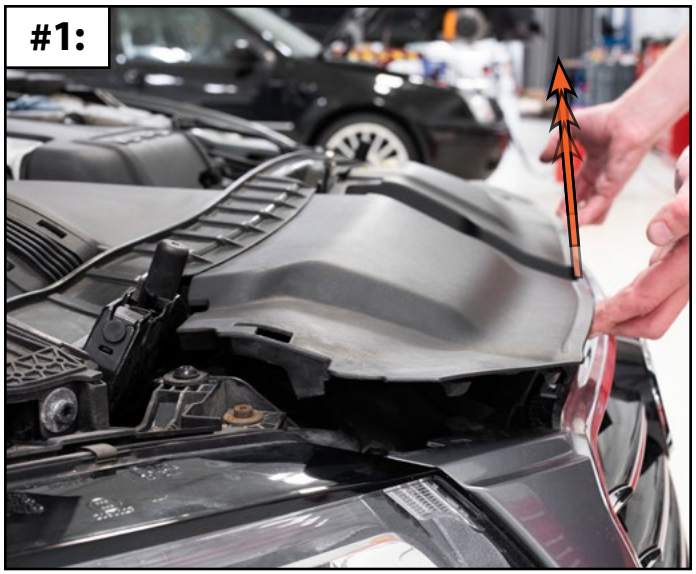
REMOVING THE STOCK INTAKE SYSTEM

Step 2:

Lift the front edge of the core support center panel approximately 1" to release the clips (**photo #1**), then use a non-marring trim tool to gently pry the grille outward to clear the center clip (**photo #2**). Once this is done the center panel can be removed from the vehicle and set aside.

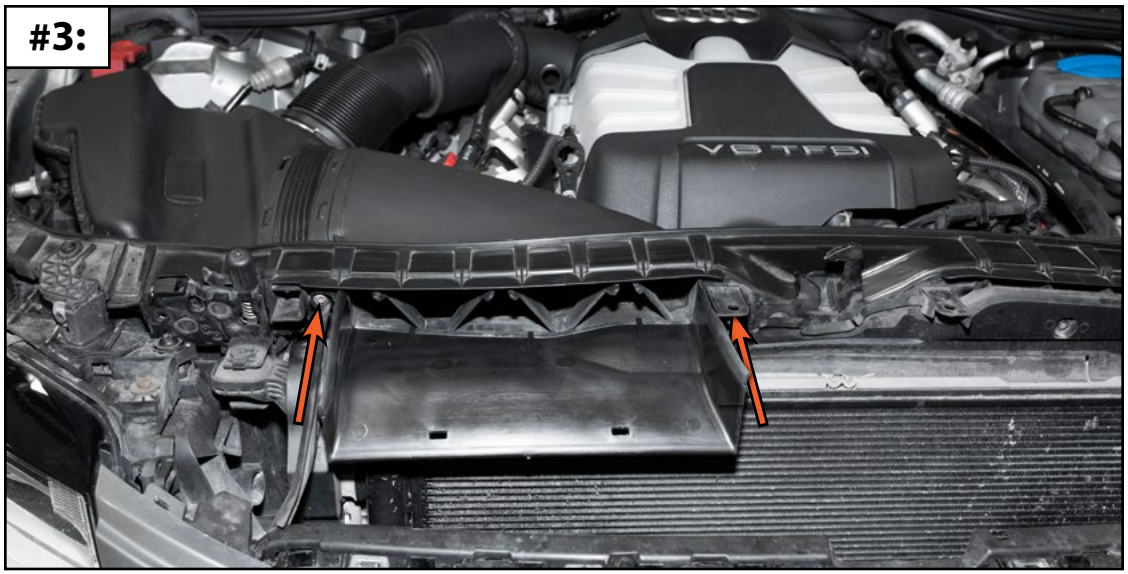
Remove the two T25 screws which secure the air scoop to the core support (arrows in **photo #3**). The air scoop is also secured by a few small clips so it will likely stay in place, there's no need to completely remove it for this install.

#1:



#2:

#3:



REMOVING THE STOCK INTAKE SYSTEM

Step 3:

Loosen the hose clamps on each end of the intake hose (**ORANGE** arrows). Release the fuel line and vacuum hose (**GREEN** arrows) from their clips on the intake hose. Pull the small hose (highlighted in **YELLOW** in the **RED** inset photo) off of the fitting on intake hose near the throttle valve). Remove the intake hose from the engine bay.

Remove the T30 bolt from the RH strut tower (**BLUE** arrow). Don't lose this bolt as we need it to mount the new heat shield later on.

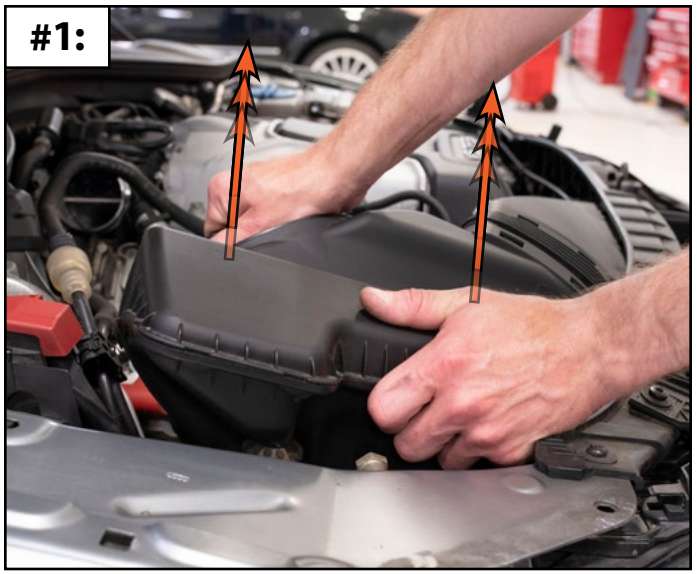
REMOVING THE STOCK INTAKE SYSTEM

Step 4:

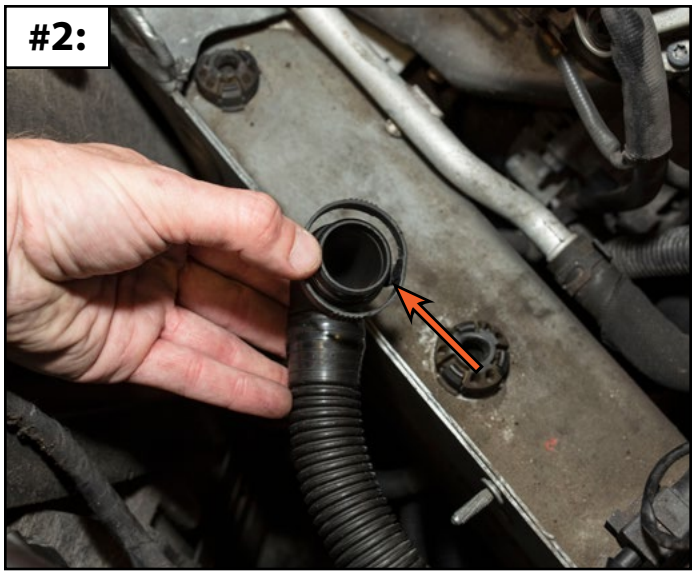
Firmly grasp the air filter housing and lift it upward 1-2" (**photo #1**). Reach down behind the air filter housing and disconnect the secondary air injection (SAI) pipe (**photo #2**) from the fitting on the bottom side. Reference the illustrations below for more information on how to release this style of connector.

With the SAI pipe disconnected you can lift the air filter housing up and remove it from the engine bay (**photo #3**).

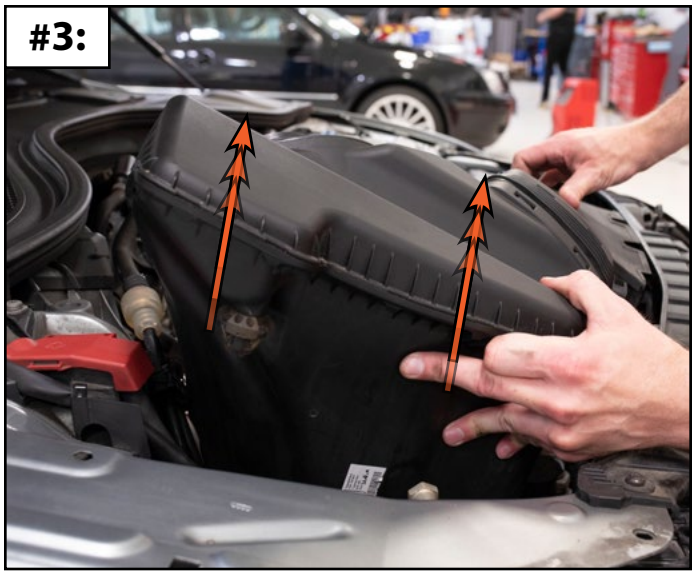
#1:



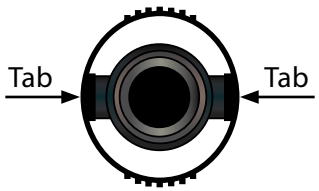
#2:



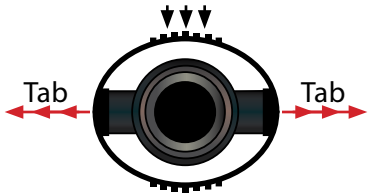
#3:



NORMAL INSTALLED STATE: The tabs keep the hose "locked" onto the fitting.



TO REMOVE: Squeeze the knurled sides of the locking ring together and the tabs will expand out and unlock, allowing you to pull the connector off of the plenum.



REMOVING THE STOCK INTAKE SYSTEM

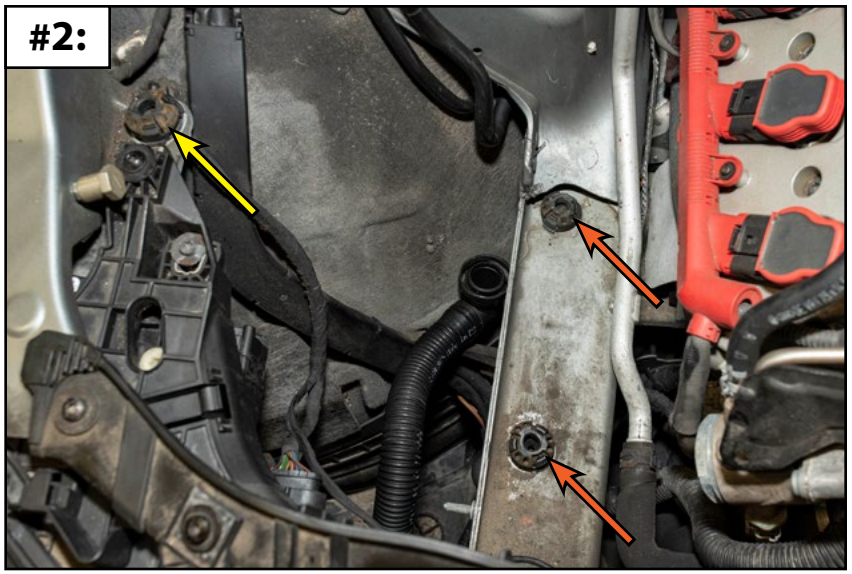
Step 5:

Inspect the bottom side of the air filter housing to see if any of the rubber grommets came out of the vehicle (highlighted in **GREEN** in **photo #1**).

Ensure that there are grommets in the inner mounting locations in the engine bay (**ORANGE** arrows in **photo #2**). The outer mounting location (**YELLOW** arrow in **photo #2**) is not used by our Luft-Technik intake system.

#1:

#2:



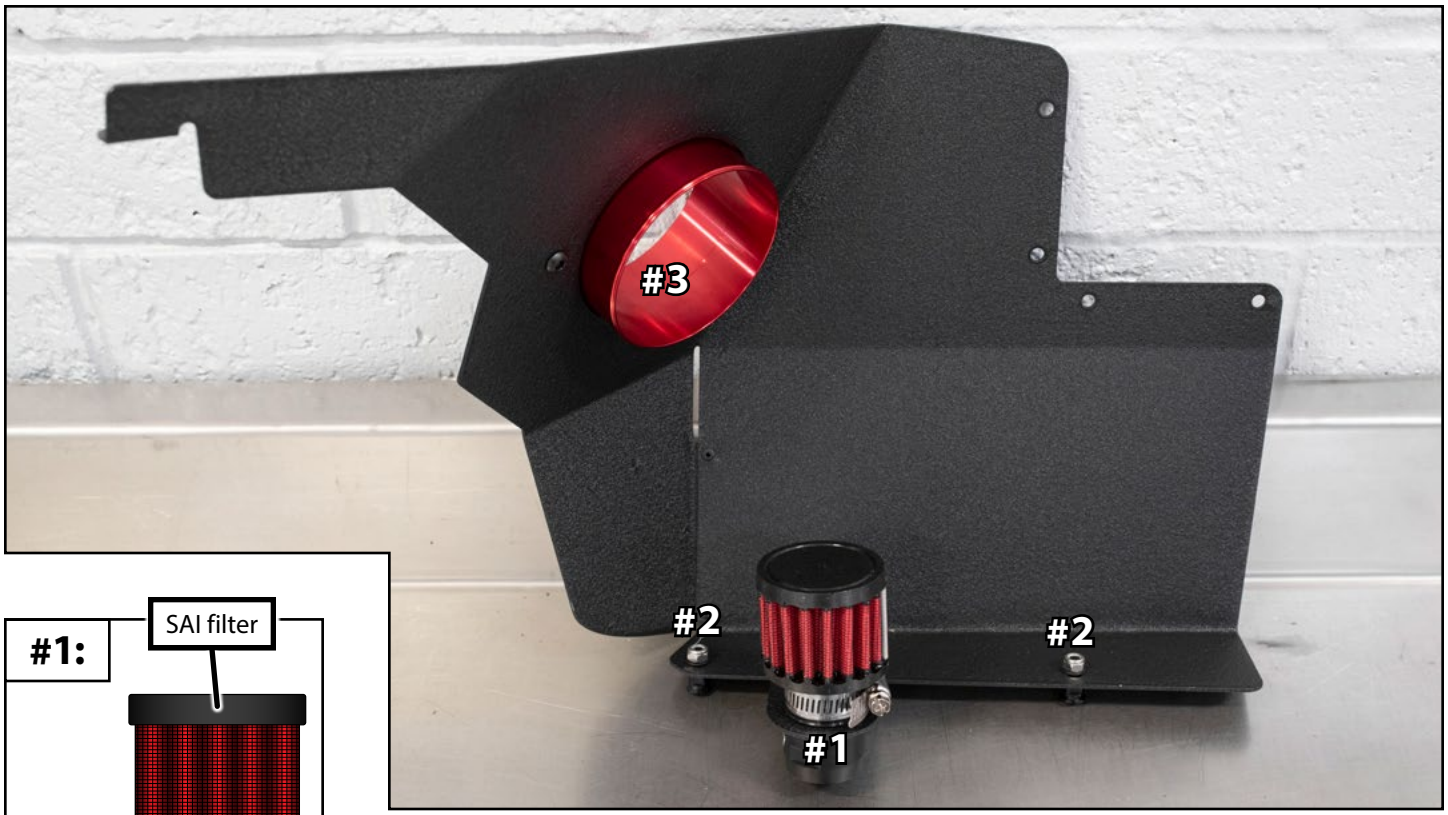
INSTALLING THE ECS LUFT-TECHNIK INTAKE SYSTEM

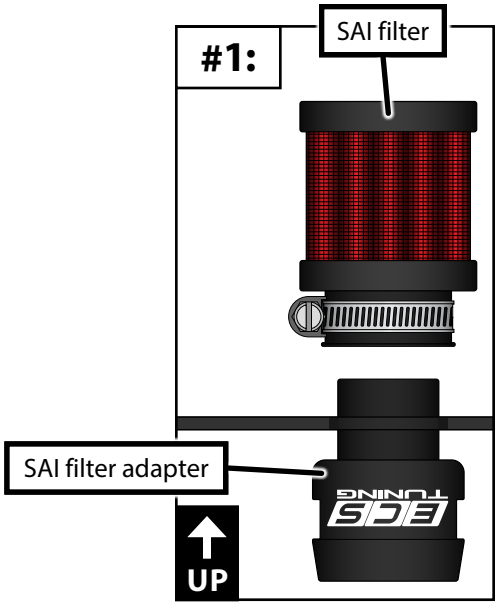
Step 1:

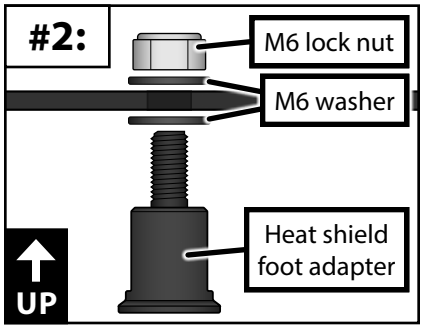
Install the SAI adapter and filter onto the new heat shield (reference **photo #1** below).

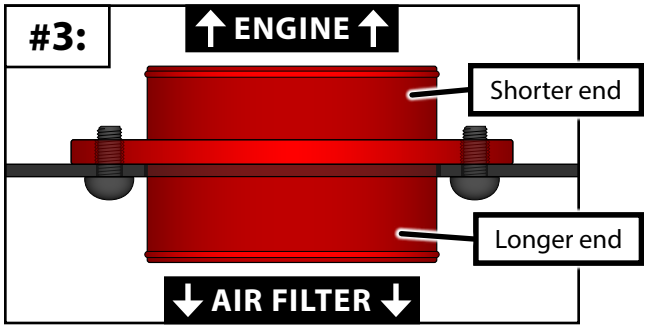
Install the two heat shield foot adapters into the heat shield with the supplied M6 locking nuts and washers (reference **photo #2** below).

Install the air filter adapter into the heat shield with the supplied M6 screws (reference **photo #3** below).









INSTALLING THE ECS LUFT-TECHNIK INTAKE SYSTEM

Step 2:

Align the heat shield feet with the rubber grommets in the chassis, then push the heat shield down until it is fully seated.

INSTALLING THE ECS LUFT-TECHNIK INTAKE SYSTEM

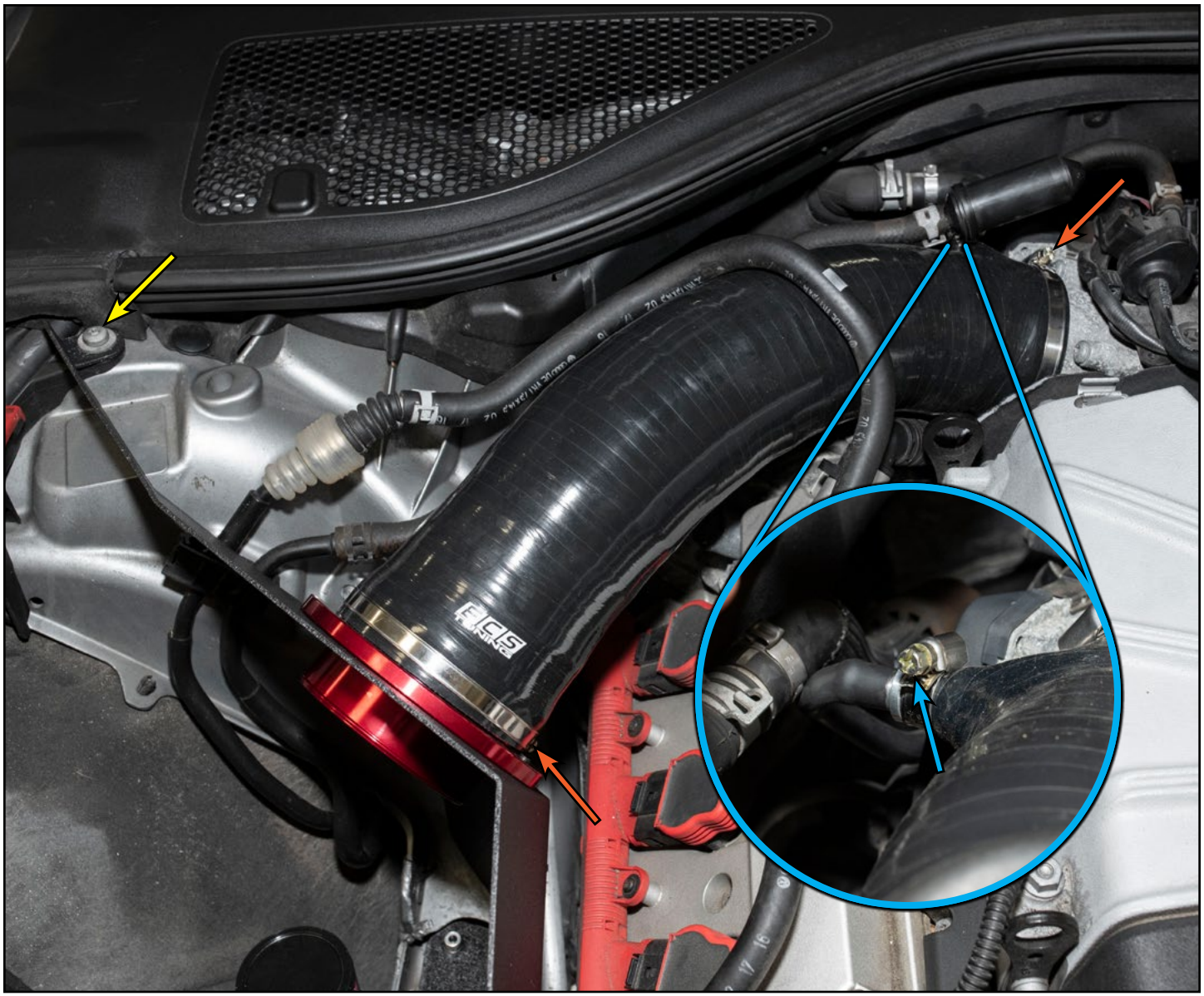
Step 3:

Connect the silicone intake hose between the air filter adapter and the throttle valve, then tighten the hose clamps until snug.

Don't forget to connect the small hose to the fitting behind the silicone intake hose (**BLUE** arrow in the inset photo). Tighten this hose clamp until snug.

Install the T30 bolt through the heat shield and into the RH strut tower (**YELLOW** arrow).

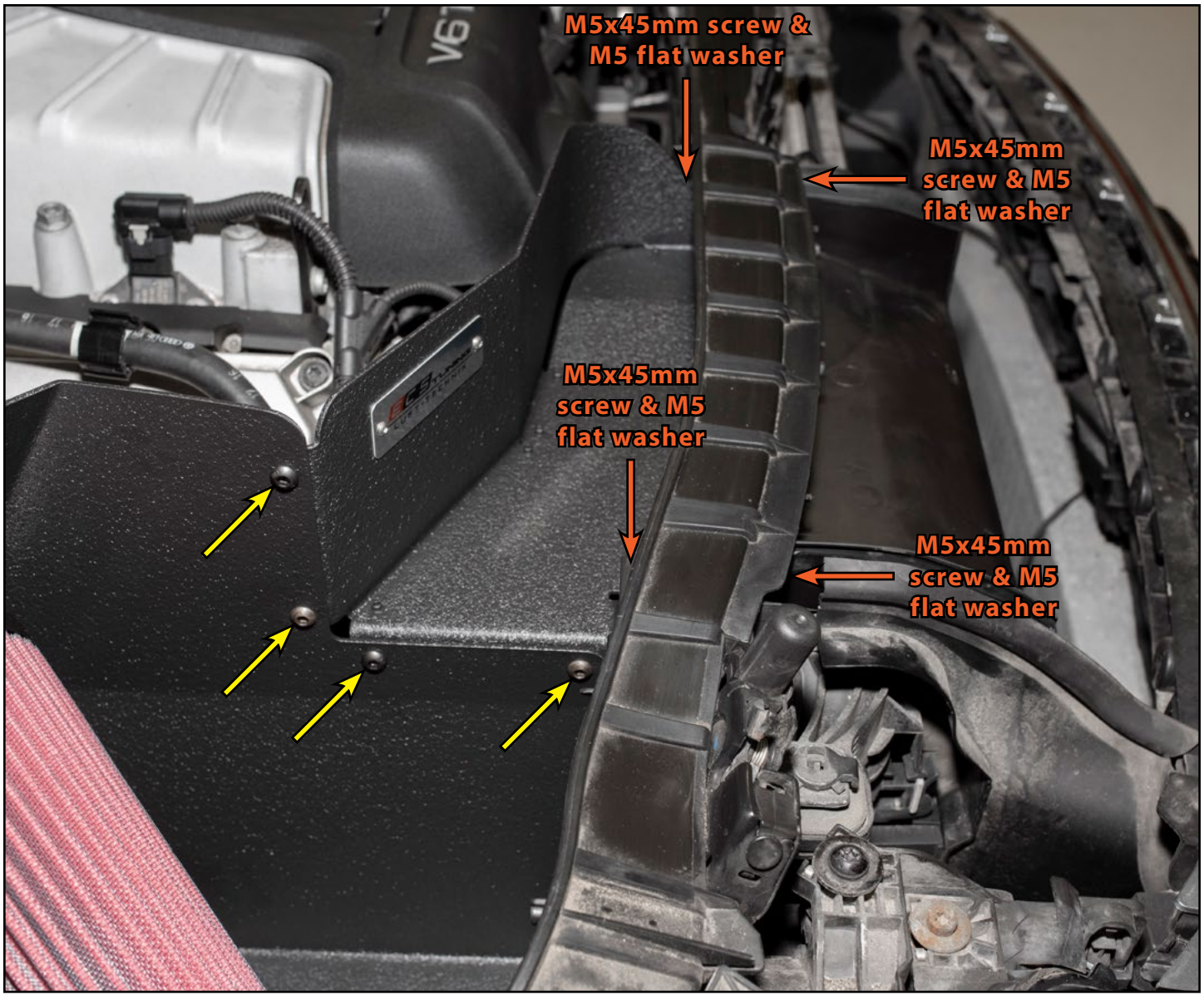
Push the air filter onto the adapter in the heat shield, then tighten the clamp until snug (not shown).



INSTALLING THE ECS LUFT-TECHNIK INTAKE SYSTEM

Step 4:

Install the air inlet between the core support and the heat shield (**photo #1**). Use the four remaining M6 screws to secure the inlet to the heat shield (**YELLOW** arrows), and use the supplied M5 hardware to secure the inlet to the core support (**ORANGE** arrows).



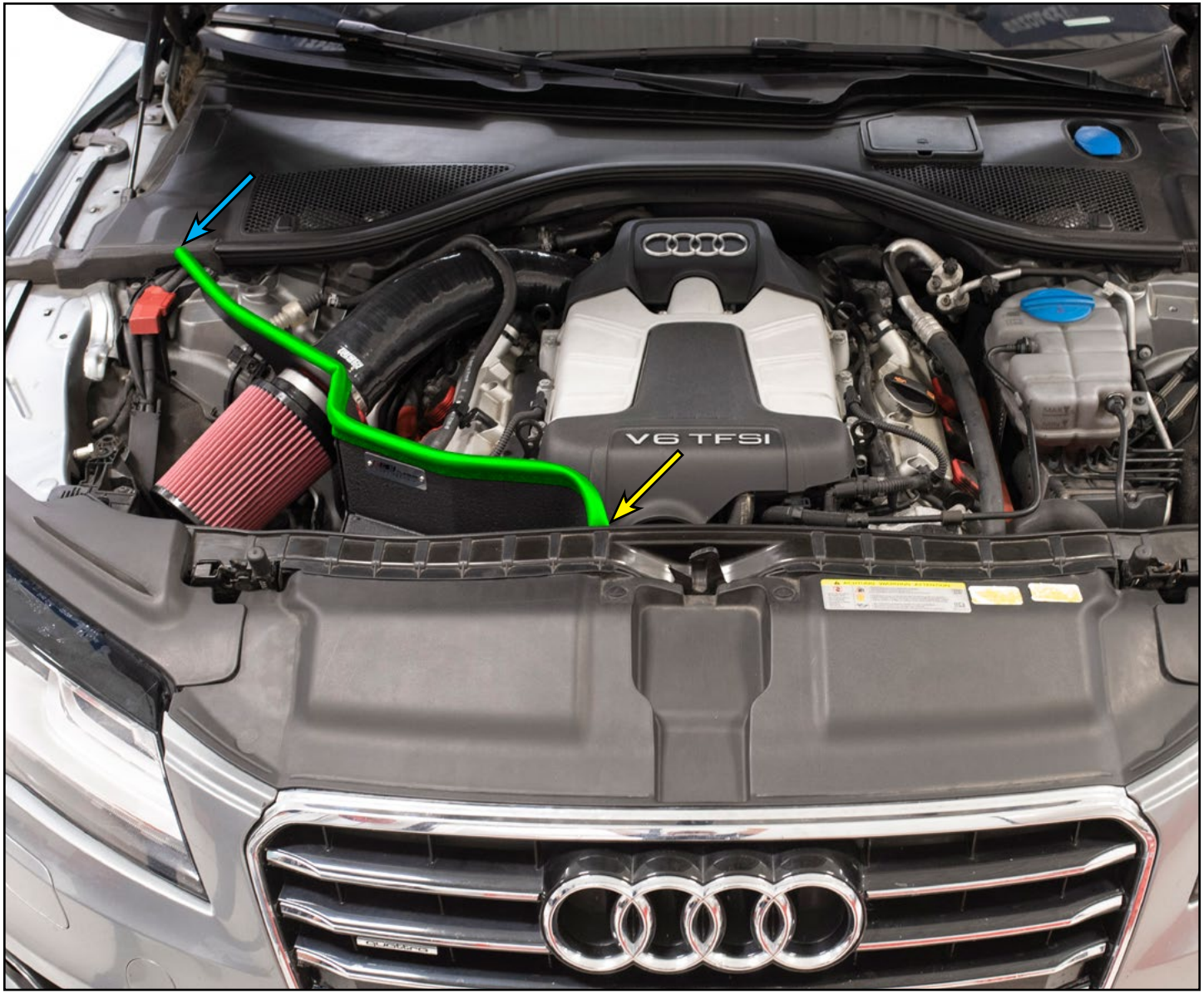
INSTALLING THE ECS LUFT-TECHNIK INTAKE SYSTEM

Step 5:

Install the ⅝" bulb seal onto the air inlet and the heat shield (highlighted in **GREEN**). Be sure to start the seal up against the cowl seal (**BLUE** arrow), then tuck any excess underneath the core support center panel (**YELLOW** arrow).

Reinstall the core support panels in the reverse order of removal.

Your Luft-Technik Intake System installation is complete!



Your Luft-Technik intake system 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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