

[illegible]

Mounting the crank sensor trigger wheel to crank pulley

Skip tooth and Notch

Now install the crank pulley sensor bracket using the two bolts for the oil pump hosing



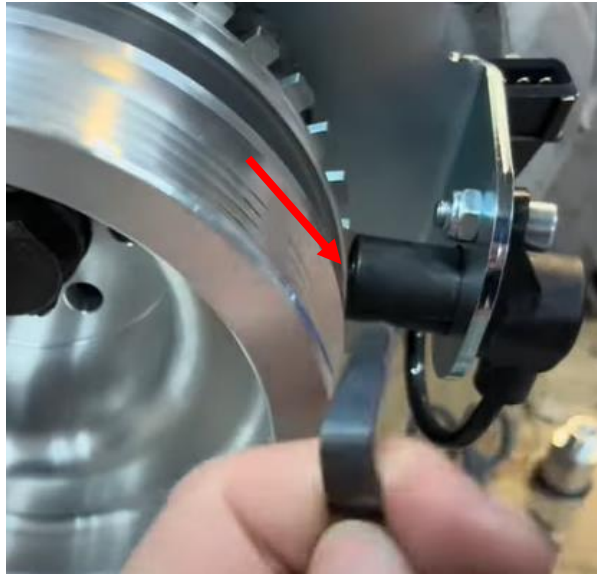
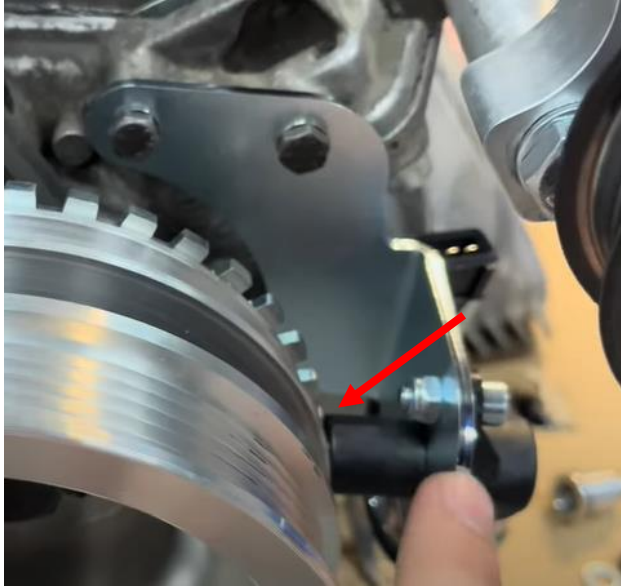
Skip tooth and Notch

Now mount the pulley with timing mark lined up to marks and the index hole sitting over the index pin on shaft



Now you can insert the allen head bolts into the holes on the pulley and tighten

Mount new sensor on bracket **and before you torque the bolts** use a feeler gauge to set the space of the sensor gap to the tooth at 0.8mm to 1.2mm and tighten the bolts





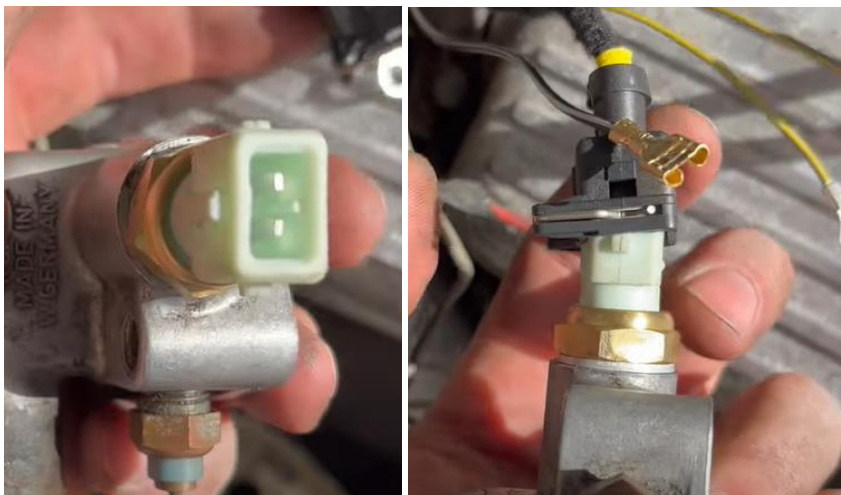
**Time to replace the coolant temp sensor at the back of the head and
Time to remove the old fuel lines and injectors as well.**

Remove the (2) 6mm bolts on the housing and remove the housing

You are replacing the thermo switch on the housing



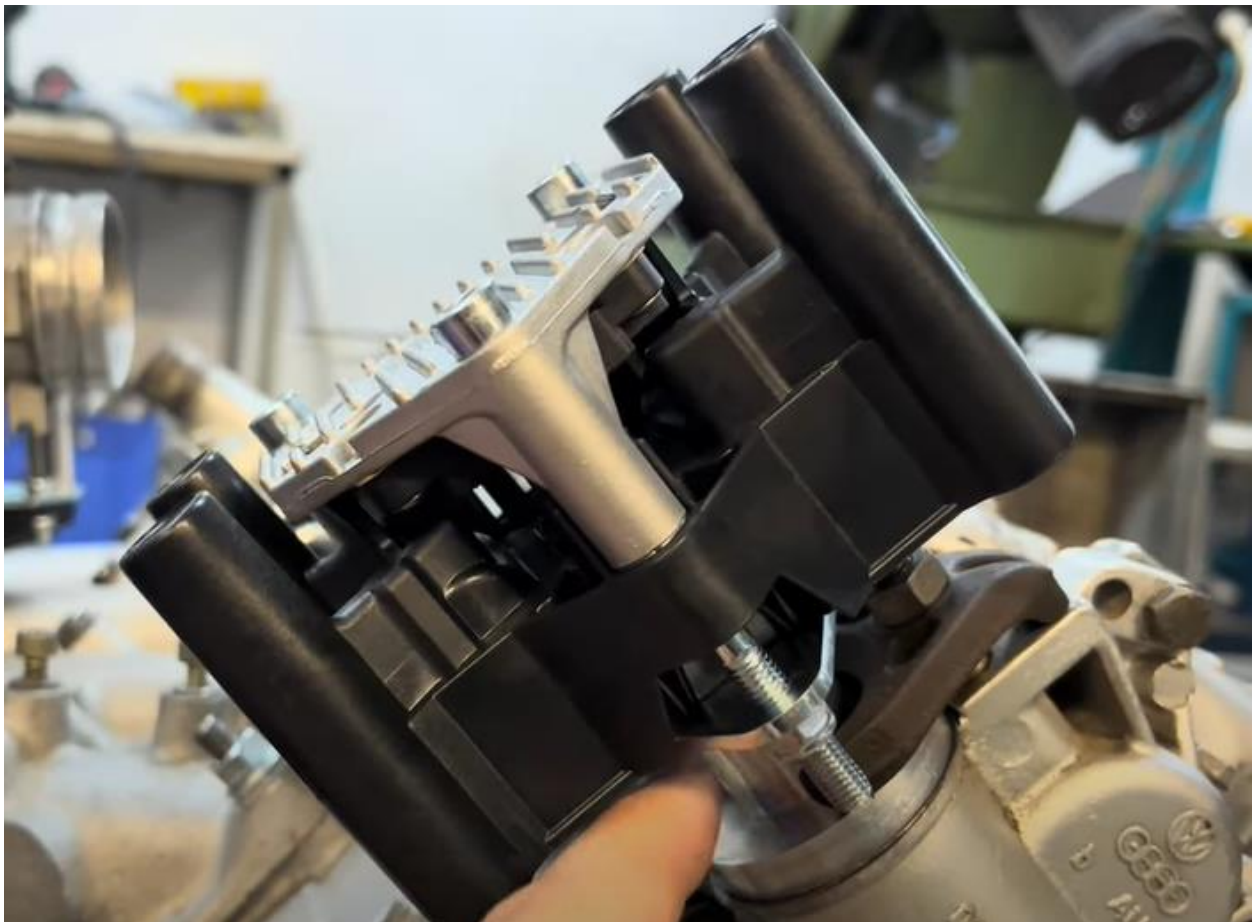
Clean and chase the threads on the housing before you install the new switch with seals for it and the housing. After installing the switch rotate the electrical connector so that the index key for the plug is facing away from the engine block.



The old cold start injector is replaced by the new air intake sensor on the manifold



To fit the new coil you will use a new round stand off with a gasket to the head and using the new mounting plate in the kit bolt the plate to the stand off using locktite. Then mount the new coil to the plate with the 3 long bolts and locknuts



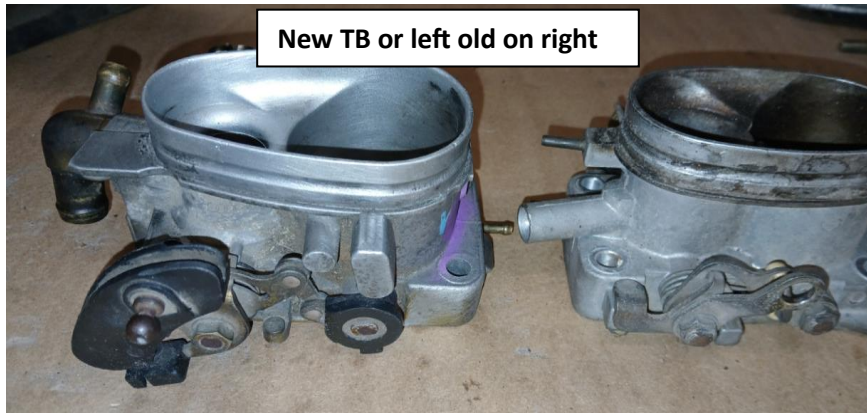
Mount coil pack with the connector facing forward



Now you need to upgrade the throttle body to the Audi C4 throttle body part number 037907385H So that you can bolt on the throttle position sensor



You will need to move the linkage from the old body to the new one.



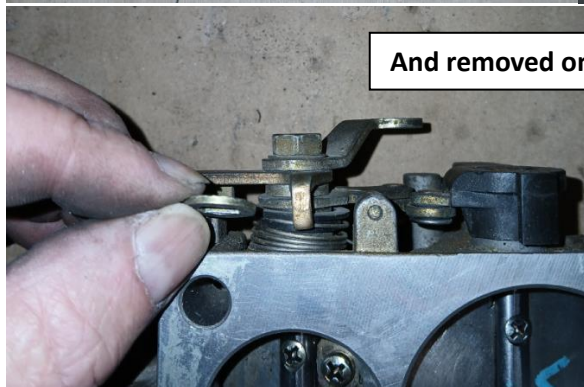
New TB or left old on right



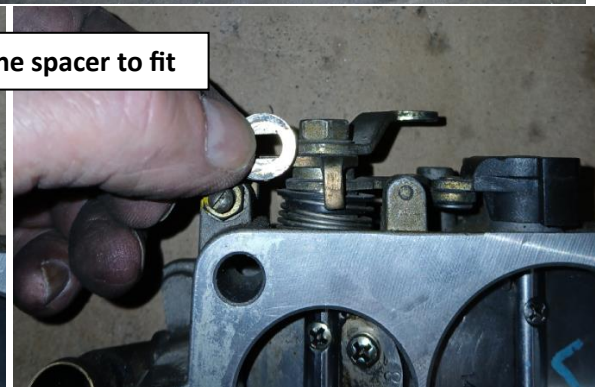
Removed New TB linkage



And swapped over this old one



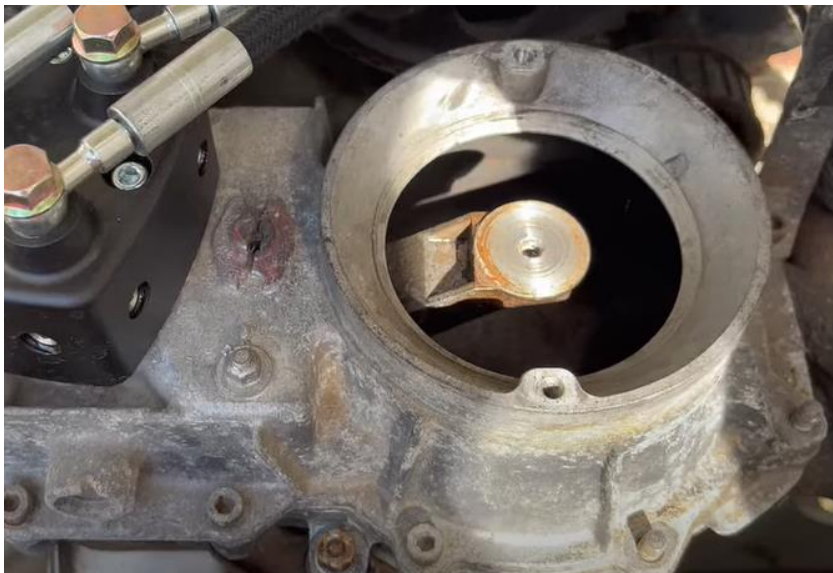
And removed one spacer to fit



To remove the metering head the screws will be very hard to turn use the right size screwdriver or an impact driver to break them free. Then remove the strap and intake disk from the body. **DO NOT Drop ANYTHING in to the intake !!**



On the metering head you will remove the flat plate and if you want the arm that held the plate it will not restrict the flow much but to remove it you will have to pull the clips holding the pivot for the arm and that requires you to disassemble the body.



Now to remove the injectors and the bungs for holding them.



Using the old injector screwed into the brass fitting and a 10mm wrench you can pry up the brass fitting

For the plastic insert you can Use penetrating oil on the threads and soak if you have a stuck one use an large easy out for ½ pipe, if you still are fighting it, use a small hacksaw blade to cut 3 relief cuts in the plastic, after you remove the brass threaded insert from the inside out be careful to stop before the thread. Then try to knock each side loose from the head and remove. Clean up hole as you go.

With the inserts out, clean and chase the threads **but before you do insert a paper towel into the head to protect it from any debris falling in.**



Screw the new inserts into the head by hand and make sure that they set flush to the head. After a test fit and doing the final install add **a drop of locktite to the threads** before seating them into the head.



Now take off the nuts on the upper side of the intake manifold and install the new injectors into the holders **Tip** wipe a little oil on the injectors o rings to ease them into the holders so that the o rings do not bind.



O rings are placed on the injector hats before you install the injector hat.
they help to hold the clamp down on the hats of the injectors

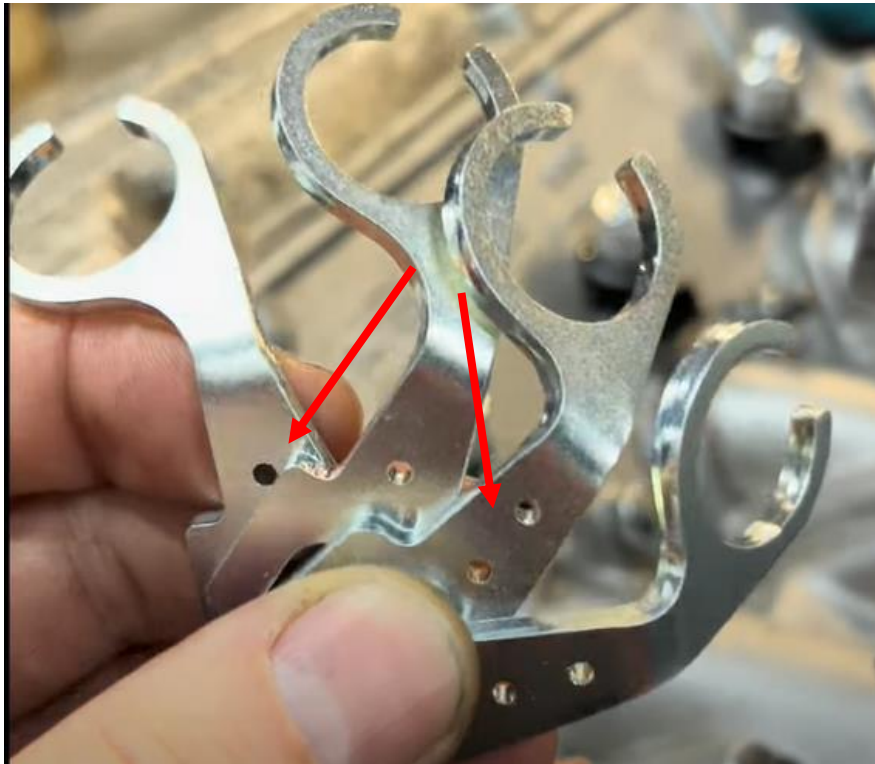


With O rings on to the hats and new fuel lines as shown



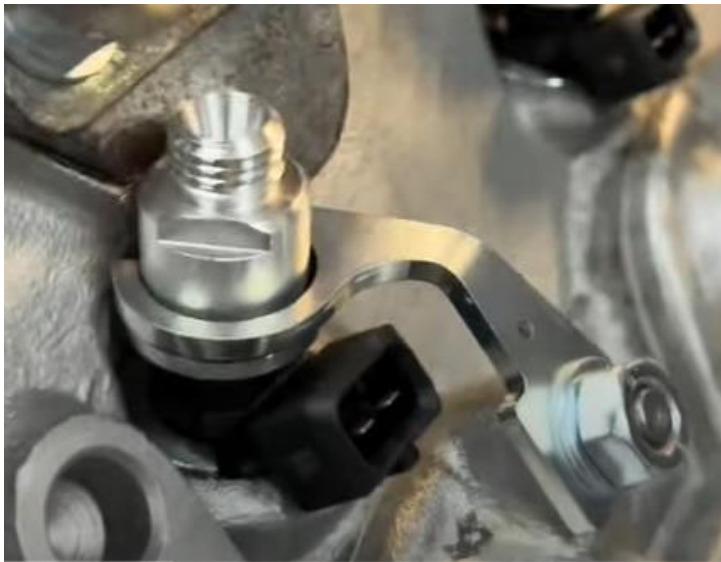
The brackets have a drilled hole to mark which one goes where.

1 hole is for cyl 1 & 2 And 2 holes is for 3 & 4



Install the bracket over the fuel line end and on to the stud and add nut to the stud making sure that the bracket is straight and flat to the hat like pictures.

Make sure to install bracket on to the injector hat first then the washer and finally the nut



Now check the the brackets are compressing the o rings on all sides and the barackets are flush and centered on the injector hat. Then after you are sure that all is ok you can toquire the nuts down.



Wiring

Remove the engine harness completely you will use the new one from the kit. The noew one will use this plug

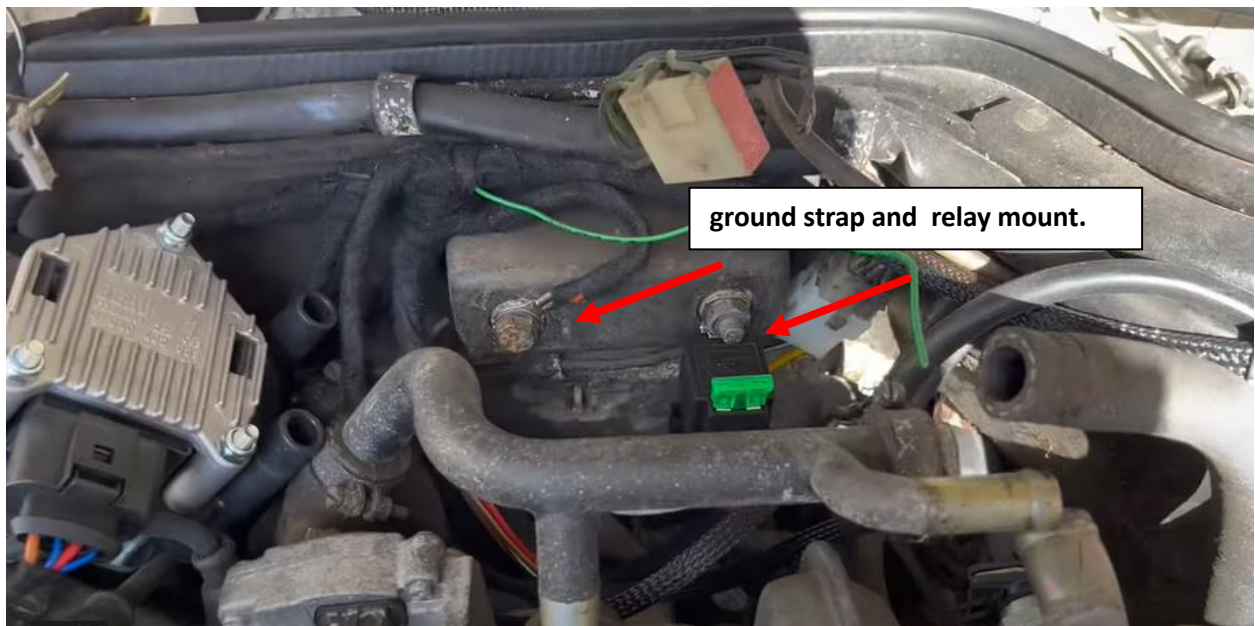


The Harness routing

Mount ECU on the left fender well as shown and route the wire loom over the fender and across the fire wall to the site of the old harness plug



Then at the site of the old coil mount you use one stud for the ground strap and the other stud is for the relay mount.



Before plugging in the coil be sure to **Check the purple locking tab is out of the way** before you connect the coil plug



With the old ignition amp, you have two choices. One is if you are ever going to restore the system, then wrap the wire and tuck up into the firewall. Or cut the wires and cover with shrink wrap to protect them.



Notes

On the 924s the turbo over boost switch is here and the system uses this to ground out the boost but now on this new system the the relay will do that job.



On older cars the harness plug maybe round if that is your contact us for the fix.

On another note you may want to check the wires at the plug to make sure that they have not been switched over time by someone. Use the picture as a guide

