

TyrolSport UGSMIC Install Instructions for Audi A4.

Tools Necessary:

Torx T25, T45.

10mm socket and ratchet.

6mm hex wrench.

Flat blade screwdriver.

Hacksaw blade or die grinder or dremel tool.

Drill (not required on all cars).

Magnet/pick-up tool (optional).

Please be advised the vehicle in this example is a 2001 A4. 1997-1999.5 have a different headlight arrangement and no MAP sensor. Removing the two-piece headlights on 1997-1999.5 cars is a simple process and should be self explanatory.

1. Turn the wheels all the way to one side, remove the fender liner screws. Turn the steering wheel all the way to the opposite sides and repeat.



2. Unhook the tab for the lower grill and remove. Repeat for the other side.



3. Remove the two hex bolts from the bottom of the bumper with a 6mm hex wrench.



4. Unhook the tabs for the front bumper. First, push down on the bumper, then pull outwards. This process can be frightening for a first timer, as it takes a lot of force to pull the bumper skin away from the vehicle after pushing downwards. Repeat for the other side.



5. Pull the bumper assembly forward. Unhook the connectors of the fog lights on both sides by inserting a flat blade screwdriver in the tab and lightly turning. Pull the connectors off.



6. Disconnect the headlight washers hose by removing the plastic horseshoe on the hose junction. If you like, you can clamp the hose before disconnecting so that your reservoir doesn't empty.



7. Remove the rubber hood insulation on the leading edge of the radiator support.



8. Remove the driver side headlight. There are three torx screws. Two of them are shown in the following image. One of them is located deep inside the opening in the fender. After loosening, the screw can be removed using a magnet or pickup tool.





Here we see the two parts the recessed bolt was holding together



9. Remove the headlight by disconnecting the connectors for the main and side bulbs. As before, insert the flat blade screwdriver in the tab, and lightly turn. Pull off connector.





10. Remove the 3 T45 bolts and single 10mm nut on driver side. 4 T45 bolts and single 10mm nut on the passenger side. Pull out the bumper shocks.









11. Remove three T30 screws on both driver and passenger side for the radiator support.



12. Remove three quick-release screws from the leading edge of the plastic belly pan.





13. Remove the intercooler shroud. First, push up on the shroud, then pull out toward the front of the car.







14. (Optional step for cars equipped with horns in front of the stock intercooler) Disconnect the horn connector by grasping the metal ends and squeezing. Remove the horn by loosening the 13mm bolts





15. Remove the airbox cover, and the plastic inlet hose that connects to the airbox.



16. Slide the radiator support off.



17. Loosen the clamps on the both intercooler inlet/outlet hoses.





18. (Optional step for 2000+ 1.8Ts) Disconnect the MAP sensor connector by inserting flat blade screwdriver and twisting.



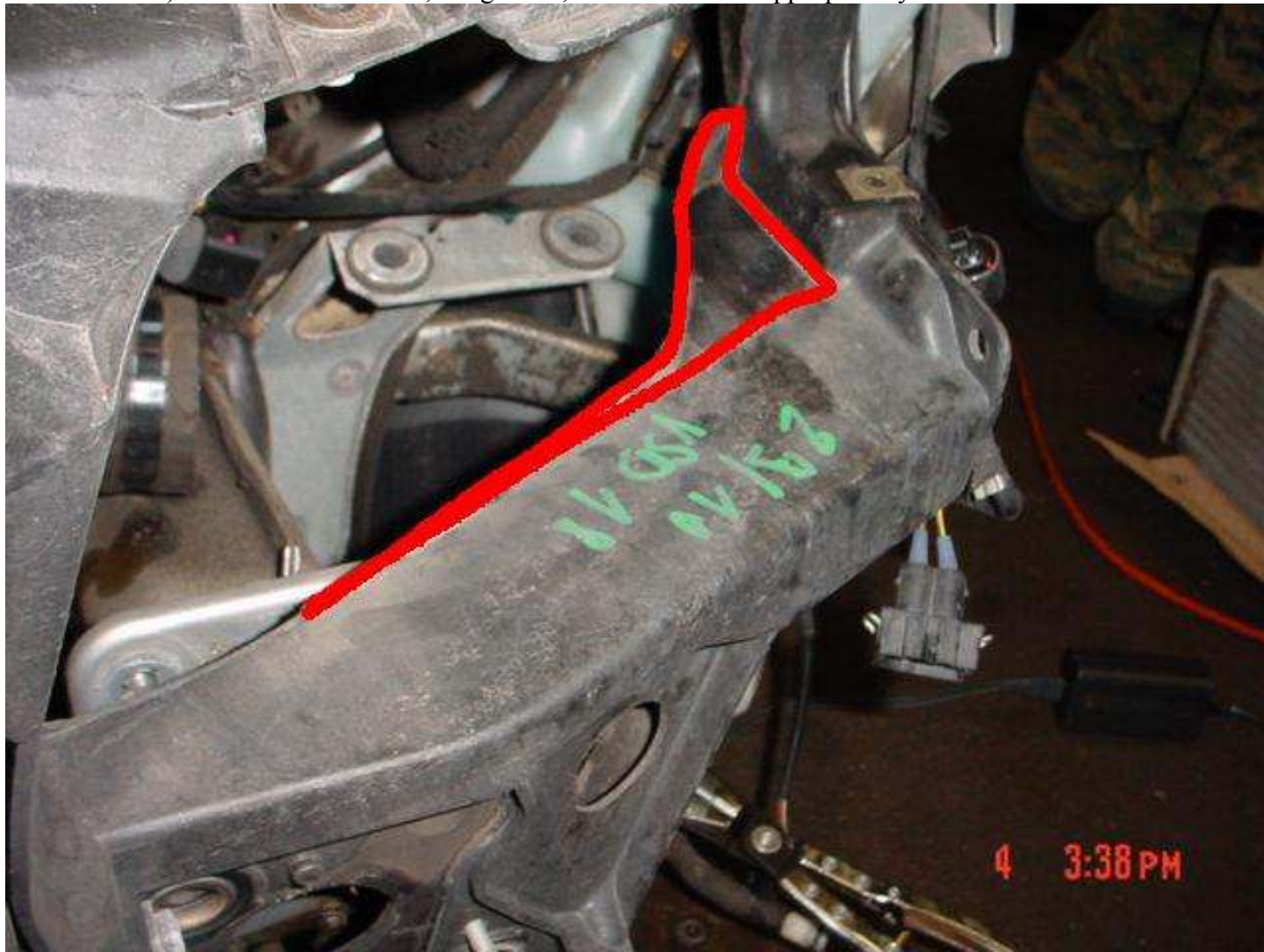
19. Remove the intercooler by pulling on the bottom of the intercooler first, then lifting up the intercooler to unhook from the intercooler mount. Reinstall the rubber grommets back into the support bracket.



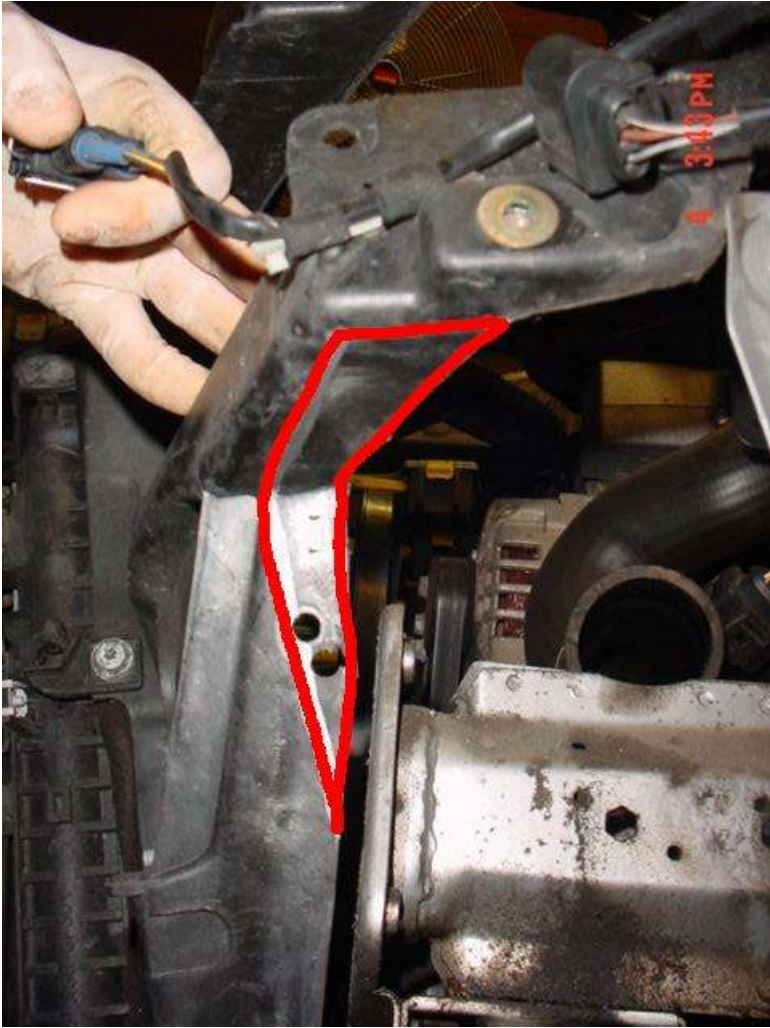




20. Some trimming is involved in order to fit the new UG SMIC. Notice the red mark. (View from front driver side). Use a hacksaw blade, die grinder, or dremel to cut appropriately.











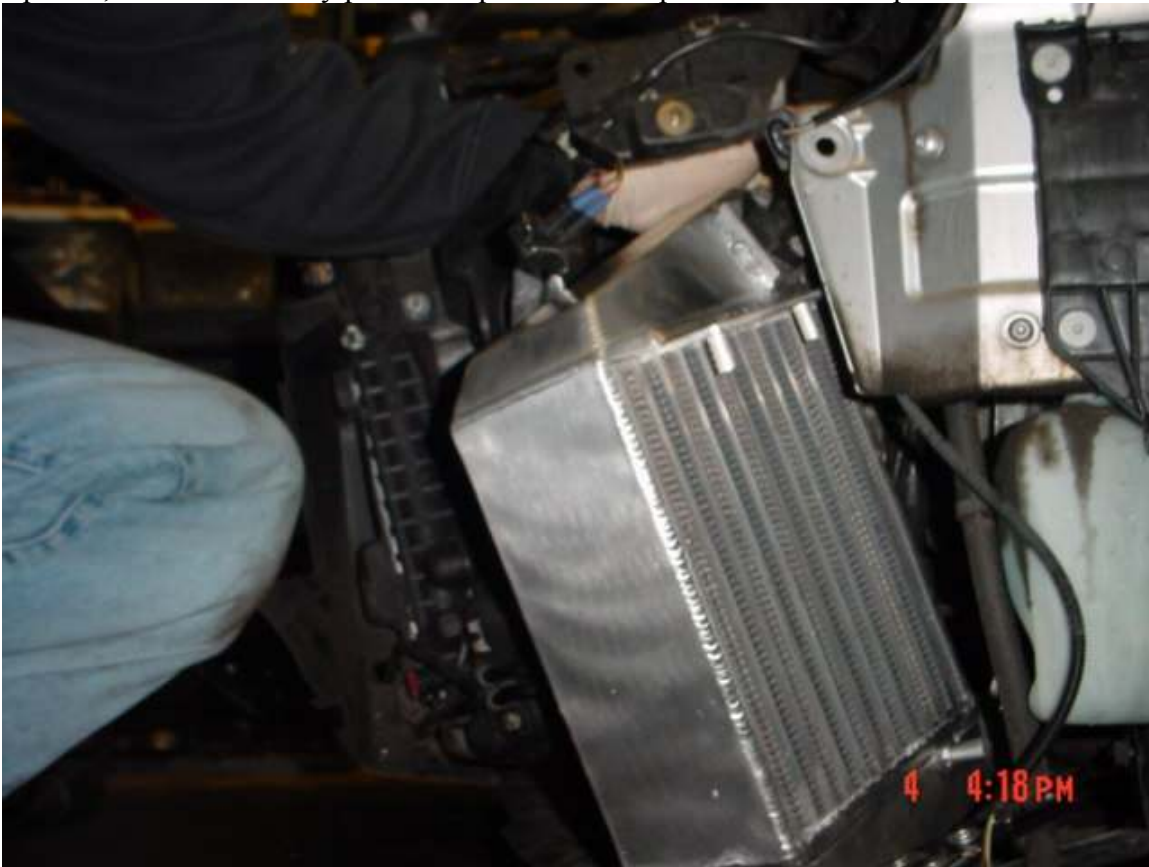
21. (Optional step for 2000+ 1.8ts) Remove map sensor from old intercooler and reinstall in UG SMIC using supplied hardware.



22. Remove the following two fender support screws.



23. Time to install the UG SMIC. First, slide the SMIC in as far as you can. Pull on the fender support panel and slide the rest of the SMIC in. Be sure the top mounting tabs of the SMIC fit into the support bracket before you push the SMIC into the bottom support hole. After the top mounting tab is in place, put the SMIC down and slide the bottom mounting tab in place. It is a VERY tight squeeze, as we used every possible square inch of space to maximize performance.





24. Connect the inlet/outlet hose back to the UGSMIC. Tighten the clamps.



25. Reattach fender screws and radiator support screw



26. (optional step for cars with horns that were removed earlier) Relocate the horn. Some radiator supports conveniently have a hole where the horns can be remounted without interfering with the UG SMIC. Other cars will require drilling a small hole in order to remount the horns.



27. Here's the installed UGSMIC



28. Reinstallation is the reverse of removal.