

Audi TT, Audi S3 and SEAT Leon Cupra R cold side relocation kit.



Tools required: - flat and pozzi drive screwdrivers; 7mm hose clip driver or socket, 7mm spanner, 10mm socket or spanner, 13mm socket or spanner, ratchet and extension bar, craft knife.

Caution: While performing this modification you will have exposed pipes and hoses; ensure you are careful not to drop any foreign objects into any exposed pipes.

- (For most cars) – Remove the battery and associated trim to be able to get to the Lower Boost Hose Clamp
- Remove the boost hose connecting to the throttle body and lower charge pipe

TIP: the 7mm spanner should help release the lower jubilee clip and the new clip positioned correctly, can be done up with a 7mm driver.

- Fit the new hose with its 25mm spout as per the picture above.

If the hose centre is found to be collapsing when fitted this will be down to being too long. We recommend that you trim the bottom end only 10-15mm each time.

TIP: Tighten a jubilee clip on the hose where you wish to cut, use the jubilee edge as your cutting guide for the knife

Remember the engine rocks back and forth some excess hose for this flexibility is better than having it too short which may result in it disconnecting from a joint. Don't shorten it too much.

- Tighten the main hose with the 80mm and 70mm hose clips as supplied when you are happy with the fit.
- If your original hose had a MAP sensor wiring loom attached make sure you secure it so that it's not loose near the radiator fan.

- The spout may require trimming so that the diverter valve sits lower and does not foul the bonnet, when closed or trim covers.

TIP: Use your Diverter Valve (DV) to gauge the height, temporarily refit any engine cover and battery trim to estimate the optimum DV height and position. Mark the side of the hose with a pen

A sharp craft knife will be good enough to cut the spout down to the required size.

TIP: Tighten a jubilee clip on the spout along your pen mark, use the jubilee edge as your cutting guide for the knife.

- Remove your DV from the stock location in the induction pipe and fit it (or your chosen aftermarket DV) in to the spout as pictured above.



- Now fit the 25mm blank plug to the original hot side boost hose and tighten the clamp.
- Fit the 25mm elbow to the straight 25mm hose
- Line the Elbow up to the OEM DV output location and estimate a length where the 2nd elbow can fit and make a turn with good clearance underneath the turbo intake pipe and mark the pipe for cutting.
- Cut your short pipe, fit the elbows, pipes and Jubilee clips as shown above and mount the pipe into the OEM DV location, tighten all clamps.

- The longer 25mm pipe and DV position can now be gauged to ensure the optimal clearance from fouling any surrounding objects and the pipe marked for cutting.

TIP: Refit the engine and battery trim to ensure you get the DV pulled and finally positioned to be neatly placed behind the engine trim cover before marking the pipe for a final cut

- Joining your cut pipe and DV, clamp all remaining Jubilee clips tightly, this should complete the main pipes and fitting of the Relocated DV

TIP: Any lateral clearance, usually to pull the DV away from the Battery and +ve terminal leads can be achieved by using a long cable tie on the “spout” (DV Input pipe) and nearby engine brackets, pulling the pipe towards the engine to perfect the installation.



- Replace the original DV vacuum pipe (as shown above, its a tight fit on the N249) or simply extend the existing pipe with the joiner and a suitable length of 5mm silicon tube as supplied (remember to use enough of this tube as to not impede on the engine cover when refitted afterwards) Tighten the hose joins with the zip ties.
- Use the zip ties to refit any loose wiring along the main boost hose or guide the vacuum pipe along existing lines. Refit all the covers, battery and any other parts removed in the process.