

A U T O T E C H

Installation Instructions

sport tuning

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Part numbers: 10.127.101K & 10.127.1012K

Description:

Audi 2009+ 2.0 2.5 3.0 TFSI High Volume Fuel Pump Kit (1 kit)

2 kits required for Audi 4.0T 5.0T 5.2L TFSI Motors:

5.2L V10 Audi R8 & 5.2L V10 Lamborghini Gallardo & C6 Audi RS6 & 4.0TFSI V8TT (S6 S7 RS6 RS7 S8)

Tools & supplies required for internal install, not for pump removal from engine:

1. Autotech 10.127.101TK tool with ½" socket wrench OR 90 degree needle nose pliers
2. Fresh gasoline
3. 20mm crescent wrench or adjustable wrench
4. Bench vise
5. Safety glasses
6. Non-Chlorinated Contact cleaner
7. Audi workshop manual for your model

Warning:

Before you begin to work on removing the fuel pump from the vehicle, clean a spot on your work bench to work on the pump.

Lint free cloths are a good way to keep major debris from contaminating the pump. Remember cleanliness is of utmost importance while rebuilding the High-pressure rail pump. Once you have an adequate work area on the bench, clean your bench vise with Non-Chlorinated Contact cleaner. Only after the vise and work area are clean, should you begin working on your fuel pump.

To remove pump from engine Autotech recommends you follow a workshop manual

Procedure:

1. With the pump securely fastened in the bench vise, pull out by hand the factory fuel pump piston along with the spring and spring retainer. Remove o-ring. Now utilize your Autotech 10.127.101TK tool attached to ½" socket wrench or 90 degree needle nose pliers to remove the large retaining ring counterclockwise.
2. Now that the large retaining ring is out simply pull up and out on the seal retaining cap by hand. The o-ring can be sticky so fresh gasoline can help lube around the outer edges.
3. With the factory fuel pump guide exposed please remove guide and replace with Autotech fuel pump guide.
4. Now lube the Autotech piston with fresh gasoline and insert it into the seal retaining cap.

5. Insert piston with cap back in to the pump housing.
6. Use a 20mm crescent or adjustable wrench to tighten large retaining ring (not a socket wrench since piston is protruding now)
7. Remove spring and spring retainer from factory pump piston.
8. Attach spring and spring retainer to Autotech piston, press down on assembly once spring/spring retainer are installed. Re-install o-ring.
9. Now the entire assembly is ready to be installed back in the motor. Follow your workshop manual for priming the pump.

