Intake System

The intake system in an Audi S6 or S7 is designed to optimize airflow into the engine, featuring advanced filtration and variable intake manifolds to enhance power and efficiency.

- Intake Upgrades
  - TGK Motorsport Intake(s)
  - ECS Tuning Intake(s)
  - 034 Intake(s)
  - CTS Intake
  - Revo Intake
- Intake Installations
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Intake Upgrades

Potential intake upgrades for your Audi S6 / S7

Intake Upgrades

TGK Motorsport Intake(s)

The TGK Motorsport intake is available at:

TGK Motorsport Audi 4.0T Air Intake System



There is also a secondary model that includes an adapter to utilize the stock air box, eliminating the annoying accordion hoses and giving you bigger inlets in the process.

TGK Motorsport 4" Intake With OEM Air Box Conversion



Intake Upgrades

ECS Tuning Intake(s)

ECS Tuning offers two versions of it's intake, one with the carbon fiber lid and one without.

> The standard Luft-Technik kit does not have the ability to retrofit the carbon fiber air box lid from the Kohlefaser style kit.

The Kohlefaser Luft-Technik Intake System can be found at:

Kohlefaser Luft-Technik Intake System





The standard Luft-Technik Intake System can be found at:

Luft-Technik Intake System


ECS TUNING
LUFT-TECHNIK
INTAKE SYSTEMS
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V8 TFS.
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034 Intake(s)

034 recently released an intake with a dual filter and a carbon fiber heat shield

> This intake utilizes the stock inlets. If you have upgraded inlets, this may not fit until fitment has been confirmed by someone.

The 034 Intake can be found at:

S34 Carbon Fiber Intake



Intake Upgrades

CTS Intake

The CTS Intake is available at:

CTS-IT-938 - CTS Turbo Dual 3" Intake Kit



Intake Upgrades

Revo Intake

The Revo Intake is available at

Revo 4.0T Air Intake System



Intake Installations

Intake Installations

SRM Intake Install

Original Post: Audizine

Original Part Link: SRM

1. Remove the engine cover.



2. Now remove the hose clamps and take these tubes out.



3. Now press on these tabs and disconnect the ram air inlet from the factory airbox.



4. Lift the airbox out (it's not bolted in, it's just pressed into rubber isolators.



5. Next loosen these hose clamps and remove these two hoses.



6. Now loosen the hose clamps from the recirc tubes from BOV and from the crank vent on the driver's side turbo.



7. The passenger one is an Oetker clamp, so you'll need to cut it off and replace with a hose clamp or an Oetker later.



8. Now unscrew the 6 T30?? screws holding the throttle bodies in place. (this is the only way to be able to get to all the allen bolts holding in the inlets. Before you do, disconnect all the plugs from the bypass valves.

9. Next remove the 4 5mm allen bolts holding the turbo inlets in place





> It should look about like this now.



> Here is the SRM inlet compared to the factory one. You don't have to be an engineer to see the restriction in the factory inlet.



Install the passenger SRM inlet and snug it up.



10. Now install the driver's side one and snug up the allen bolts, also slide the lower crank vent tube to the inlet and snug up the hose clamp.



> Should look about like this now.



11. Now put the throttle bodies back in place. This particular allen screw is a PITA and will scrape a tiny bit on the inlet tube (the scrape gets covered up with the hoses removed earlier)



12. Now either use another oeteker clamp, or use a hose clamp on the lower BOV return tube. This one is a PITA and I used a hose clamp to make it easier when i upgrade the turbo internals. Also make sure you reconnect the drivers side tube as well.



13. Now after you curse a lot, and drink your preferred beverage, install the tubing from compressor elbow to the I/C Brick. These are a pain and it helps to have a hook tool with a blunt tip.



14. Once you tighten up the clamps you're ready to install the filters and reconnect all your electrical connections.



15. Now admire your handiwork and pause to appreciate how good it looks without a cover!



16. Put the cover on and reward yourself with a drive

