2013-2016 Audi Allroad | Easy | 15-20 minutes | $35 DIY

TOOLS

Torx driver (test-fit T25 and T30 - use whichever seats fully in the lid screws)
7 mm socket or flat-blade screwdriver for the intake tube clamp small vacuum or rags

PARTS

Engine air filter for 2013-2016 Audi Allroad; verify engine, housing shape, and VIN fitment $35.00

STEPS

1. **Locate the driver's-side airbox - Open the hood: the airbox is the box on the driver's** side of the 2.0T bay. The Allroad came only with the 2.0T - no V6 or diesel. Note the Torx screws around the lid and the outlet-side MAF sensor.
2. **Unplug the MAF and loosen the intake clamp - Unplug the MAF connector - press the tab and** pull it back. Loosen the intake-tube clamp at the lid (7 mm socket or flat-blade screwdriver) just enough for slack. The slack lets the lid lift up and back without stressing the piping.
3. **Back out the Torx screws and lift the lid - Back out all the Torx lid screws - about six,** commonly T25 or T30, so test-fit your bit first. Leave each sitting loose in its hole. Then work the lid back and up; the piping flexes enough for clearance.
4. **Rotate the old filter out counterclockwise - This filter doesn't lift straight out:** rotate it counterclockwise and it pops free of the tab holders in the base. Note the locating tabs the new filter must engage. Lift it out, vacuum the base, and check the lid's perimeter seal for flat...
5. **Rotate the new filter into its tab holders - Set the new filter and rotate clockwise** until its tabs drop into the holders - front tab clicks. It should sit flat. Check the arrow points toward the engine; a filter atop the holders holds the lid up and whistles.
6. **Reseat the lid, snug the screws, reconnect everything - Lower the lid down to realign the** intake tube with its clamp. Run each Torx screw in by hand, then snug gently - they thread into plastic. Retighten the clamp and push the MAF connector on until its tab clicks.
7. **Start up and verify boost behavior - Start the engine and idle; listen for whistling from** a misseated lid. Confirm no check-engine light - a forgotten MAF plug sets one fast. Drive it; boost should build smoothly. Audi's interval is every 40,000 miles, sooner on dusty roads.

TORQUE

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