



IE B8 S4 HPFP (High Pressure Fuel Pump) Install Guide
IE Part Numbers: IEFUVO1 (HPFP Kit) IEFUVO1-5 (Install Tool)

Thank you for purchasing another high-quality Integrated Engineering product! This instruction guide is used for the installation of IE's HPFP Upgrade Internal Kit for Audi B8/B8.5 S4/S5/SQ5 and C7 3.0T TFSI engines. Installation requires disconnection of fuel lines, a bench vice, and a very clean working environment. Professional or experienced technician installation is highly recommended. Integrated Engineering is not responsible for any damage or premature wear on fuel pump internals caused by incorrect installation.

KIT CONTENTS:

- HPFP Press Fit Spring Retainer
- HPFP DLC Coated Steel Pin
- HPFP Spring
- HPFP Seal Assembly Body & O-Ring
- HPFP Nitrided Steel Cylinder



TOOLS REQUIRED:

- T25 Driver
- Flat Head Screwdriver
- 10mm Socket
- T30 Driver
- #10 Triple Square Driver
- 17mm Open Ended Wrench
- Pliers
- 21mm Deep Socket
- 21mm Open Ended Wrench
- Bench Vice

Before you begin, park your vehicle in a safe and level location. Allow plenty of time for the engine to completely cool before beginning the installation procedure. Unbox your IE HPFP Kit to verify the contents and quantities and check for any possible shipping damage. Prepare your work space and locate the required tools listed above before starting.

IE recommends pre-reading the entire installation guide ahead of your install to both prepare yourself for each step and to make sure you don't have any questions before beginning. If you have any questions or need clarification, please contact our helpful support team specialists at support@performancebyie.com

Remove the four push clips from the radiator cowl. Use a small flathead to depress the center pin of the clip, then pull to remove the entire clip.



Carefully pull up on the edges of the cowl to release it, remove it from the vehicle and set aside.



Remove the two bolts from the intake snorkel using a T25 torx driver.



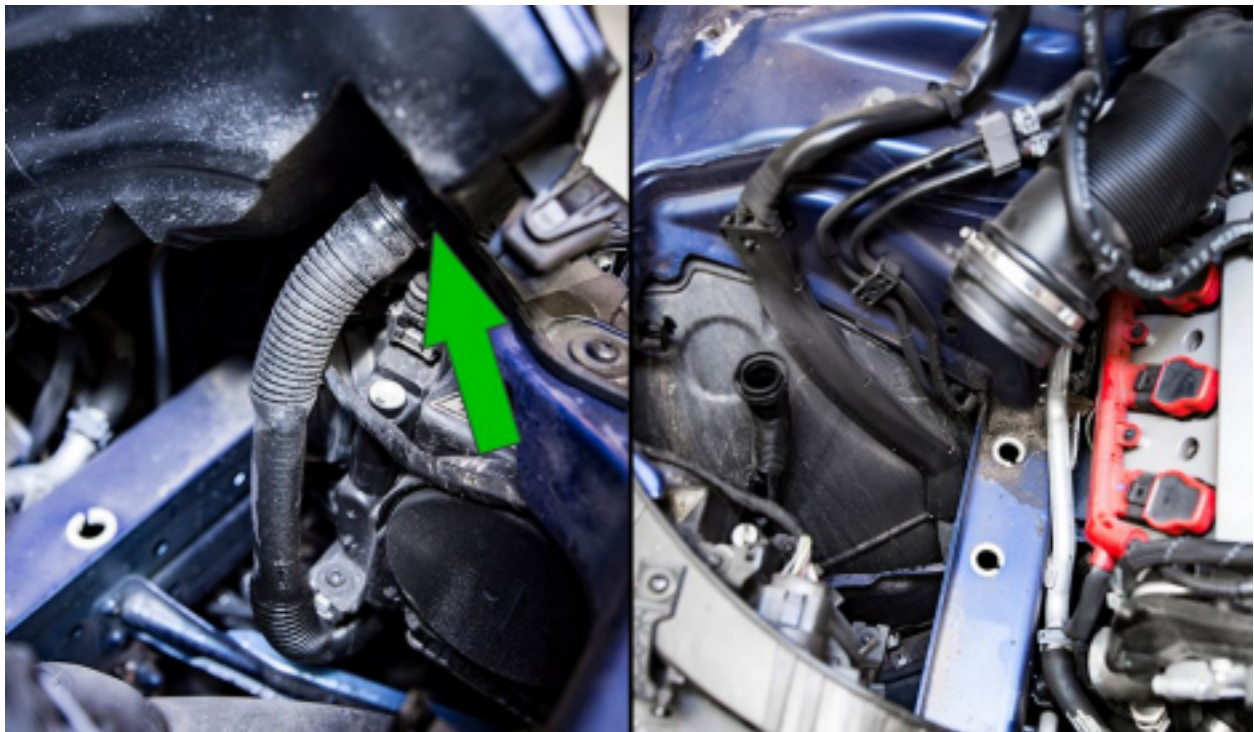
Disconnect the metal retaining clips and separate the inlet pipe from the airbox.



Pull back on the airbox to disconnect it from the fender bracket, then pull up to disconnect the box from the lower grommets. *Do not completely remove the airbox in this step.*



Carefully pull the airbox up and disconnect the SAI (secondary air injection) hose from the underside of the airbox. Remove the airbox completely.



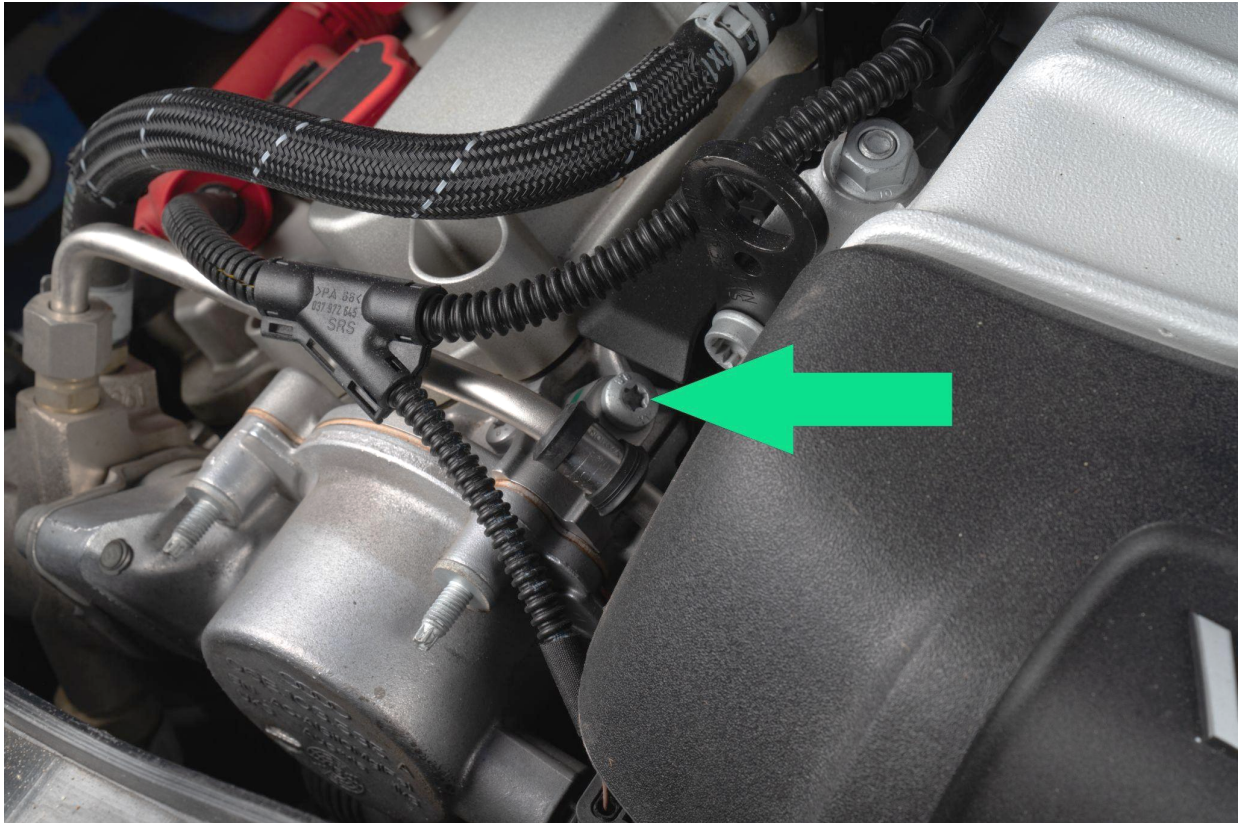
Remove two 10mm nuts from the HPFP housing.



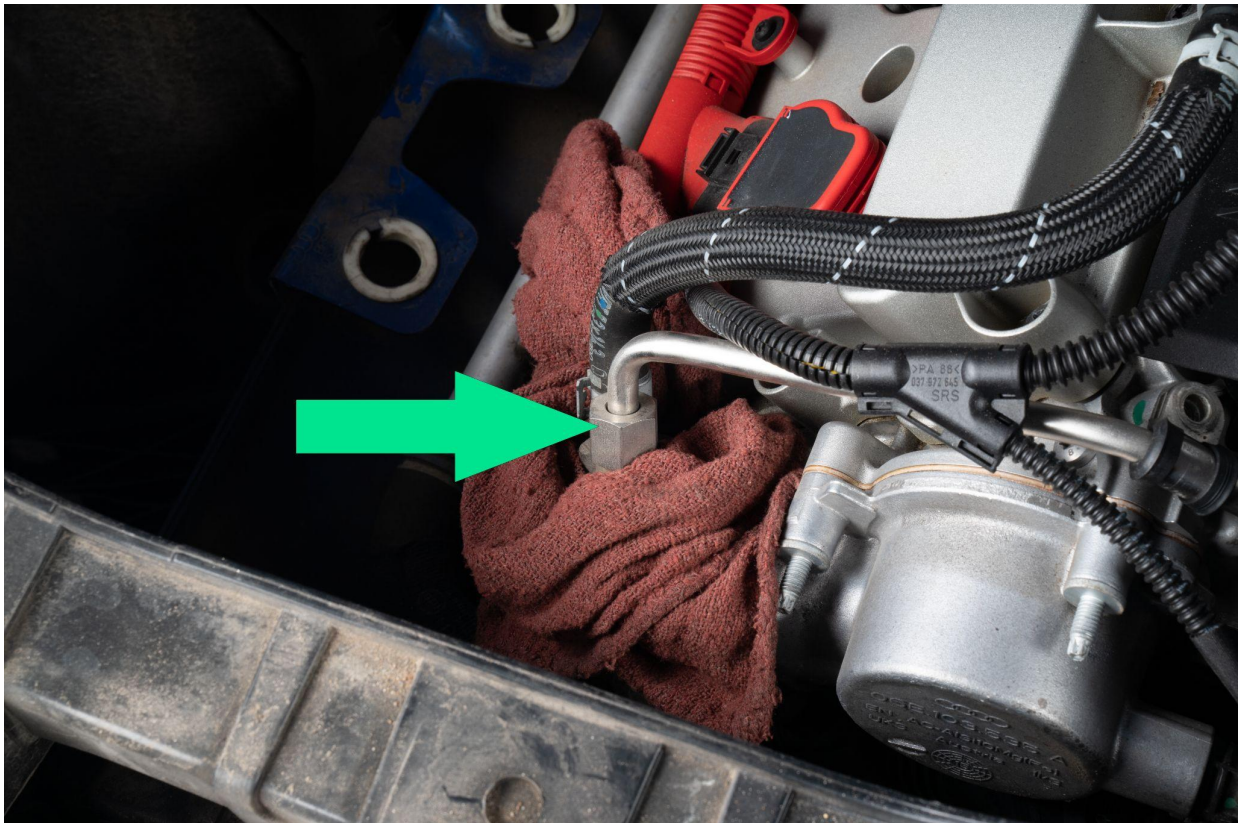
Remove shield from above the HPFP housing.



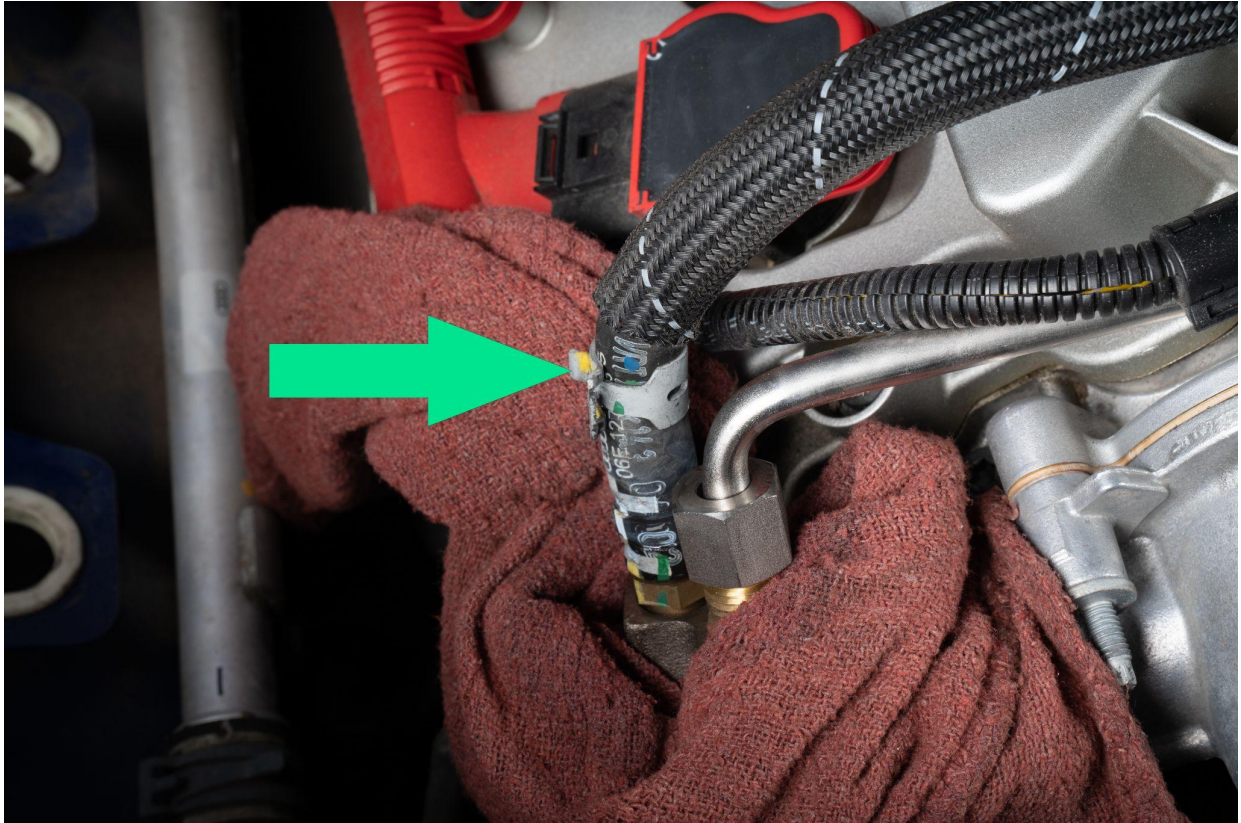
Remove the T30 screw from the top of the HPFP housing.



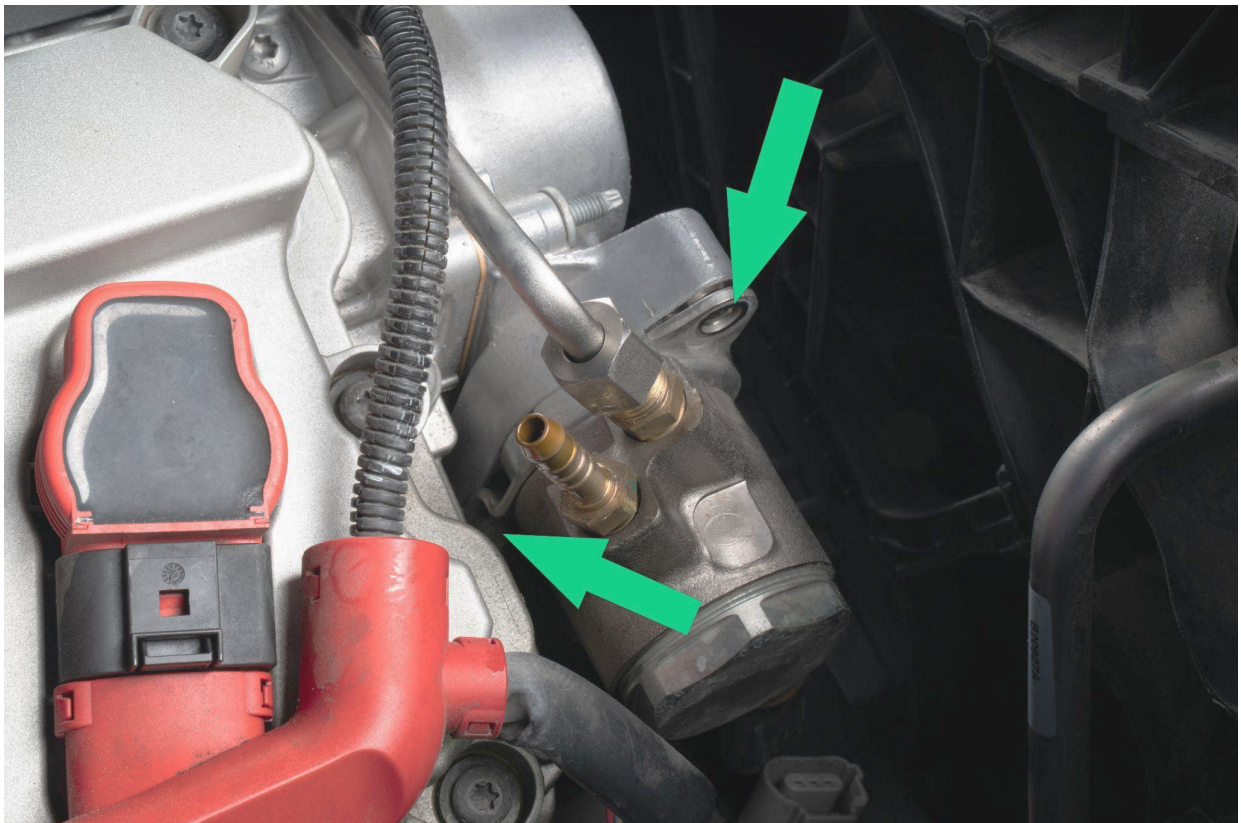
Place a rag around the line to catch any fuel, then slowly loosen the 17MM nut from the high pressure fuel line.



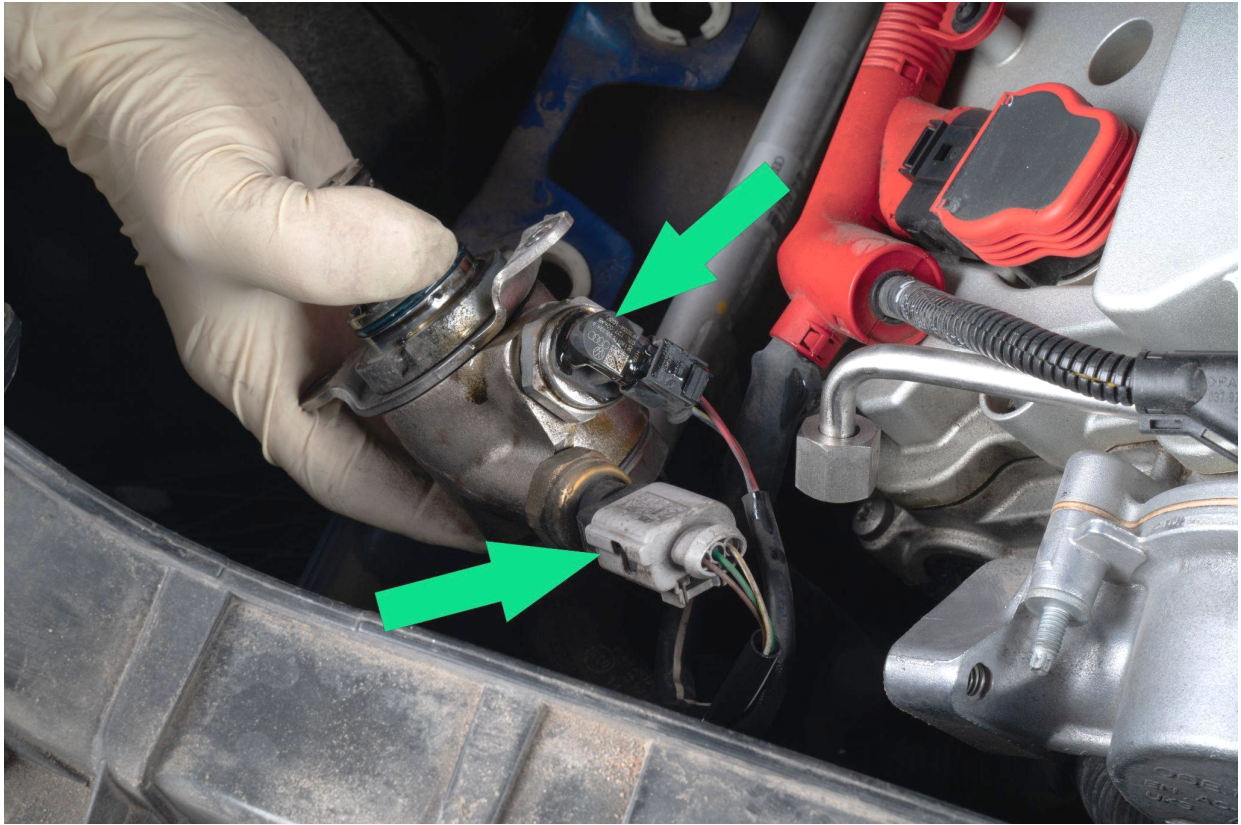
Using pliers, squeeze the clamp on the low pressure fuel line, move it up the line, then remove the line from the fuel pump.



Remove two #10 triple square screws from the pump housing. One above pump and one below.



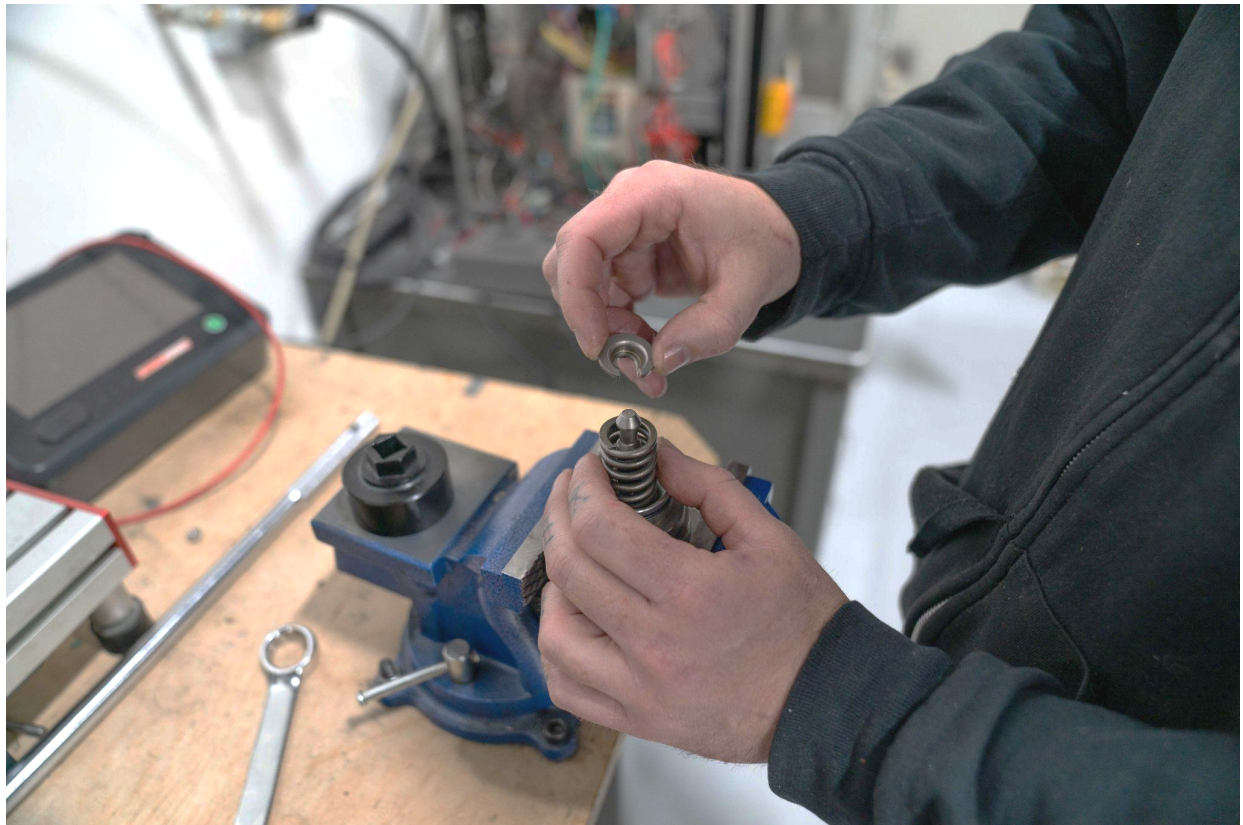
Remove both of the sensors from housing by pinching release tabs and pulling away.



Remove the cam follower from HPFP Housing.



Place the pump in a bench vice to secure, then pull the pump spring down 1/2 inch then remove the retainer.



Remove spring from the pump.



Place IE HPFP disassembly tool on the retainer nut.



Use a 21mm wrench to loosen the HPFP retaining nut.



Remove the retaining nut from the housing.



Remove OE HPFP internals from pump housing.



Assemble your IE Pump Internals by first putting the barrel into the HPFP seal housing. Push the pin up (do not install the pin downward) through the seal housing.



Leave about 1/4 inch of pin showing on the bottom half of the seal.



Place the pump internals inside pump housing.

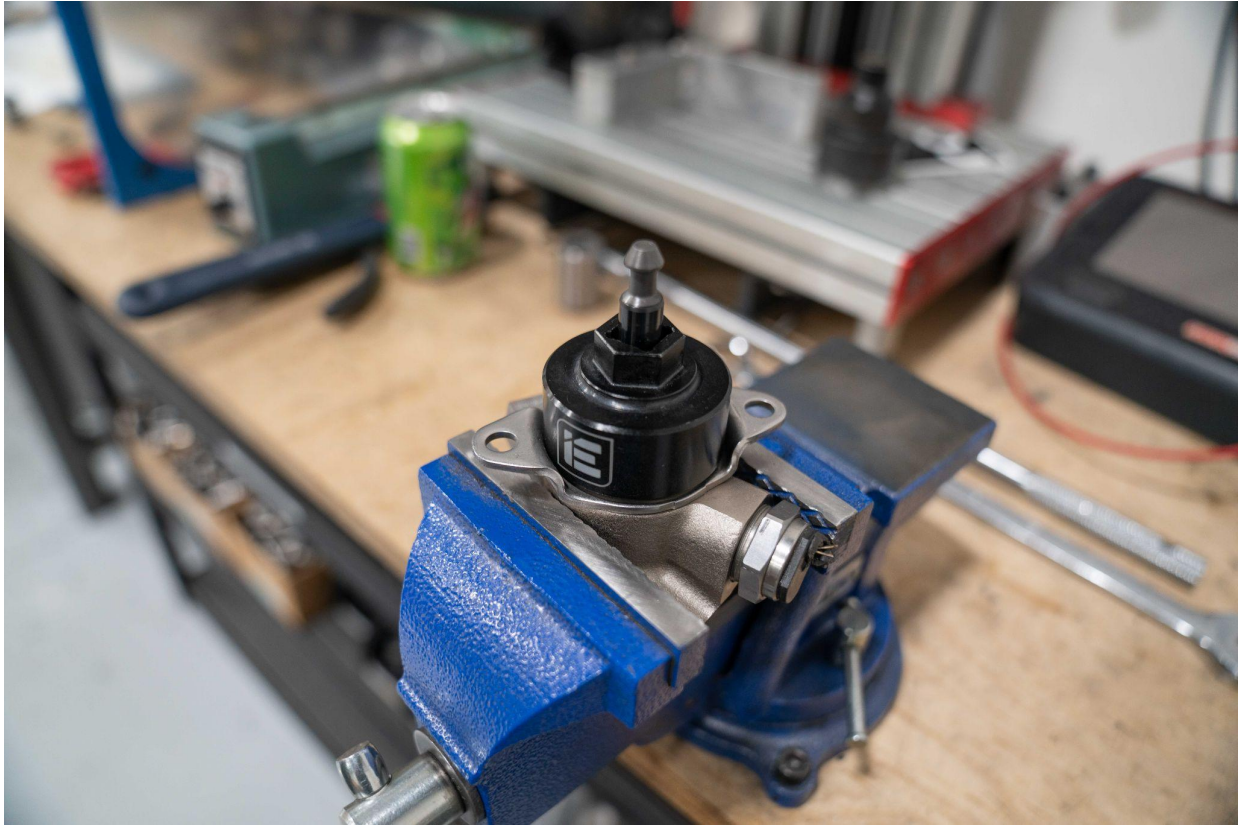


NOTE: If the pin comes all the way out of the seal housing, disassemble the entire housing and reassemble. If not disassembled, there is a potential to cause damage to the seal which voids warranty and will allow gas to pass through to your oil

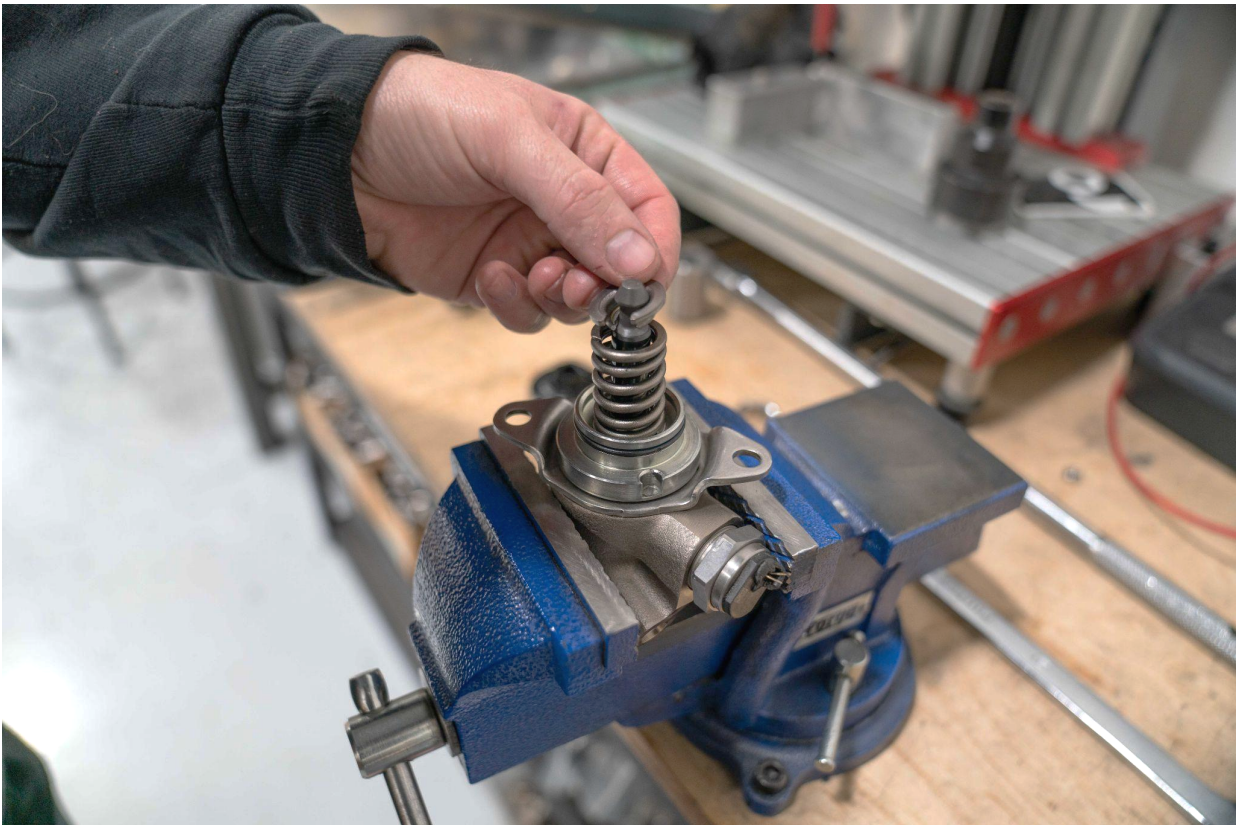
Put the HPFP retaining nut over housing.



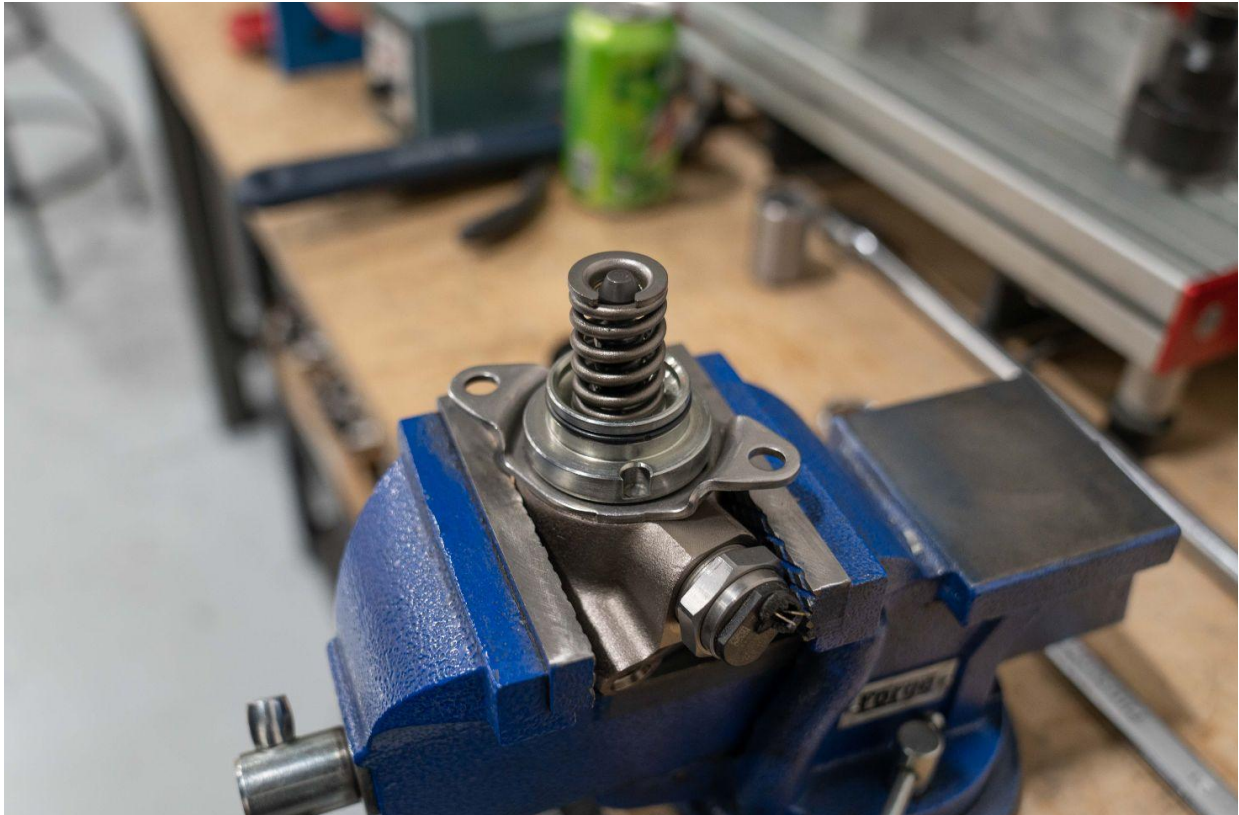
Use a Torque wrench and a 21mm deep socket with the assembly tool to tighten the retaining nut to 40 ft/lbs.



Install the spring and retainer over pump internals.



Gently push down on the pin to seat the retainer.



Reinstall HPFP housing reverse of removal

Once reinstallation of the new IE pump is complete, you'll want to prime your new pump. This can be done by either cycling the key to position 2 (Pressing the start button without a foot on the brake) or by simply locking and unlocking the vehicle. This is also the ideal time to check for leaks from any hoses or seals.



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