



NOSTRUM

HIGH PERFORMANCE



Audi 3.0SC v6 EA837 High Pressure Fuel Pump Kit Installation Guide

Part Sku#: H136-0897

WARNING! PLEASE FOLLOW ALL WARNINGS AND INSTRUCTIONS FOUND IN YOUR VEHICLE OWNERS MANUAL. THE FOLLOWING INSTRUCTIONS MUST BE READ AND FULLY UNDERSTOOD BEFORE BEGINNING INSTALLATION. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN VEHICLE DAMAGE, PERSONAL INJURY OR DEATH. IF THESE INSTRUCTIONS ARE NOT FULLY UNDERSTOOD, DO NOT ATTEMPT INSTALLATION.

Required Tools:

- 10mm socket
- Trim removal tool
- T25 Torx
- Channel Locks
- T30 Torx
- 17mm wrench
- Triple Square size 8
- 24mm wrench
- 14mm wrench

1. Remove Trunk cover weather mat. (Steps 1-7 are specific to the Audi Q5. Steps to disconnect the battery may vary between different vehicles)



Figure 1

2. Lift out carpet floor of the trunk.



Figure 2

3. Remove plastic storage bin underneath carpet.



Figure 3

4. Unscrew the top of the spare tire.



Figure 4

5. Disconnect the connector on the spare tire and pull the tire out of the trunk.



Figure 5

6. Pull up on the carpet that separates from the rest of the trim to reveal the battery.



Figure 6

7. Use a 10mm socket to disconnect the battery terminal.



Figure 7

8. Remove plastic retainers hold the front trim using a trim removal tool.



Figure 8

9. Pull trim out and away from the engine bay.



Figure 9

10. Remove 2 bolts holding retaining the air box intake with T25 torx socket.

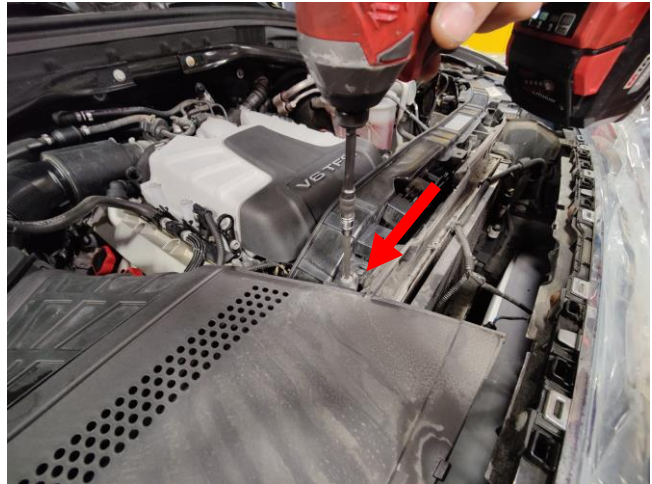


Figure 10

11. Loosen hose clamp that connects to the air box with a 7mm socket.

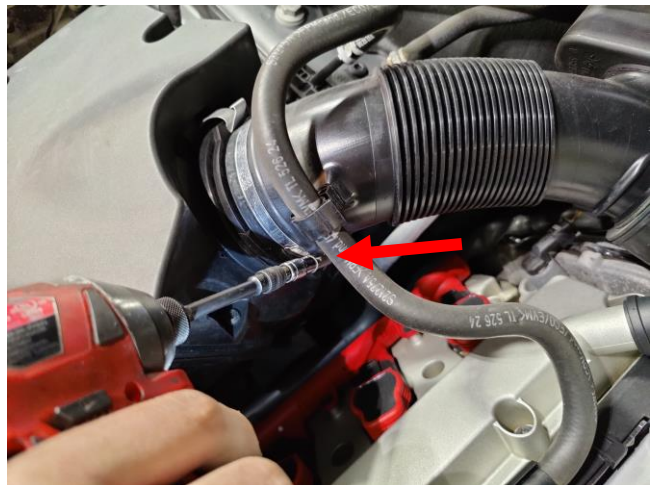


Figure 11

12. Pull the air intake tube from the air box.



Figure 12

13. Remove the connector hose from the bottom of the air box before pulling airbox and air box intake from the engine bay.



Figure 13

14. Remove crash bracket at the front of the fuel pump by removing the bolts holding it in place with a 10mm socket. (**Torque Spec: 9Nm**)

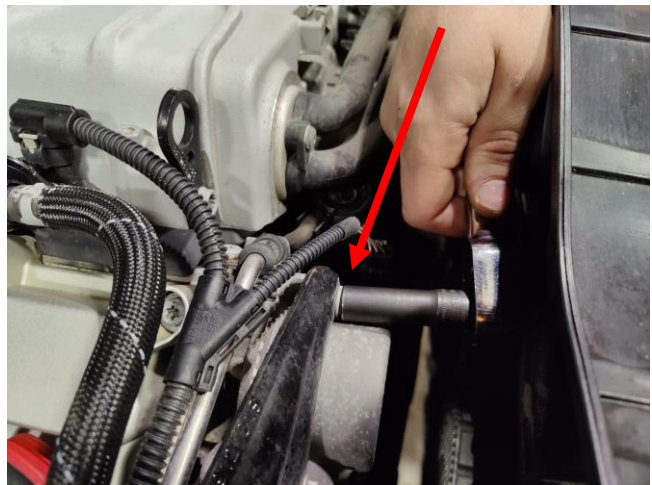


Figure 14

15. Remove solenoid connector and pressure sensor at the bottom of the fuel pump.



Figure 15

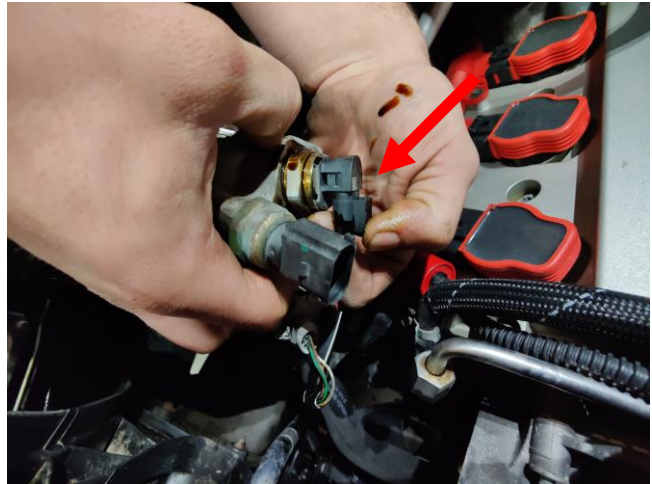


Figure 16

16. Pull the low-pressure hose clip down the hose using channel locks. Pull the low-pressure hose off the barbed fitting on the fuel pump.



Figure 17

17. Remove bolt for the high-pressure line bracket near the pump end of the line using a T30 Torx.



Figure 18

18. Remove compression nut on the pump end of the high-pressure line using a 17mm wrench. **(Torque Spec: 27Nm)**

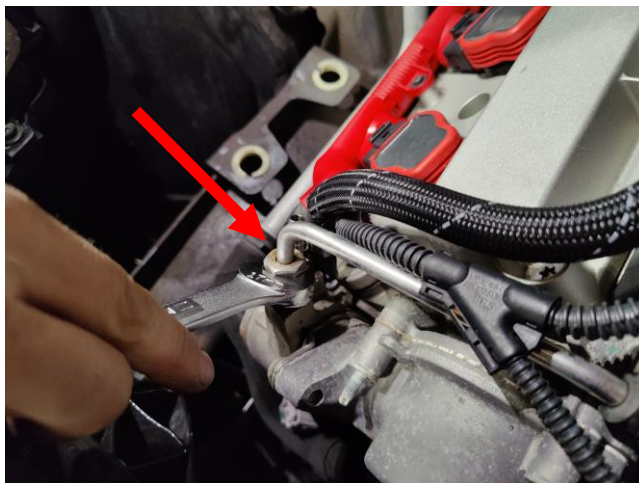


Figure 19

19. Remove bolts holding in the high-pressure fuel pump with a triple square size 8. Alternate between the 2 bolts loosening incrementally to ensure you do not side load the piston. **(Torque Spec: 20Nm.)**



Figure 20

20. Pull the stock pump out of its seated position in the engine. Ensure the cam follower does not fall out.

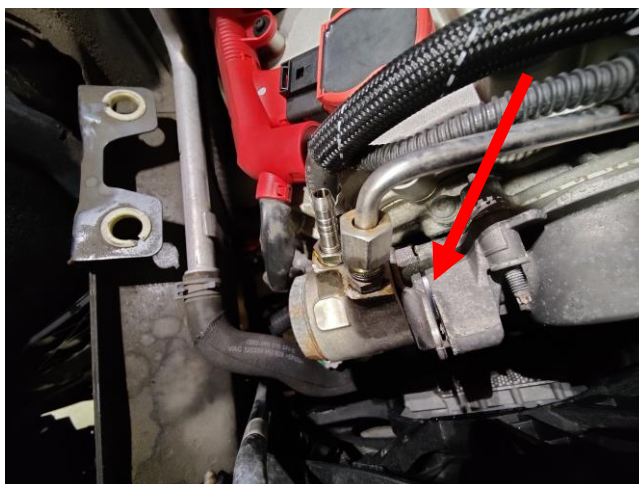


Figure 21

21. For installation of the new Nostrum pump remove the pressure sensor from the stock pump using a 24mm wrench and install on the new pump. **(Torque Spec: 15Nm)**



Figure 22

22. Repeat this for the low-pressure barb fitting and the high-pressure female globe fitting using a 14mm socket or wrench for both. **(Torque Spec for both: 27Nm)**
23. Install the new Nostrum fuel pump by following the steps of disassembly listed above in reverse. Follow all Torque specs that are included in each step where applicable. If torque spec is not included in a step where it seems applicable assume snug fit of the bolt with a wrench or socket wrench.

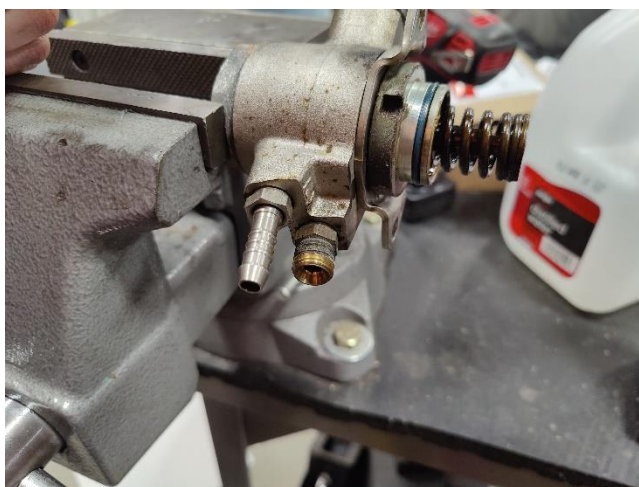


Figure 23

Hardware installation is complete.**First Start-Up**

1. Be sure to remove all installation tools and loose items from the engine compartment. Follow good, safe practices when working on your vehicle. Be sure to reassemble all parts and components according to your OE maintenance manual.
2. Key cycle the vehicle into the "Accessory On" position (do not go to Ignition position). The low- pressure fuel pump will activate and the low-pressure side of the pump will pressurize. Check the high-pressure fuel pump and the low-pressure side for leaks. If OK, proceed to step 3.
3. Key cycle to ignition and let the car attempt several start cycles. Remember that the fuel lines, pump and part of the fuel rail are filled with air, therefore this step is necessary to evacuate that air and get the system charged. If it starts, OK. If it does not, key off the vehicle. Check the high- pressure lines to the fuel rail, to the pump and the pump itself for leaks. If OK, proceed to step 4.
4. Key cycle one more time all the way to ignition. Engine should start-up and idle. If not, proceed with steps 2-4 again.
5. Let the car idle for a few minutes. Check for leaks on low and high-pressure portions again.
6. Installation is complete! **Time for a Tune!!**

NOTE: a fault code may appear at the first key cycle due to the long ignition time or the low pressure in the fuel rail, both due to the air in the fuel system.

This code should self-clear after the OEM defined quantity of key cycles.

NOTE: After driving the car and letting it cool, next day, check for fuel leaks again (from thermal expansion and contraction). Retighten fittings if needed.

For additional technical & software support please contact:

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