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Stock 92 100cs Q RPM Torque HP ----- 900 22 01 1000 31 02	MotoDyne Supercharged 100cs Q RPM Torque HP 900 24 02 1000 38 05
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1100 38 03	1100 52 09
1200 42 06	1200 58 11
1300 48 06	1300 77 15
1400 53 11	1400 85 20
1500 59 15	1500 93 29
1600 64 18	1600 101 36
1700 69 22	1700 111 38
1800 74 26	1800 121 42
1900 83 30	1900 134 49
2000 89 34	2000 145 56
2100 95 38	2100 154 62
2200 100 42	2200 162 68
2300 105 46	2300 171 75
2400 112 51	2400 182 83
2500 119 57	2500 194 93
2600 128 64	2600 209 104
2700 138 71	2700 224 116
2800 145 77	2800 235 126
2900 149 83	2900 243 134
3000 153 87	3000 248 142
3100 157 93	3100 255 151
3200 161 98	3200 261 159
3300 165 103	3300 267 168
3400 168 109	3400 273 177
3500 173 115	3500 281 187
3600 177 121	3600 287 197
3700 179 126	3700 291 205
3800 178 129	3800 289 209
3900 177 131	3900 285 213
4000 177 134	4000 284 217
4100 177 137	4100 284 223
4200 177 142	4200 287 231
4300 179 147	4300 290 239
4400 179 151	4400 291 245
4500 177 152	4500 288 247
4600 174 152	4600 283 248
4700 172 154	4700 279 250
4800 171 156	4800 278 254
4900 171 159	4900 278 259
5000 169 160	5000 274 261
5100 165 160	5100 269 261
5200 162 160	5200 264 261
5300 161 163	5300 262 264
5400 159 164	5400 259 266
5500 155 162	5500 252 264
5600 149 159	5600 243 258
5700 144 156	5700 235 255
5800 142 156	5800 230 254
5900 139 157	5900 227 255
6000 136 156	6000 222 254
6100 132 154	
Maximums:	Maximums:
Torque: 179 lb/ft @ 4400 rpm	Torque: 291 lb/ft @ 4400 rpm

Horsepower: 164 hp @ 5400 rpm	Horsepower: 266 hp @ 5300 rpm
MotoDyne v1.0 92 Audi 100, odo 217k Test Weight: 4861 lb Engine Type: aan 2.8L v6 Tranny Type: M TC Stall RPM: N/A Axle Ratio: 4.11 Tire Width: 195 mm Tire Aspect: 65 % Wheel Diameter: 15 inches Drivetrain Loss: 0.15 Air Temp: 43 F Rel. Humidity: 0 % Barometer: 29.23 In Elevation: 0 Ft	MotoDyne v1.0 92 Audi 100, odo 217k Test Weight: 4861 lb Engine Type: aan 2.8L v6 Tranny Type: M TC Stall RPM: N/A Axle Ratio: 4.11 Tire Width: 195 mm Tire Aspect: 65 % Wheel Diameter: 15 inches Drivetrain Loss: 0.15 Air Temp: 43 F Rel. Humidity: 0 % Barometer: 29.23 In Elevation: 0 Ft

Audi 12 valve Supercharger by MotoDyne

Up to 50% horsepower increase

Up to 55% torque increase

Custom one piece intake manifold
to use the reliable Lysholm rotor group

Custom KM Japan
Motodyne Hitachi chip

Factory- look appearance

Modular installation

Everything included for a complete
installation
with the highest quality hardware.



The MotoDyne supercharger features a heavy wall casting for (sound deadening) and wrap around fins for strength and cooling.

The 1600 Lysholm supercharger is one of the best twin screw compressors world-wide. It matches the Audi's mechanical finish perfectly with it's metric hex hardware, enhanced by a hi-temp black powder coat and machined finish, it's an absolutely perfect match.

The Motodyne supercharger makes positive pressure right off idle for smooth, powerful engine response right to redline.

Squeeze the throttle in any gear for instant acceleration .Smooth flowing runners and plenum to deliver matched power and torque. With a superior drive belt configuration of 90percent belt wrap on the blower drive pulley, there is no wasted boost under load from belt slippage, or Power steering cut out in bad weather due to a mis-configured idler and belt orientation.

When not under boost, it only takes 1/3-horsepower to turn the twin-rotors

MotoDyne engineered this supercharger to be modular, simple installation that can be completed in about 7 hours. Premium fuel is required, ECM preparation included. Complete with all parts necessary for installation.

Preparation

Upon receiving your MotoDyne 12 valve V6 Supercharger Kit please check the contents to verify that you have everything you need prior to beginning your installation. Also you will need to send your ECU along with receipt to MotoDyne so that we may install the necessary software.

The ECM on the Audi 90, 100 ,A6 and cabriolet are located inside the vehicle on the passenger side.

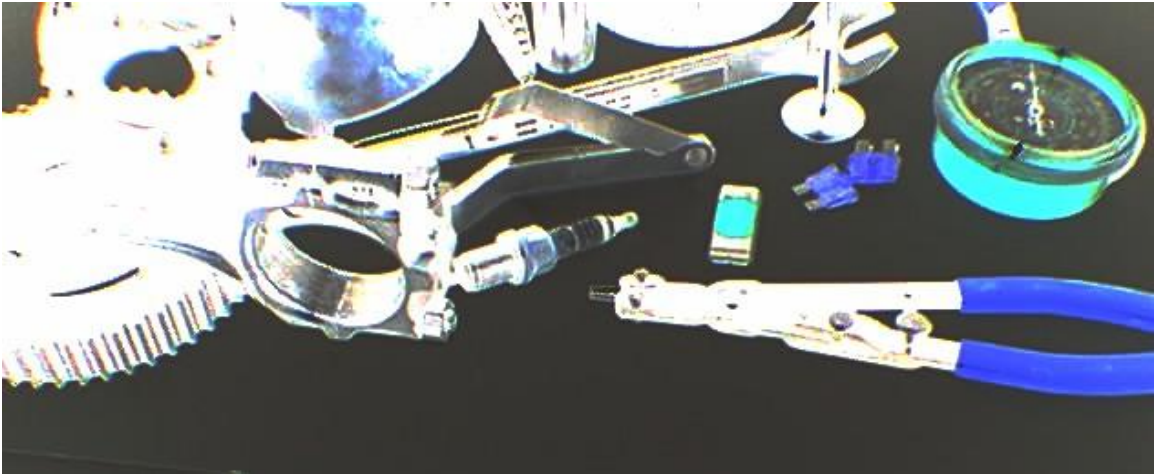
The ECM shown, is from a 97 a4Q located under the hood just below the drivers side wiper arm assembly below the cowl.



Parts

- | | | | |
|---|-----------------------------|---|-----------------------------------|
| 1 | Lysholm Supercharger Unit | 6 | Gaskets |
| 1 | MotoDyne Intake Manifold | 6 | Hose Clamps |
| 1 | Modified Fuel Rail | 2 | 5/8in Barbs |
| | coil pack tray relocation | 1 | 3/8in Barbs |
| 6 | Spark Plugs | 1 | Idler Pulley |
| 1 | power steering pump pulley | 1 | Metric Hardware Pack |
| 1 | 88 6 rib Belt | 1 | Idle Air Stabilizer Valve Adapter |
| 2 | Charge Tube Extension | | |
| | bushings | | |
| 1 | Idler Bracket plate | | |
| 1 | Throttle Body Adapter Plate | | |

Tools



- Philips Head Screwdriver
- Flat Head Screwdriver
- 4mm Hex Wrench
- 5mm Hex Wrench
- 6mm Hex Wrench
- 10mm Hex Wrench
- 10mm Wrench
- 17mm Wrench
- 13mm Wrench
- 5/8in Socket and Wrench
- 10mm Socket and Wrench
- 1/4in Drill Bit & Drill

Getting Started

Before You Start

Be sure to disconnect the Battery Terminal (100/A6 models remove back seat using a Philips Head Screwdriver)

A4 just below windshield 10mm wrench

Removing the Engine Cover



1. To Remove the Engine Cover, Remove the four (4) pushpin screws by pushing down and turning counter clockwise with a Philips Head Screwdriver.
2. Remove the front drive belt cover by unscrewing the two (2) 5mm hex bolts holding it in place.



Removing the Drive Belt

1. Using your 10mm hex wrench, push down on the tension pulley – creating slack in the belt.
2. Remove the factory belt.



Exposing the Power Steering Pump

1. Label and remove coil pack wires as shown in figures 1 and 2

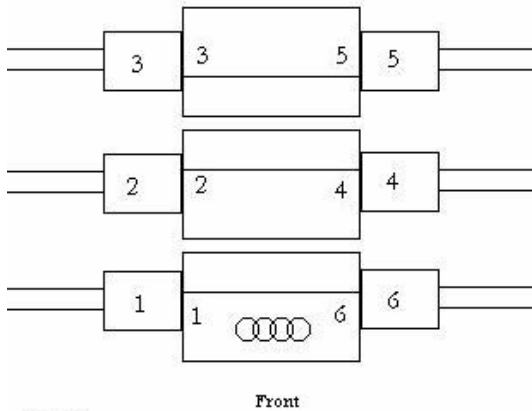


Figure 1

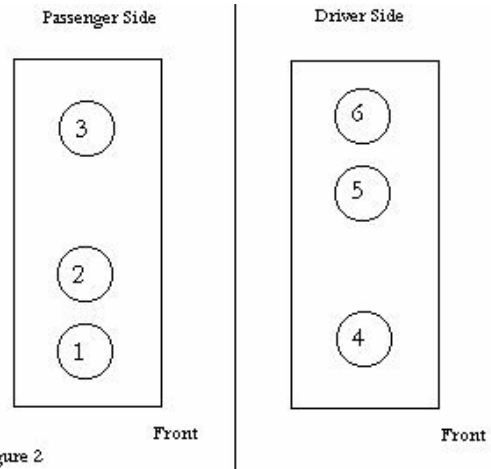


Figure 2

Figure 1 shows the coil pack as seen from the front of the automobile. Be sure to label both the wires and the coil boxes.

2. Remove the coil pack and vacuum canister using your 6mm hex wrench.
3. Disconnect the vacuum line.

Figure 2 shows the injector configuration on both the driver's and passenger's side cylinder heads



Removing the Factory Intake Manifold

Disconnecting the Fuel Rail

WARNING: The following Steps should be performed in a well ventilated area and away from open flame

1. Disconnect the fuel line On the A4 its located on the passenger side(all others located on the driver's side) using a 17mm wrench.
2. Also disconnect the fuel regulator return line (located on the passenger's side) using a 17mm wrench.



3. Disconnect the fuel injector harness (Press the push clips in and pull up)
4. Remove the four (4) screws anchoring the fuel rail, with a Philips head screwdriver, and remove the factory fuel rail.
5. Remove the factory fuel injectors.

Removing the Factory Spark Plugs

1. Using a deep 5/8 in. spark plug socket carefully remove the factory spark plugs.
2. Install the MotoDyne spark plugs.



Disconnecting the Intake

1. Disconnect the factory air intake charge tube from the air meter and air bonnet by loosening both hose clamps with a flat head screwdriver.
2. Remove the two (2) 10mm bolts connecting the air bonnet to the intake manifold.
3. Loosen and disconnect both valve cover breather tubes.
4. Disconnect the vacuum lines connected to the air bonnet (located on driver's side).
5. Remove the air bonnet.



Disconnecting the Cruise Control Servo

1. Disconnect the vacuum line from the cruise control servo.
2. Remove the 13mm nut from the back of the servo.
3. Disconnect the cruise control assembly from the throttle body linkage.



Disconnecting the Appropriate Lines

1. Disconnect the orange vacuum line form the E.G.R. valve.
2. Remove the two (2) 10mm bolts anchoring the E.G.R. valve.
3. Remove the throttle cable retainer clips and disconnect the throttle cable.
4. Disconnect the brake booster line from the intake manifold.
5. Disconnect the ground wire (located on the passenger's side near the rear of the factory intake manifold) using your 10mm wrench.
6. Disconnect the idle air stabilizer valve harness.
7. Disconnect the emissions control line from the throttle body.



Removing the Intake

1. Remove the ten (10) 6mm hex intake manifold bolts
2. **Caution: before removal disconnect the throttle position sensor and EGR temp sensor harness**
- 3 Carefully lift the manifold away from the engine valley.
3. Take this opportunity to thoroughly clean the engine valley using brake cleaner (if necessary).



Protect the exposed intake ports from ALL debris

- Carefully remove the factory intake gaskets.



Modifications Offset power steering



Remove pump and attach to the Motodyne offset bracket as shown



replace the factory power steering bracket (shown on left) with the Motodyne bracket shown above in black



Extending the Cruise Control Servo Bracket

1. NOTE: Bracket may look different than one shown.
2. Remove two (2) 10mm bolts to remove the cruise control servo bracket from the valve cover. (Located on the driver's side)

SAVE THE BOLTS.

2. Attach the cruise control servo bracket to the cruise control extension bracket
Note: a4 extension bracket may look different. Using two (2) 10mm bolts.
3. Reattach the newly extended cruise control servo bracket to the valve cover using your factory 10mm bolts.



Prepare the Factory Power steering pump

1. Attach the 76mm idler pulley to the pulley bracket.

BE SURE TO CENTER THE PULLEY IN THE SLIDER HOLE

2. Attach pulley bracket to the power steering pump housing using three (3) 6mm hex bolts.



attach low pressure side extension pipe to pump.

Mount PS. Pump bracket to engine



Connecting Vacuum Lines

1. cap off blue vacuum hose that controlled factory intake servo, no longer used

Preparing the Throttle Body

1. Remove the throttle body from the factory intake.



2. Remove the idle air stabilizer valve from the factory intake by disconnecting three (3) 10mm nuts and three (3) 4mm hex bolts.
3. Remove the four (4) 6mm hex bolts to disconnect the throttle body.



Replace Intake manifold Gaskets

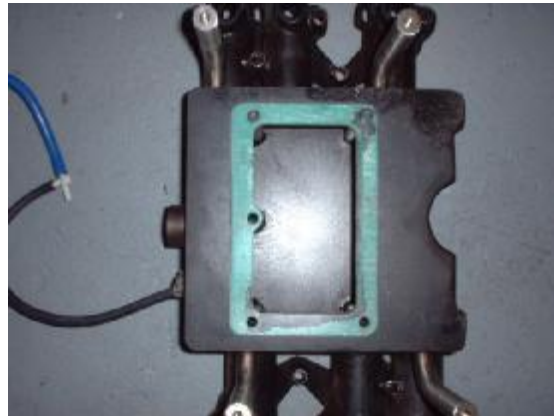
1. Place the new MotoDyne intake gaskets over the intake ports.



Blower Assembly

Connecting the Modified Intake

1. Attach the fuel pressure regulator and optional boost gauge lines to the barb on the back of the intake manifold.
2. Place gasket over blower inlet port on the intake manifold.
3. Fasten intake to Lysholm Supercharger using five (5) 13mm x 4in bolts.



Connecting the Throttle Body

1. On the throttle body adapter plate, connect the two 3/4 in barbs for bypass and 5/8in barb for brake booster.
2. Place gasket over the throttle body adapter plate port on the back of the Supercharger.
3. Attach the throttle body adapter plate to the posterior of the Lysholm Supercharger using six (6) 6mm hex bolts.



Connecting the Idle Air Stabilizer

1. Place gasket on adapter plate and attach idle air stabilizer valve adapter. (2 x 6mm hex bolts)
2. Attach idle air stabilizer assembly to the valve adapter using three (3) 4mm hex bolts.
3. Attach the idle air stabilizer to the assembly using three (3) 10mm nuts.
4. Place gasket on throttle body and attach to the adapter plate using the four (4) factory bolts.



Attaching the Air Bonnet

1. Place stock rubber grommet over the throttle body and attach the air bonnet with two (2) 10mm bolts using 13mm spacers.



Mounting the Modified Fuel Rail

1. Connect fuel injectors to modified fuel rail.



Be careful not to pinch O-Rings. May result in severe fuel leak.

2. **Figure 1 shows** (100,A6 fuel rail) Mount fuel rail to Supercharger assembly, using four (4) Philips head screws.
3. Press the injectors into the aligning sockets on the intake manifold.
4. Connect the fuel pressure regulator boost reference line to the port on the lower intake manifold .



Attach fuel regulator with blue hose to intake manifold barb as shown



Lowering the Manifold

A second person may be needed to help stabilize and guide the manifold into the engine valley.

Before completely lowering the unit into the engine valley be sure to connect the TPS sensor harness to the throttle position sensor, located on the throttle body.

1. Carefully lower the blower assembly into the engine valley.



Make sure the manifold is sitting on the alignment pins.

2. Secure the intake to the cylinder heads using ten (8) factory audi hex bolts and 2 13mm.x 3.5in



Reconnecting the Appropriate Lines

1. Connect the black vacuum line to the back of the throttle body.
2. Attach the line for the boost line (optional)
3. Connect emission control line to the throttle body.
4. Attach the brake booster line to the throttle body.
5. Connect the idle air stabilizer valve harness.
6. Reconnect the fuel lines and injector harness.
7. Connect the ground wires to the fuel rail support.



Reminder: If you have not sent in your ECM. Do it now! You can not run the supercharger with the Factory ECM software.



Reconnect the Cruise Control Servo

Connect the air Inlet Tube to the Air Bonnet and Air Meter

Reconnect the Coil Pack

Wrap the 88in belt in the configuration shown below in figure 3

Figure 3: Final Belt Configuration

