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**Neo1130**

Four Rings



Registered: Aug 12 2004  
Location: Oklahoma City  
Posts: 511

**HOW TO: Seafoam... Fuel system, crank case and combustion chamber cleaner!! (PICS)**

I am not responsible for your actions/damages that may occur!! In all my time of using "Seafoam" and hearing others experience on it, the worst that has come out of this was a CEL that was easily cleared... If done correctly, nothing bad will result in the use of "Seafoam."

Since there has been alot of talk lately about this "Seafoam," I have decided to help out as much as possible... I don't beleive anyone has done a write-up on this yet so here it goes...

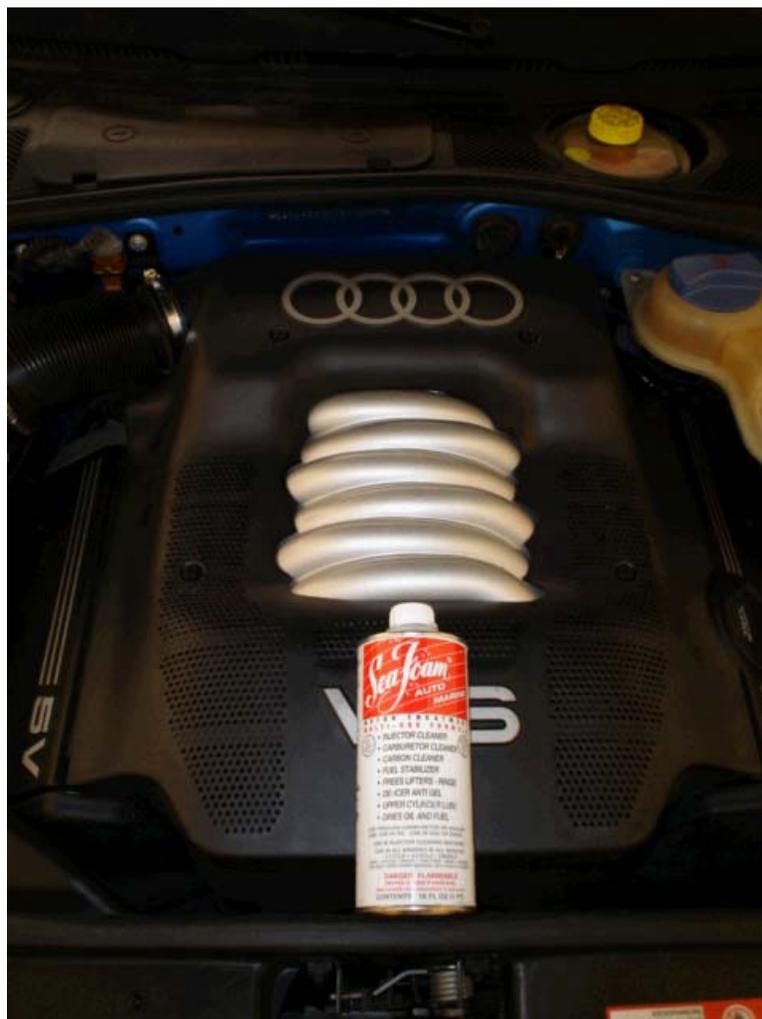
**What does "Seafoam" do?**

Seafoam can be used for a lot of things... It can be used as a fuel system cleaner, a combustion chamber cleaner and also a crankcase cleaner. We will go over these three today... Also you can find a spray form that is pretty dang good for loosening rusty bolts also... Better than WD-40 in my eyes...

You first have to obtain a can of this so-called "Seafoam." You can get it at a few locations. The place most likely to have it in stock when you walk in the door is NAPA Auto Parts... Others say they have obtained it through other places such as AutoZone and Pep Boys. There are three forms of "Seafoam."

- 1) Regular liquid canned form
- 2) A spray can form
- 3) A transmission fluid additive

You may use the first two for what we are going to do but it is preferred to get 2 of the regular cans. I beleive they are about 16 ounces or so...



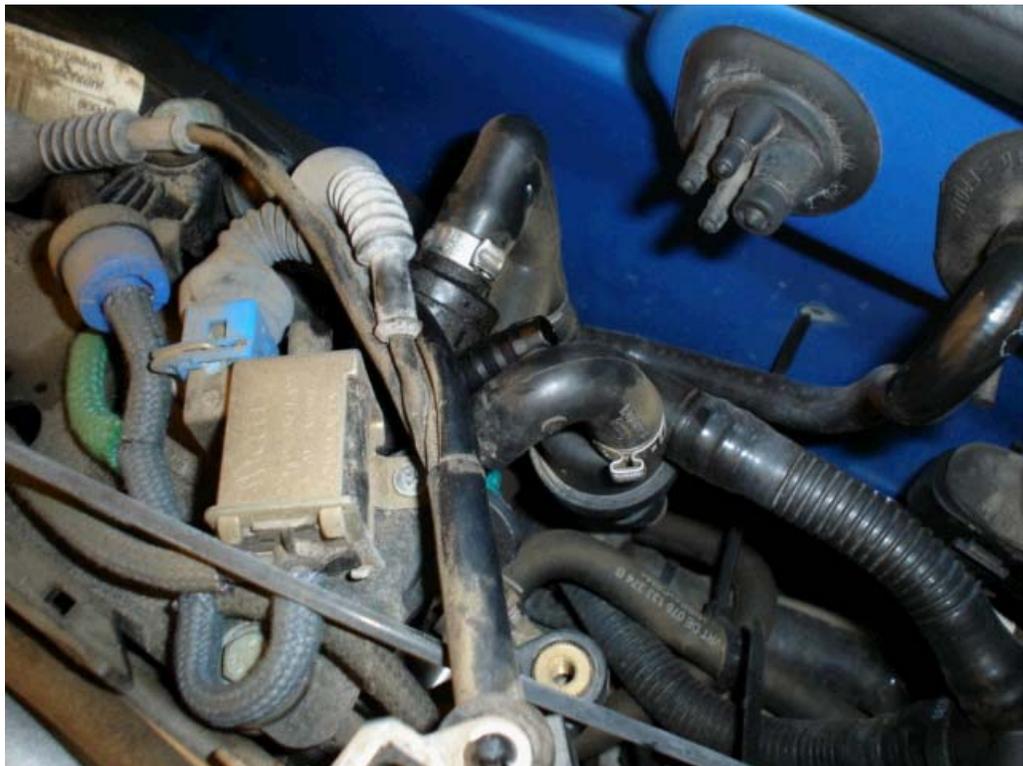
The first two steps are pretty self explanatory. Take 1 full can of **Seafoam** and dump it into your gas tank... It is preferred that you do this while filling up at the gas station so the mixture isn't too strong.... Also when you are filling up your car, the gas will mix up the **Seafoam** in the tank as much as possible. Try to fill the tank up all the way... This is fairly important because of what is going to happen next... You will take the other can, and pour only HALF of this into the crankcase (engine oil.) The reason you do this at the fill up for gas is due to the fact that this will thin the oil out and also clean up most of the gunk in your engine and you don't want that gunk in there with thin oil for too long... So you will change your oil at the end of this tank of gas. It is very important you do so or major damage to the engine may occur if you use **seafoam** for over 500 miles before the oil change... The next steps should be done directly before the oil change....

#### **Combustion Chamber Cleaning Directions**

For the 30V (Possibly the 12V also) you need to take off the engine cover for access to the vacuum lines that you will feed the "**Seafoam**" through. You want to try and find a large vacuum line that will feed as many cylinders at the same time as possible... Here is the one I chose... The one that looks like a number "7" closest to you...



Cut the one time clamp off carefully, not to puncture the hose and remove...



For the 1.8L you can use the vaccum line that feed the throttle body... Remember feed into the nipple coming off of the throttle body and not the vaccum line itself...



Next you want to ghetto rig a straw to suck **Seafoam** out of a bowl... Be careful not to let the straw get sucked into the engine... I used electrical tape to make it semi air tight... And also, you want to connect the straw to the nipple part, not the actual vaccum line itself... You will be able to feel the vaccum when you start the vehicle. Here comes the part where you may need two people... You and someone in the car to hold the throttle around 2k rpm... Crank the engine over, and hold at 2k rpm... Start sucking up the **Seafoam** through the straw... The car will want to die but don't let it... As soon as ALL of the **Seafoam** is sucked up, shut the car off immediatly and cover your finger over the straw end or kink the straw... The car may want to continue to run, but will shut off within about 10 seconds...



Connect the vaccum line back up... Let the car sit for about 15 mintues... The longer the

better but try not to wait more than a half an hour...



Start the car back up and watch the smoke show!!! The A4 was worse at the beginning but cleared up quick... The TT smoked strong!! Give it a while to burn up the **SeaFoam** still inside... Then after about 10 minutes, take it for a drive and do a few WOT passes.... That should get any residual out of the intake manifold....





Now that you have done all of that, go out and change your oil!! If you get a CEL, Autozone should be able to scan it and clear it for free!!



*Last edited by Neo1130 on 09-05-2005 at 03:30 PM*

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09-05-2005 03:26 PM

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**Darkstar**

Four Rings

Registered: Feb 18 2004  
Location: East Aurora NY  
USA  
Posts: 999

Totally offtopic, kill me if you'd like...but what color A4 is that?

i like my black girls clean and my white girls dirty.  
doesn't matter either way they're all out to hurt me.

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09-05-2005 03:40 PM

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**RippleChip**

AZ Moderator



Registered: Feb 11 2004  
Location: GTA, Canada  
Posts: 5576

I think that's the Pelican Blue.

You should put this into the Tech section, will be very useful as it won't get lost.

**[Ryan's Audizine Email](#)**



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09-05-2005 04:04 PM



**RedRocket**

Four Rings



Registered: Feb 12 2004  
Location: Toronto GTA  
Posts: 1450

Very cool writup, to complete it though, you might want to get someone to post a pic of the AEB 1.8T, the throttle on that car does not have that vacume line.



"Ejecto seato Cuzz!!!!!" Tyrese

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09-05-2005 04:11 PM



**Neo1130**

Four Rings



Registered: Aug 12 2004  
Location: Oklahoma City  
Posts: 511

Hey Asif!! You wanna post the pic? Hahaha, I don't know anyone else with an AEB engine...

And yes, it is Pelican Blue...



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09-05-2005 04:15 PM



**LateraLex**

Three Rings



Registered: Jun 13 2005  
Location: Boston  
Posts: 319

Nice one. 👍



WTB: OEM S4 Bumper, sides, or rear in Santorin

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09-05-2005 05:16 PM



**AsianA408**

Four Rings

finally .... now i will go try this.

hoodlum: i had a question eariler today but i have solved it



Registered: Feb 11 2004  
Location: San Jose  
Posts: 804

hoodlum: i am doing a carputer install into my ass  
hoodlum: lol ass i ment a6



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09-05-2005 09:24 PM

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**osofast10**  
Three Rings

Registered: Dec 26 2004  
Location: woodbridge, Va  
Posts: 376

quote:

*Originally posted by AsianA408*  
**finally .... now i will go try this.**

+1



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**01'A41.8T**  
Three Rings



Registered: Mar 06 2005  
Location: Phila  
Posts: 380

Awesome write up. When I did it I used the spray can and it didnt really work. I will do it again with 2 regular cans. How about using some tubing rather than the straw so I can feather the gas at the same time?



"If the car feels like it is on rails, you are probably driving too slow."



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09-06-2005 06:27 AM

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**onemoremile**

Four Rings



Registered: Mar 09 2004  
Location: GR, Michigan  
Posts: 769

try to pick a day when there won't be a lot of neighbors out BBQing or chillin in their hammocks. the smoke show lasted a whole lot longer than i expected.

i got 4 feet of clear vac line and an adjustable tee fitting. i cut the hose into three lengths and cut the tee to fit the hose. the two ends went to the two manifold nipples and the third end went into the bottle. this let me put the bottle in a stable place so i could work the throttle with my other hand.

racecar backwards is racecar. that is all.

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[Cheap 235/40-17 Toyo Race Tires](#)



Last edited by onemoremile on 09-06-2005 at 07:45 AM

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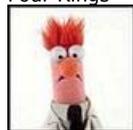
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**Daft**

Four Rings



Registered: Feb 17 2004  
Location: Lake Ariel, PA  
Posts: 2387

It would be good to mention that your spark plugs will be coated in carbon and gunk after the car starts back up.

When I clean my combustion chamber, I take the following steps:

1. Add cleaning agent through intake manifold.
2. Shut off engine.
3. Run engine until smoke is gone.
4. Replace plugs and change oil.

Personally, I'd never add an oil thinning agent and drive around for several days with it in the crankcase. If you really want to drive with it in there, I would advise against any hard driving.



 **Robble Robble!**

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09-06-2005 08:21 AM

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**nizmosx**

Four Rings

Registered: Feb 13 2004  
Location: high alert  
terrorist district  
Posts: 1162

instead of attaching a straw u can just use the actual vacuum hose as a straw, =)

MODS::::::::::>

Eurosport intake::::turbo xs h-34bpv::::AMS stage 3 software::::k04-15 turbo::::port and polished mani::::5bar fpr::::PureMS intake Gasket::::Greddy front mount::::EVOMS high flow cat::::Neuspeed g2 exhaust w/DP::::UUC short shifter w/ cartridge bearings::::Neuspeed transbar::::Intrax sway bar::::H&R coilovers::::Mintex red box pads::::Front & rear Brembo rotors D/S::::goodridge brake lines::::Greddy boost gauge::::Rs4 grill black emblems::::18x8

gunmetal BBS RX wheels::: PureMS snub Mount:::Greddy Turbo Timer 3:::Reiger RS4 bumper:::m3 lip:::gunmetal sidemarker:::

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09-06-2005 11:42 AM

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**matt719**  
Three Rings

Registered: May 30 2004  
Location: Massachusetts  
Posts: 294

Could someone with a lot of experience chime in and say whether it is ok to drive for up to 500 miles with **Seafoam** in the crankcase? Also, is there a possibility that using **Seafoam** could actually do more bad than good, such as breaking seals or something of that matter?

By the way, I can provide AEB pictures if someone wants to edit them to show which hose to use.

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09-06-2005 01:29 PM

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**Neo1130**  
Four Rings



Registered: Aug 12 2004  
Location: Oklahoma City  
Posts: 511

quote:

*Originally posted by matt719*

**Could someone with a lot of experience chime in and say whether it is ok to drive for up to 500 miles with **Seafoam** in the crankcase? Also, is there a possibility that using **Seafoam** could actually do more bad than good, such as breaking seals or something of that matter?**

**By the way, I can provide AEB pictures if someone wants to edit them to show which hose to use.**

Like daft said, you shouldn't drive the car hard... 500 miles will almost guarentee that you get all of the sludge out... Or at least as much as possible... But DO NO USE MORE THAN HALF A CAN!!Yes, I have years of experience with **Seafoam**... Used it in over 15 different cars that I have owned... And like I said before, out of all of the people I have suggested to use **Seafoam**, the most that has come out of it was a CEL that was easily cleared... Also, if you provide me pictures, I can edit them and such and also add them into the post... [Baldwin4@cox.net](mailto:Baldwin4@cox.net)

And Nizmosx, you CAN use the vac line as the straw but also you figure that the one that I was using has a couple of 90 degree bends in it that would keep the **Seafoam** from making it all the way to the engine... You want as much of a straight shot as possible...



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09-06-2005 01:35 PM

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**Monchichi8**  
Four Rings



nice write up ..thanks. Chris

I don't know how to tell you this,but .....I 'am kinda a BIG deal! People know me.

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Registered: Jul 03 2004  
Location: Delray Beach, FL  
but soon to be Boulder,  
Colorado

Posts: 624

09-06-2005 02:38 PM

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**Steve24**

Three Rings

great post

Registered: Jul 26 2004

Location: Ohio

Posts: 132

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09-06-2005 03:15 PM

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**Trefive**

Two Rings



What kind of results did you see, hear, feel after doing this engine cleaning?

Registered: Apr 28 2005

Location: Orange County, CA

Posts: 95

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09-07-2005 07:38 AM

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**ScottyB 1.8T**

Three Rings



my lifters in my 1.8T stick pretty badly on cold startup and sometimes on a hot start. do you think a **seafoam** (or AutoRX) dosing to the crankcase would help the situation?

Registered: Apr 13 2005

Location: Atlanta

Posts: 120

--- [www.mmsports.org](http://www.mmsports.org) ---  
the JMU driver's club

99.5 A4 1.8TQMS // GIAC // Bailey // K&N

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**nizmosx**

Four Rings

I personally would not want sea foam in my crank case for more than 200 miles or one full gas tank.  
i would run it for 200 miles until you get out as much fuel out of the tank, then change the oil and fill up fresh gas.

Registered: Feb 13 2004

Location: high allert terrorist district

Posts: 1162

MODS::::::::::>

Eurosport intake::turbo xs h-34bpv::AMS stage 3 software::k04-15 turbo::port and polished mani::5bar fpr::PureMS intake Gasket::Greddy front mount::EVOMS high flow cat::Neuspeed g2 exhaust w/DP::UUC short shifter w/ cartridge bearings::Neuspeed transbar::Intrax sway bar::H&R coilovers::Mintex red box pads::Front & rear Brembo rotors D/S::goodridge brake lines::Greddy boost gauge::Rs4 grill black emblems::18x8 gunmetal BBS RX wheels:: PureMS snub Mount::Greddy Turbo Timer 3:::::Reiger RS4 bumper::m3 lip::gunmetal sidemarker::

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**Rosati**  
Four Rings  


Registered: Nov 17 2004  
Location: Northern New Jersey  
Posts: 832

word is that flushes like these can actually hurt more than help  
i believe it does break down the seals, but cleans the engine at the same time

**\*\* Got the money , just gotta find the right one now\*\***

All ya need is money, then you can talk outta yer ass about your car -Rosati

Juicy Couture Set 4sale <http://www.audizine.com/forum/showt...1957#post741957>

19"ROH Drift R's W/ Toyo Proxes 4/S  
<http://www.audizine.com/forum/showt...2467#post742467>

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**20VTURBOA4**  
Three Rings



Registered: Apr 08 2005  
Location: Eugene, Oregon  
Posts: 330

i have done the **seafoam** on the intake mani and in the gas, I haven't been brave enough to throw it in the crankcase though...for the wearing down of seals reason...but i might try it



01.5 1.8T QM Silver

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09-08-2005 10:19 AM

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**onemoremile**  
Four Rings



Registered: Mar 09 2004  
Location: GR, Michigan  
Posts: 769

i put **seafoam** in the crankcase and drove it for a day (about 30 miles). that night i put the other can in the vaccuum lines and promptly changed the oil while it was still hot. the clicking coming from the head was completely gone. idle was smoother, power was smoother, and it sounded like a fine running german engine again.

racecar backwards is racecar. that is all.  
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[Cheap 235/40-17 Toyo Race Tires](#)



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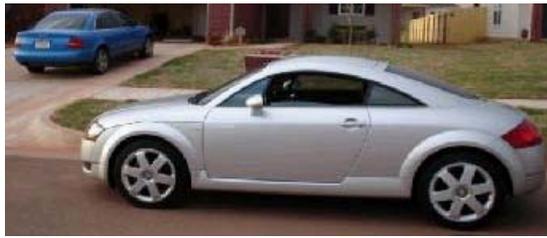
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**Neo1130**  
Four Rings



Registered: Aug 12 2004  
Location: Oklahoma City  
Posts: 511

There will be no harm to any seals... I have done it on almost ALL of my cars like I said with no negative side effects... The highest mileage car I put it in was my 3000GT with 215k miles... Ran it for 500 miles on that because someone used crappy oil in it... It was all gunked up and running like poo... So I used **seafoam** and it helped out more than any car I have used it in...



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**AKS4**

Three Rings

Registered: Aug 17 2004  
Location: Anchorage, AK  
Posts: 103

I am curious, seafoaming the block, do I need to flush the oil as many do by changing the oil, running it for a few days (or 100-200 more miles) then changing again back to normal schedule? or is it possible to do it now, then while it is in for other service have them change the oil and be done?

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**AudiMan**

Four Rings

Registered: Feb 11 2004  
Location: Irvine, CA  
Posts: 579

Sounds like this **seafoam** stuff could cause a loss in compression if not used properly.

Sigs are overrated...I'm just jealous cuz I don't have one.

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09-08-2005 03:09 PM

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**Rosati**

Four Rings

Registered: Nov 17 2004  
Location: Northern New Jersey  
Posts: 832

^^2nd so high mileage cars should only leave it in there for more than a driving session.

\*\* Got the money , just gotta find the right one now\*\*

All ya need is money, then you can talk outta yer ass about your car -Rosati

Juicy Couture Set 4sale <http://www.audizine.com/forum/showt...1957#post741957>

19"ROH Drift R's W/ Toyo Proxes 4/S  
<http://www.audizine.com/forum/showt...2467#post742467>

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**A4orce84**

Three Rings

Registered: Feb 12 2004  
Location: Oklahoma  
Posts: 335

quote:

*Originally posted by Neo1130*

**Hey Asif!! You wanna post the pic? Hahaha, I don't know anyone else with an AEB engine...**

**And yes, it is Pelican Blue...**

haha nice job Kyle! I'm back in OKC, so we can actually do this in another month or so when I'm gettin ready for my oil change. How's both cars running? Alot better/smoothen now?

--Asif



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**Neo1130**  
Four Rings



Registered: Aug 12 2004  
Location: Oklahoma City  
Posts: 511

quote:

*Originally posted by A4orce84*

**haha nice job Kyle! I'm back in OKC, so we can actually do this in another month or so when I'm gettin ready for my oil change. How's both cars running? Alot better/smoothen now?**

**--Asif**

Yes, they both run alot better... The A4 was having a bit of a lump at idle and after it had none!! Running like back in the day I got it!!

And why do you guys keep comming up with excuses not to use this stuff?! Guess what, dealerships and auto shops use this all the time... Tell me how it can ruin seals and cause bad compression cause I would like to know?! But hey, to each his own and if you don't want to keep your car in top shape then whatever!



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**AKS4**  
Three Rings

Registered: Aug 17 2004  
Location: Anchorage, AK  
Posts: 103

So is it necessary to change the oil twice after the seafoaming, or is once suffecient? Wondering because I am about due for an oil change, at present with my busy schedule however I cant really do multiple changes.

As I have read one writeup it goes **seafoam** into crankcase-->change oil in 100-200 miles to fluch the system---> change oil again with clean oil and resume normal maintenance period.

Is that correct? or is the secondary oil changing not needed?

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09-08-2005 06:01 PM

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**01'A41.8T**  
Three Rings



Registered: Mar 06 2005  
Location: Phila  
Posts: 380

I am doing it now and it's smoking like wow. No biggie. Just wondering...long term affects of inhaling **seafoam**.... If I get cancer I know what to blame.



"If the car feels like it is on rails, you are probably driving too slow."



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