



1. Remove the engine cover. Remove the 2 screws holding the inlet duct in place. Then push the duct into the airbox to release the mounting points and remove duct from engine bay.



2. Remove the sensor pot from the airbox – it is held in place with a panel clip – use a small flat head screwdriver to prise the clip open if required.



3. Remove spring clamp from flexi hose at the turbo pipe connection – use an appropriate spring clamp tool. Pull out the flexi hose from the turbo tube. Also remove the small engine cover and breather hose from the airbox.



4. Remove entire airbox by pulling upwards. It is held in place with rubber push mounts.



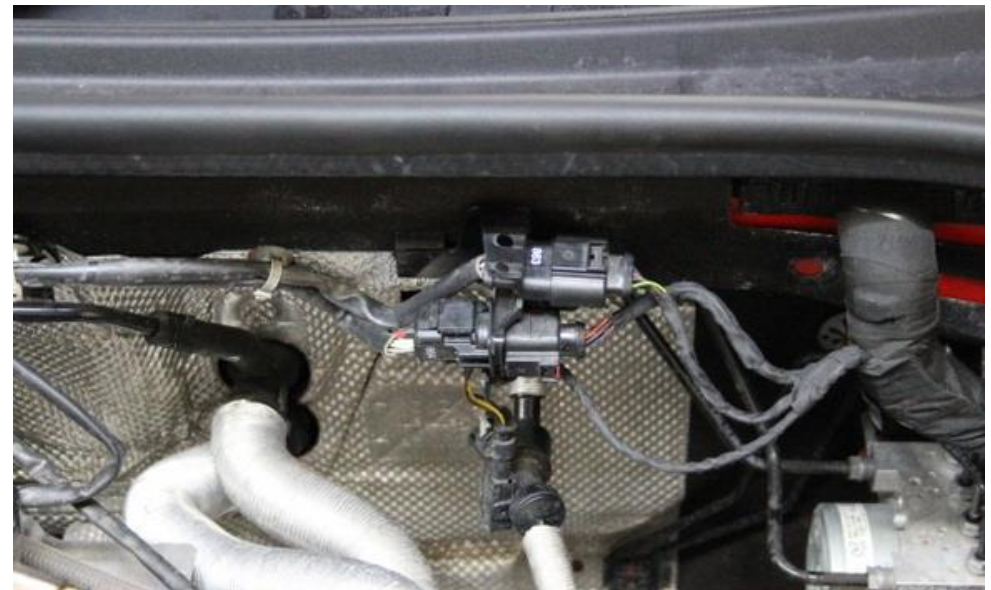
5. Remove the screw securing the Turbo Tube.



6. Remove the spring clamp holding the turbo tube to the rubber joiner and also the breather connector circled in red.



7. Remove the tube from the engine bay.



8. We now need to relocate this wiring harness located behind the engine.



9. Remove the harness bracket from the chassis by using a small flat head screwdriver and carefully lever it off – one side is pushed onto a threaded stud and the other side has a plastic clip pushed into a hole on the chassis.



10. We need a bit more slack in the wiring – carefully pull the wiring through the cable ties to allow the plugs to move to the right. You only need a few centimetres extra.



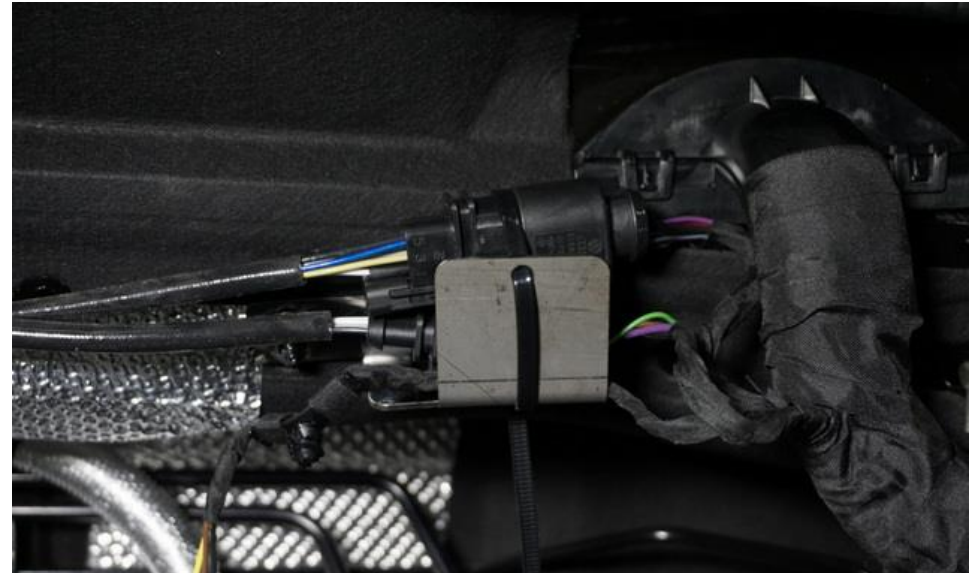
11. Slide the both plugs out of the bracket as shown. Also remove the wire attached to the bottom of the bracket. We will not use the plastic bracket.



12. Remove the plastic bracket completely.



13. Install the new bracket onto the threaded stud as shown and secure with the supplied M6 Nut.



14. Place the wiring plugs into the bracket and secure with a cable tie. Cut the excess off.



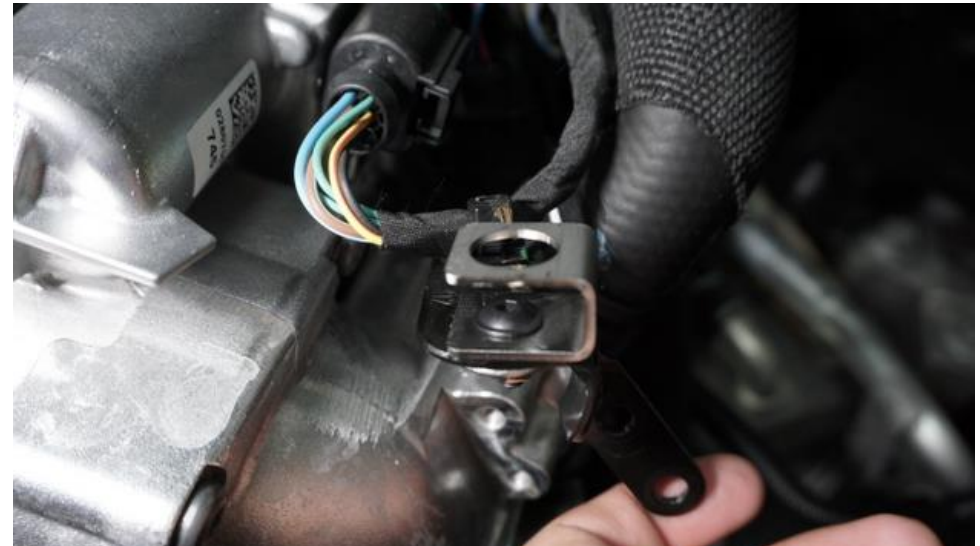
15. Remove the 2 Torx screws at the front of the engine on the inlet tube where the breather is also located. Pull the bracket off the mount.



16. (STEPS 16 to 19 are not necessary for the RS3 – only for the TTRS) Remove the rubber mount on the bracket from the previous step. We will install a spacer bracket to raise the engine cover for more clearance.



17. Install the Spacer bracket using the supplied M5 screw, M5 nut and washer. The nut and washer should be at the bottom of the bracket.



18. Here is the view from the top.



19. Now push the rubber mount back into the new bracket.



20. Install the new bracket for the intake as shown. Put the original bracket from the previous step on TOP of the new bracket and secure with the same 2 Torx screws.



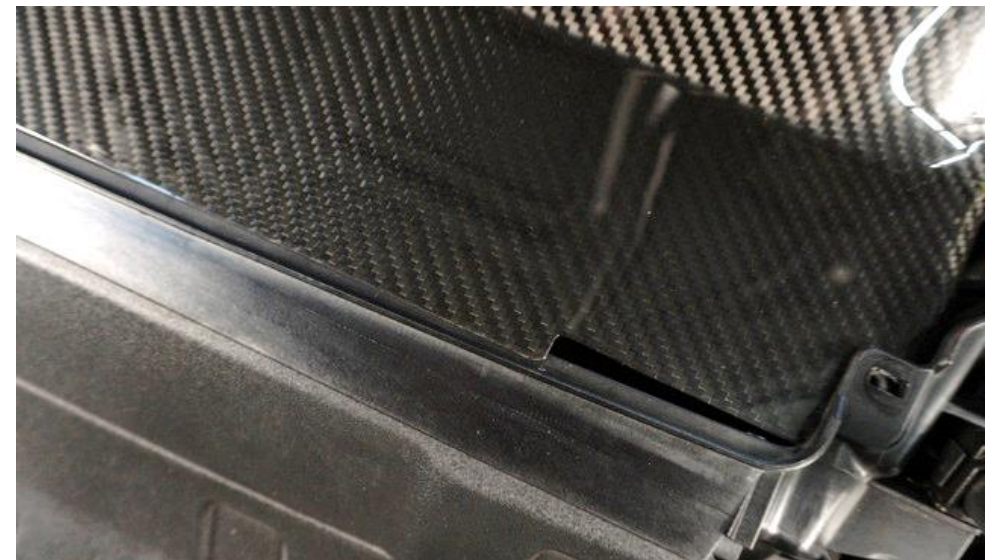
21. Use a clean cloth and cover the throttle body and bracket which was installed in previous steps. This will protect the carbon duct from damage during installation.



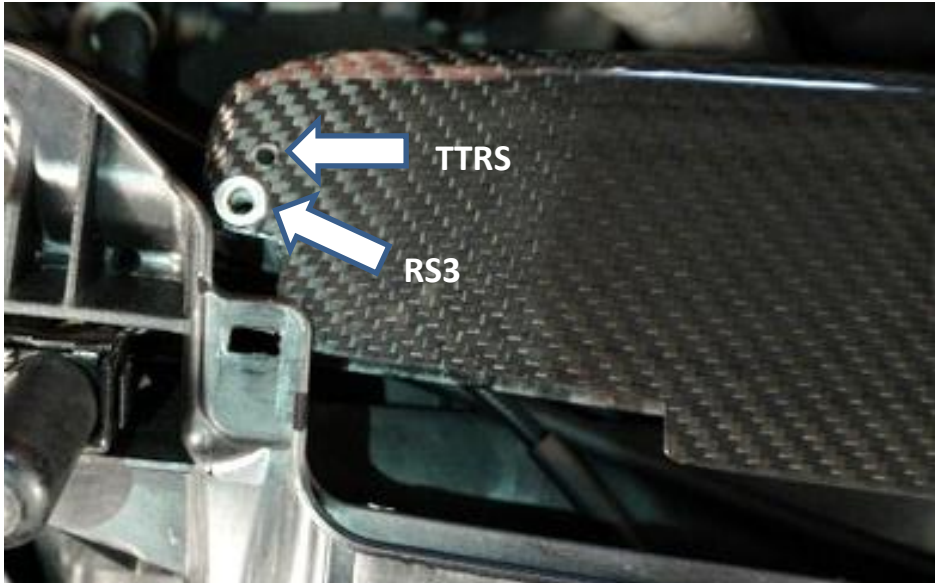
22. Carefully lower the duct as shown into the right side corner of the mounting area first. Don't line up the mounting hole yet – push it as far as possible to the right for clearance to lower it.



23. Carefully lower the left side down – Push the hose shown away slightly to allow the left side of the duct to be positioned into place. Lower the duct so the carbon goes into position.



24. You will notice the top flap of the duct might still be above the plastic frame. Push the duct forward fully and you will be able to push the flap down into position.



25. Before securing identify the correct holes to use on the duct. The hole with the insert is for the RS3 – the plain smaller hole above it is only for the TTRS.



26. This is the final position of the duct – line up the hole on the panel with the correct hole on the duct as shown in previous step. **For RS3 Secure with a supplied M5 Screw. For TTRS secure with the original stock screws.**



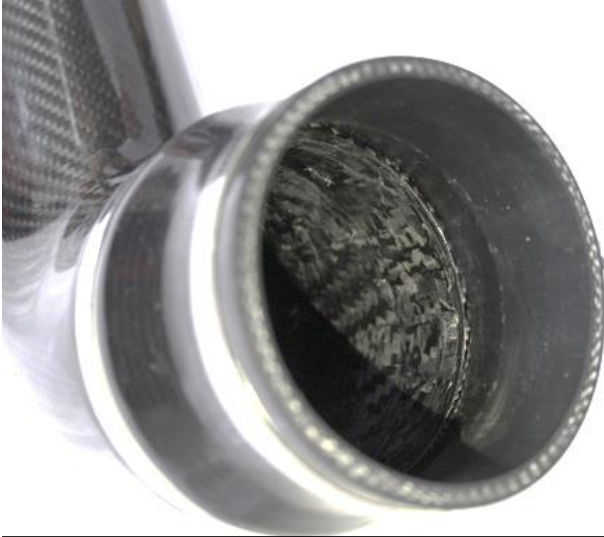
27. Do the same for the other side. **For RS3 Secure with a supplied M5 Screw. For TTRS secure with the original stock screws.**



28. There are 3 Silicon couplers provided. 1 x Reducer, 2 x 50mm Length Hose.



29. Prepare the Turbo Tube. Insert the reducer to the lower (turbo) side and insert the 50mm length hose to the top side. For the top side – leave about 30mm of the silicon hose coming out of the tube. For the reducer please see next step. Position the hose clamps as shown.



30. Push the tube down into the silicon so that it meets the start of the reduction part of the silicon. Make sure it is even all the way around – don't tighten the hose clamp yet.



31. Push the silicon reducer onto the turbo – Push the breather connector into the tube at the same time. Make sure the reducer is pushed all the way down and the it is even around the turbo – tighten the clamp around the turbo only.



32. Assemble the remaining tube (LOWER TUBE) with the filter housing as shown. Do NOT secure the hose clamps yet. They must be loose enough to allow rotation of the housing.



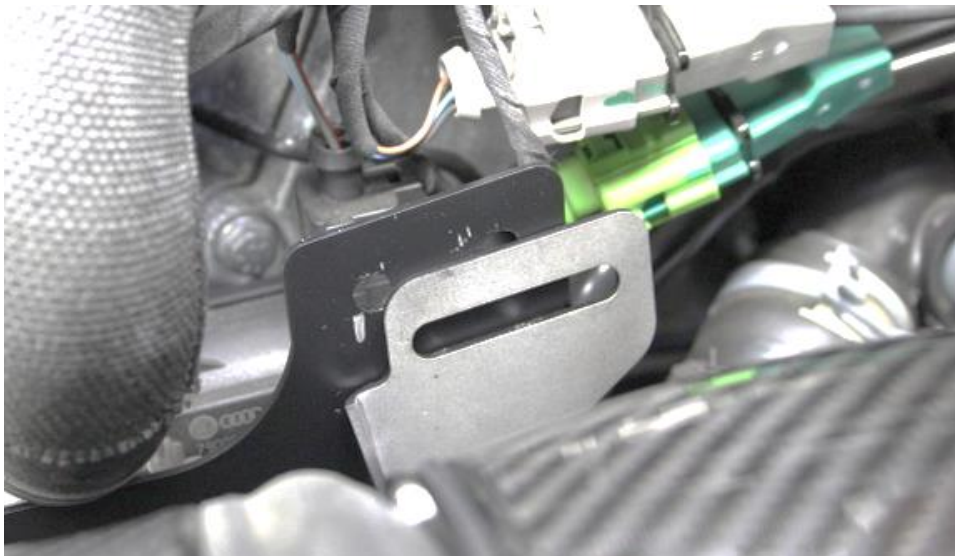
33. Insert the lower tube into the silicon on the turbo tube. Ensure the hose clamp is loose enough. Position the housing so that it sits behind the duct.



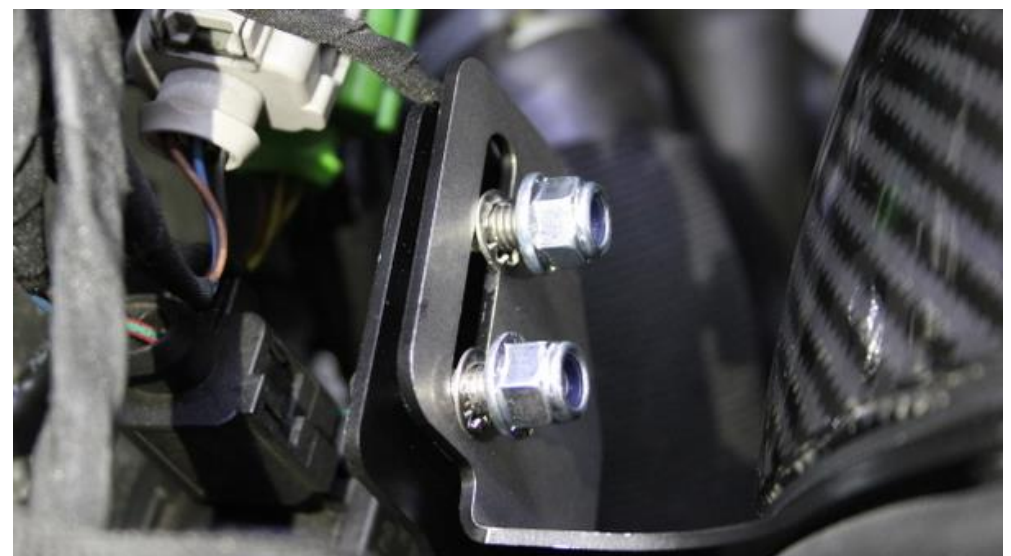
34. Position the tube so that it clears the brake fluid reservoir (LHD models only). It should have about 10mm clearance.



35. Rotate the housing so that the brackets line up – see next step. Ensure the rubber cushion on the duct is sitting squarely on the housing.



36. Rotate and position the housing so that the slot on the housing bracket lines up with the holes on the bracket previously installed.



37. Install the 2 supplied M6 bolts with the toothed washers and M6 Lock Nuts as shown. Do NOT tighten them yet. Toothed washers should be on the slot side as above.



38. Pull the housing towards you so that the rubber cushion on the duct compresses fully. Ensure it is compressed evenly all around and while maintaining pressure – tighten the 2 lock nuts on the bracket. You will need someone to help you.



39. Rubber cushion should be evenly compressed. There will be some movement in the silicon hoses to allow correct orientation before tightening the 2 lock nuts – Once in position – tighten the hose clamp around the filter housing only.



40. Check the clearance above the reservoir again (LHD only) and then tighten the hose clamps on both sides of this lower tube. Do not overtighten



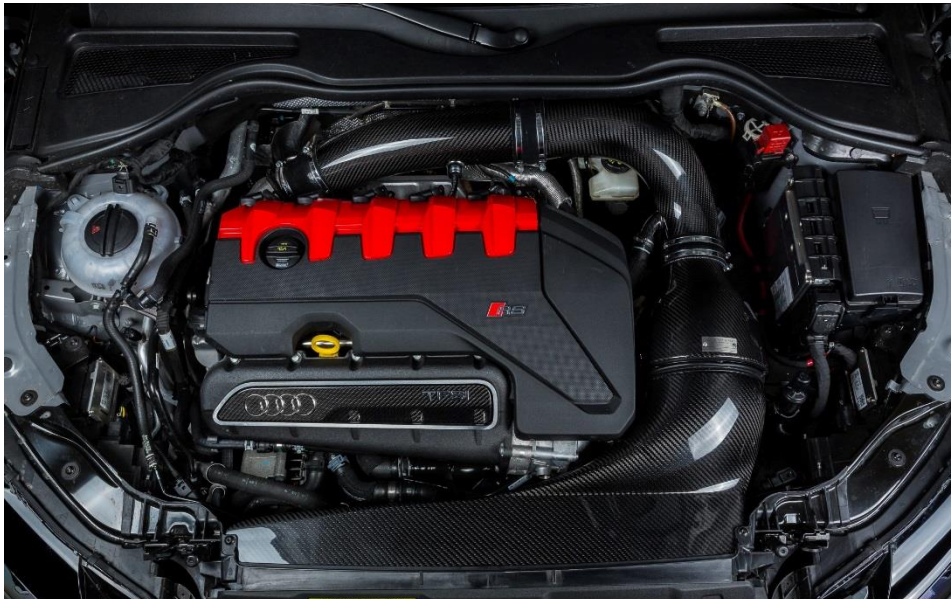
41. Ensure turbo tube is positioned correctly and tighten the remaining clamps around the turbo tube on both ends.



42. Push the breather onto the carbon tube and secure with the original spring clamp.



43. Push the sensor pot onto the small bracket extending from the housing



44. Put the engine cover back into place. Installation is now complete

You have now completed the installation of the Eventuri Audi Gen 2 RS3/TTRS.

Please take all necessary precautions while installing this system. Eventuri cannot take responsibility for an incorrectly installed intake or any damage caused during installation.