



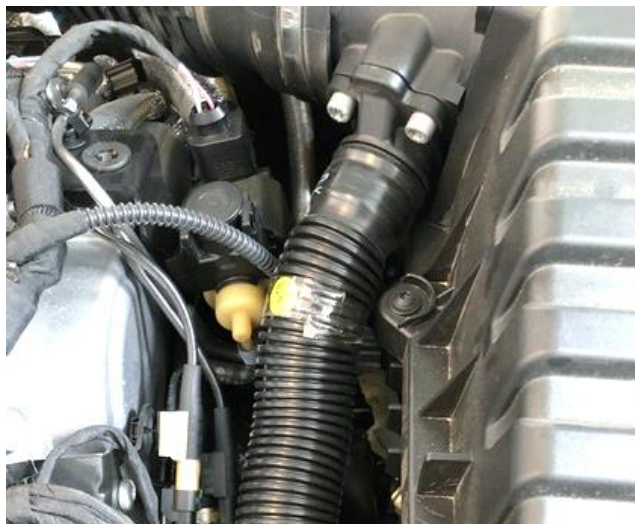
1. Remove the engine cover. Remove the 2 screws holding the inlet duct in place. Then push the duct into the airbox to release the mounting points and remove duct from engine bay.



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.



3a. 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 engine cover and breather hose from the airbox.



3b. For 2019+ DWNA engines the breather hose is attached onto an adapter with 2 cap head screws. Remove these screws and remove the hose attachment to the airbox.



4. Remove entire airbox by pulling upwards. It is held in place with rubber push mounts. Also remove the Airbox mounting tray by unscrewing the 2 bolts.

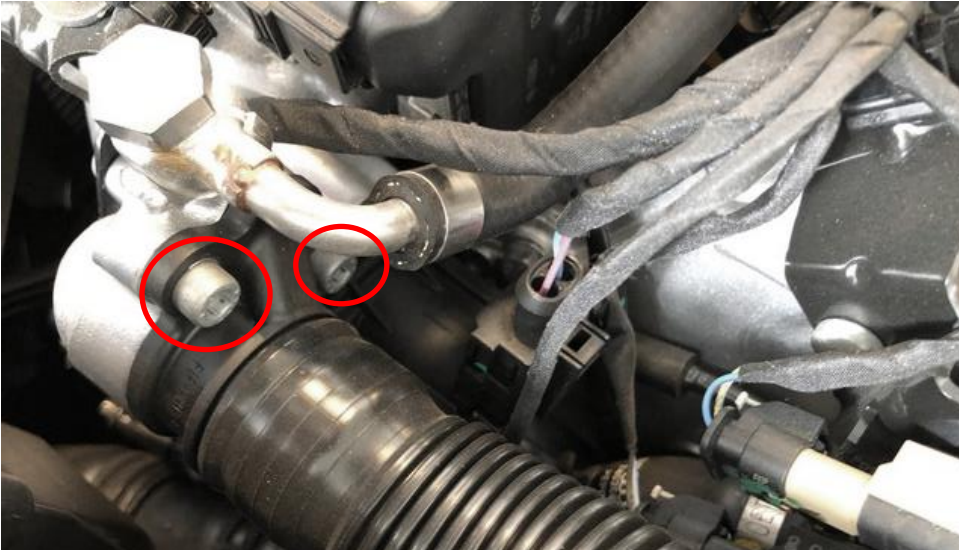
ATTENTION



If you have a 2019+ vehicle you might have this type of breather from the throttle body to the airbox which was removed in step 3b. If so please see next step.



With the breather hose removed you will be able to see this tube connected to the OEM airbox. Please have a look at the square hole as indicated above. This should be blanked off on the inside. So you **SHOULD NOT** be able to see all the way through this square hole. If you can see all the way through this hole and into the tube please **DO NOT** install the intake – contact your Eventuri Dealer.



5. If you have a 2019+ vehicle with the above breather type please follow the next steps. If you have the breather system from step 3a please go to step 9. Remove the breather hose from the throttle body by removing these 2 screws.



6. Remove the 2 rubber seals from the adapter fitting.



7. Install the seals into the new machined adapter fitting provided.



8. Install the adapter onto the throttle body with the original screws. Tighten to 9Nm.



9. Remove the screw securing the Turbo Tube.



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



11. Remove the tube from the engine bay.



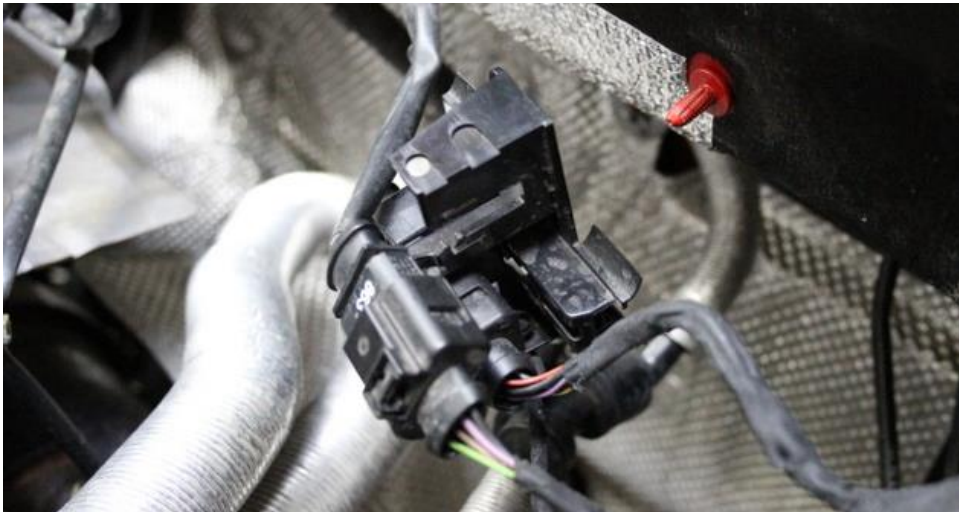
12. We now need to relocate this wiring harness located behind the engine.



13. 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.



14. 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.



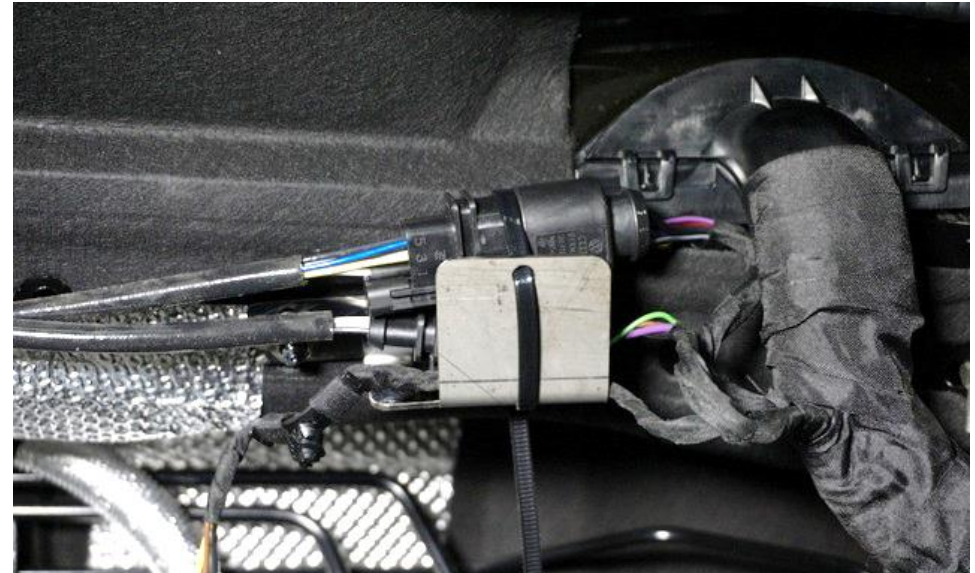
15. Slide the both plugs out of the bracket as shown. Also remove the wire attached to the bottom of the bracket. We will not use the plastic bracket.



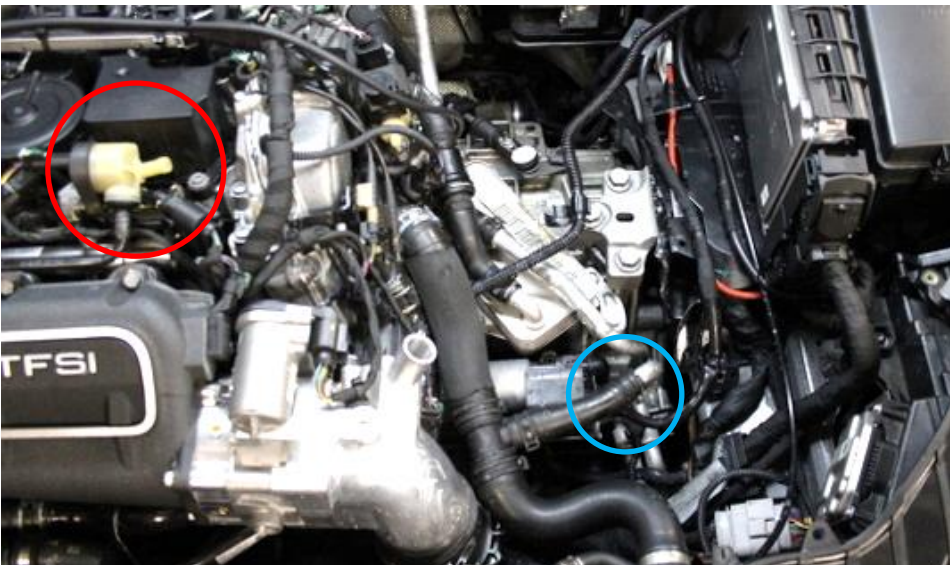
16. Remove the plastic bracket completely.



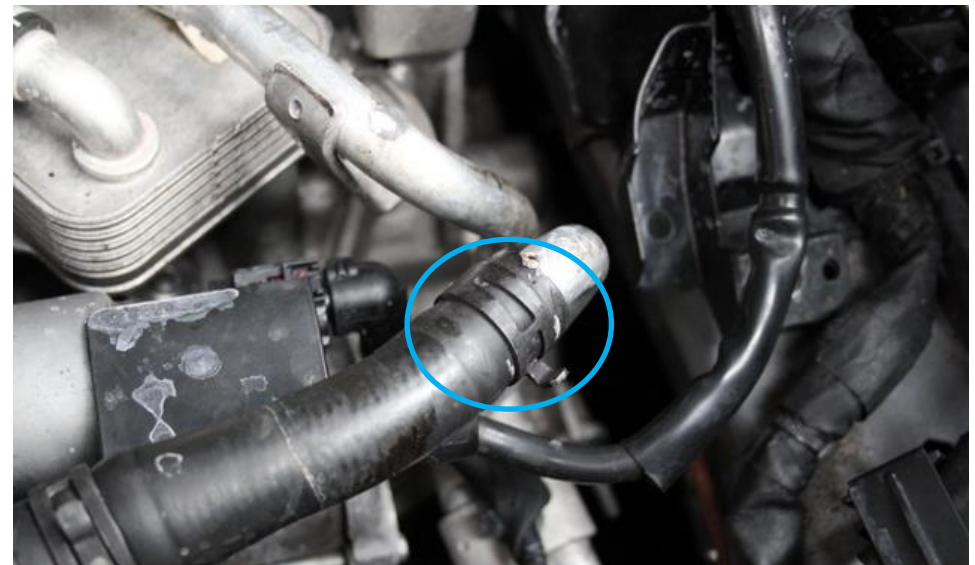
17. Install the new bracket onto the threaded stud as shown and secure with the supplied M6 Nut.



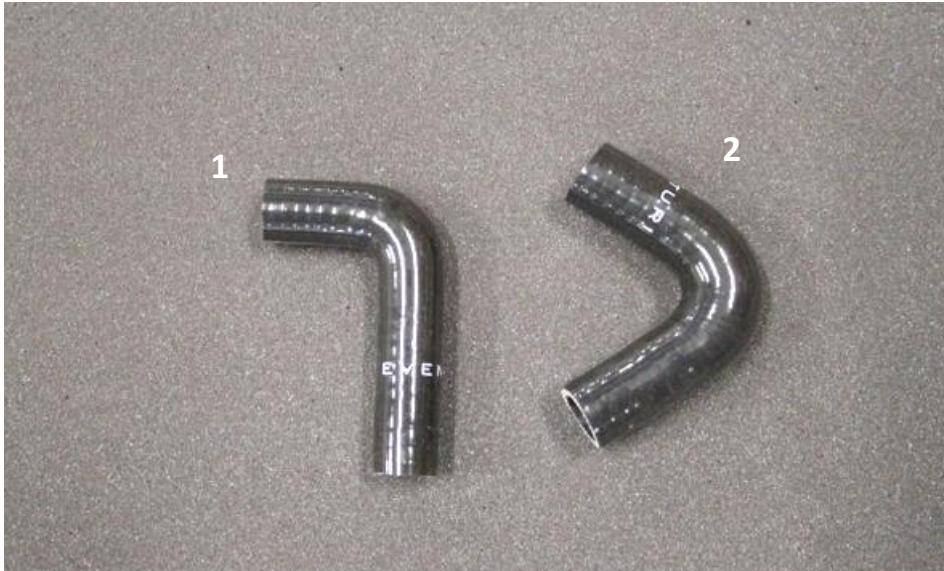
18. Place the wiring plugs into the bracket and secure with a cable tie. Cut the excess off.



19. Remove the breather tube from the yellow breather module. We also need to rotate a clip around the blue circled hose – see next step for details.



20. Rotate this clip so that the protruding leg is down the side. Otherwise it can scratch the carbon duct.



21. Take the 2 supplied silicon tubes – they will be used to cover the coolant pipes shown in the previous photo. These hoses have a slit down one side so they can be opened up.



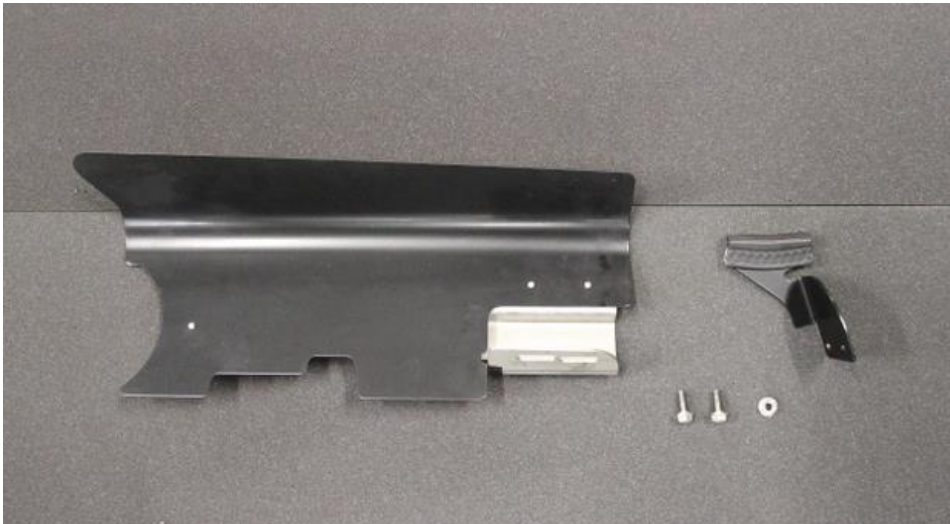
22. Push Hose 1 onto the tube which we rotated the clip on as shown.



23. Push Hose 2 onto the pipe next to the previous one. See next photo for another angle.



24. The hose will stick up slightly – it is not meant to be completely flush with the metal tube.



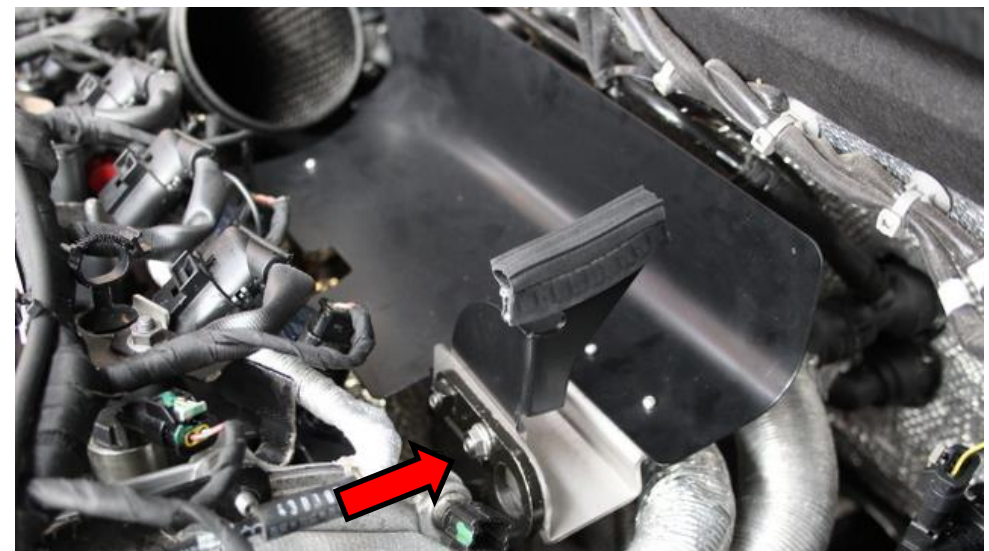
25. Take the heat shield, tube bracket with rubber edge and the 2 supplied M6 Screws with 1 M6 Non Locking Nut.



26. The shield and tub bracket are mounted together to the same location at the back of the engine where the OEM tube was fixed (Step 5). If there is a cable attached by a clip to this bracket – remove also.



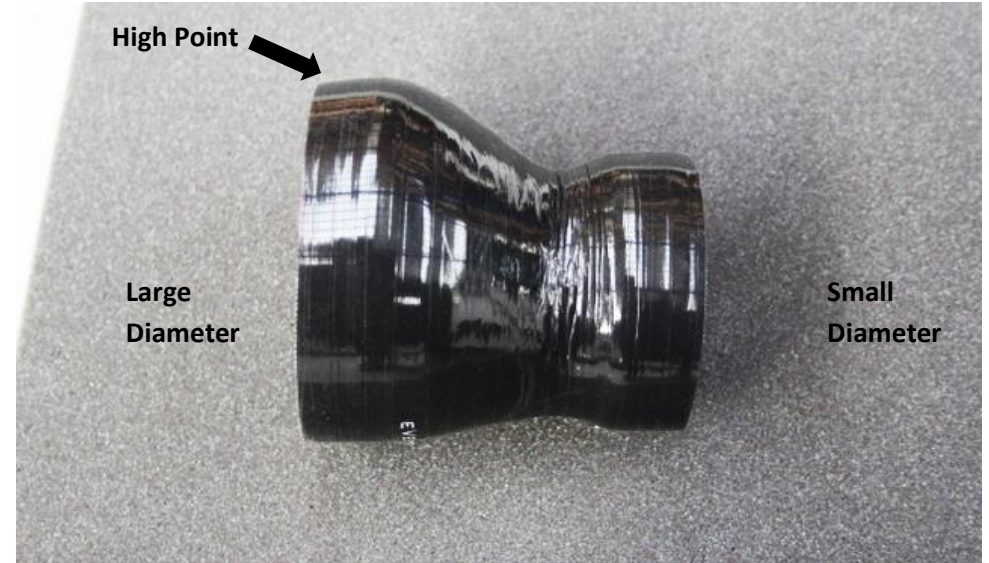
27. Lower the shield at the back of the engine as shown. (Optional Carbon turbo inlet shown).



28. Position the Tube bracket behind the mount of the shield as shown and use the 2 M6 screws to secure them. One hole has a captive nut, the other one requires the M6 nut. Position the shield so it doesn't touch the manifold shroud and secure the screws.



29. Route the Oil breather pot to the panel behind the headlamp – make sure the oil line is routed as shown



30. Take the silicon reducer – notice the large diameter side is offset from the small diameter – it is not symmetrical. Rotate the hose until the highest point of the large diameter side is at the top as shown.



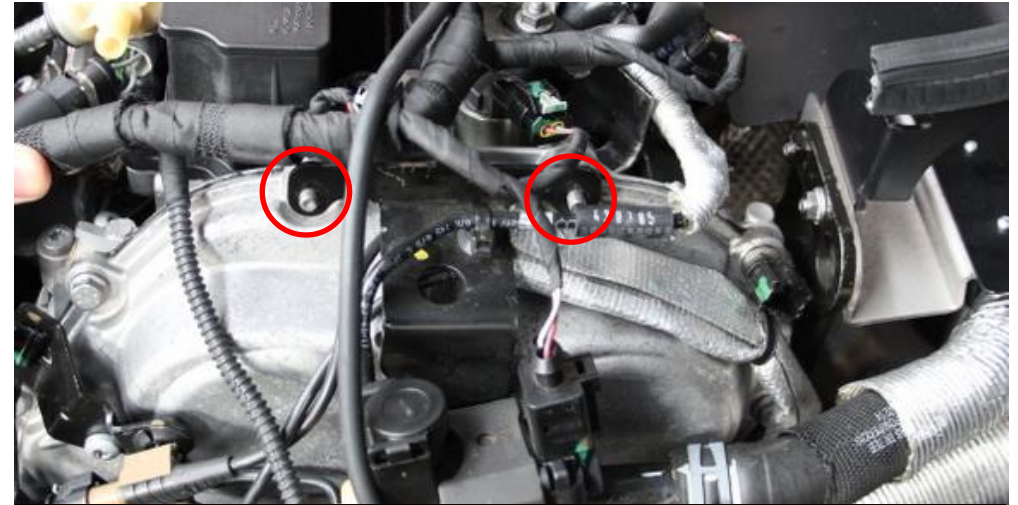
31. Mark the high point with a pen.



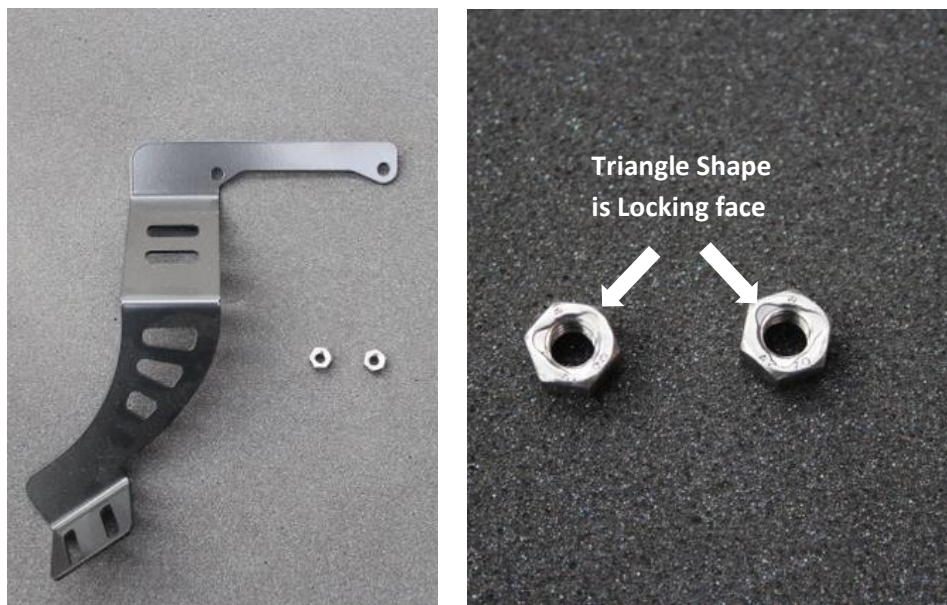
32. Place the reducer onto the stock turbo inlet tube with the appropriate hose clamps and the high point facing upwards as shown.



33. Rotate the silicon so that the high point now faces the 2 O'Clock position. Secure it by tightening the hose clamp around the stock inlet.



34. The intake will mount to the side of the engine. Remove the existing M6 nuts holding the existing bracket in place. There may also be a clip at the top of this bracket – remove the clip also.



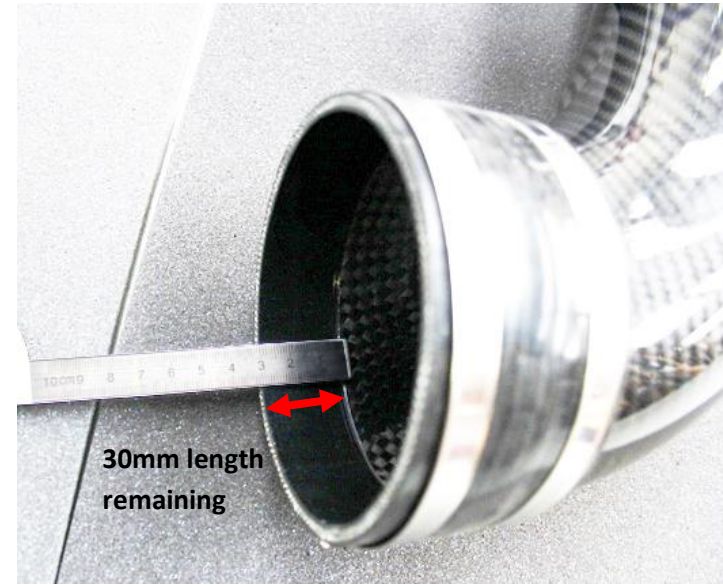
35. Take the supplied mounting bracket and 2 x all metal locking nuts. These nuts have a triangle notched on one face. This is the locking face.



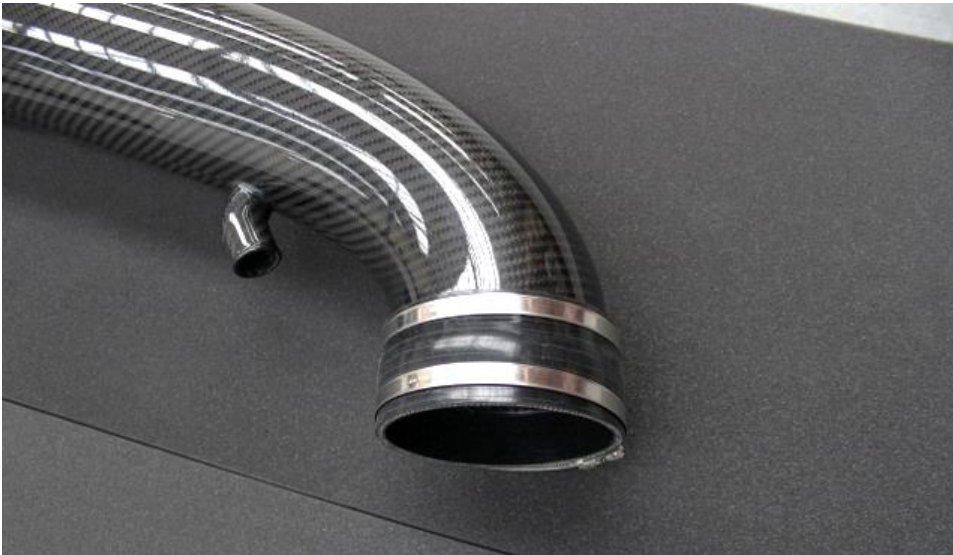
36. Place the new bracket into position as shown on top of the existing bracket. Use the lock nuts to secure – with the triangle locking face should be facing away from the bracket.



37. Take the carbon tube and place the straight silicon coupler over it with 2 hose clamps.



38. Push the silicon onto the tube to leave about 30mm length remaining equally all the way around.



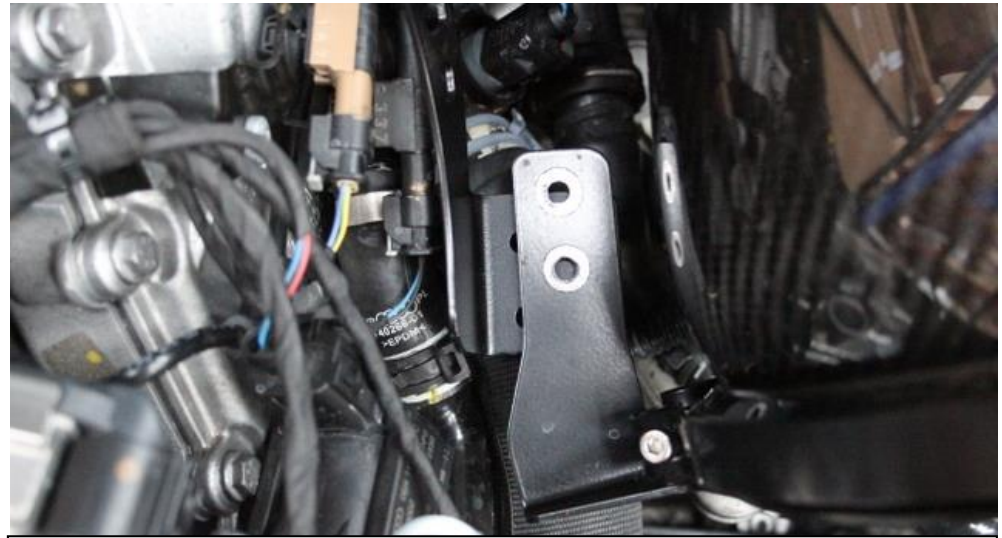
39. Tighten the hose clamp around the carbon tube only. Do not use a ratchet to tighten it – it just needs to be finger tight. Over tightening can damage the tube.



40. Push the carbon tube into the silicon reducer as shown – don't tighten the clamps yet. Optional carbon turbo elbow shown.



41. Push the filter housing into the silicon coupler on the tube as shown. Eventuri plaque should be facing upwards and the bracket should rest on the previously mounted bracket.



42. The bracket on the filter housing should be flat against the previously mounted bracket. Do not align then yet. Push the housing back as far as possible. We need clearance for the duct.



43. Before placing the duct – we need to cover this plastic tab with a cloth to prevent scratches.



44. Put a cloth over that tab.



45. Carefully angle the duct down as shown. The rubber seal will touch the filter housing and the back edge should go inside the slam panel as circled. See next photo for another angle.



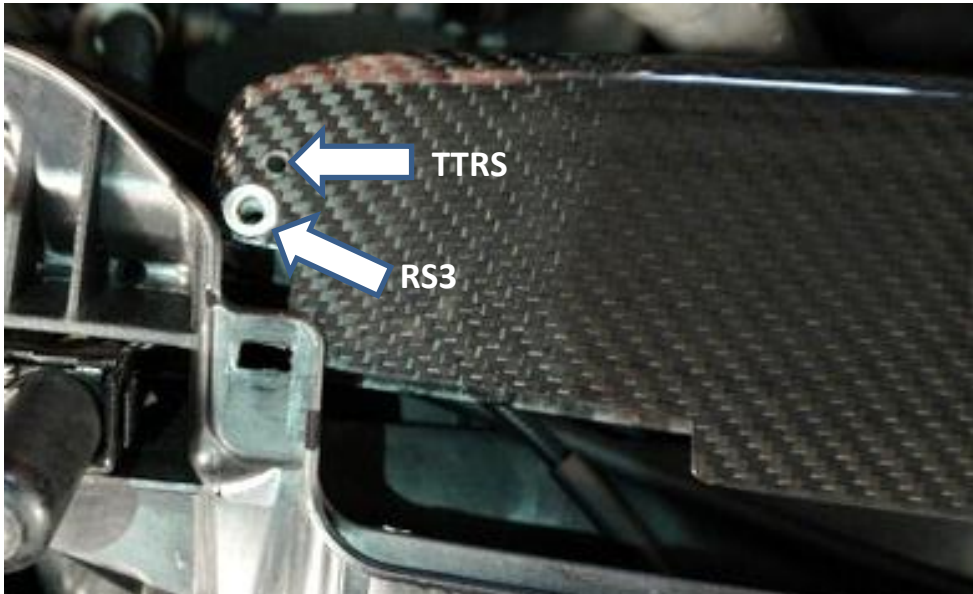
46. Another angle of the duct angled into place – notice the rear edge is inside the slam panel.



47. Now rotate the duct so the rear corner goes into the mounting location circled.



48. Push the engine hose forwards slightly to give the duct clearance to drop into position.



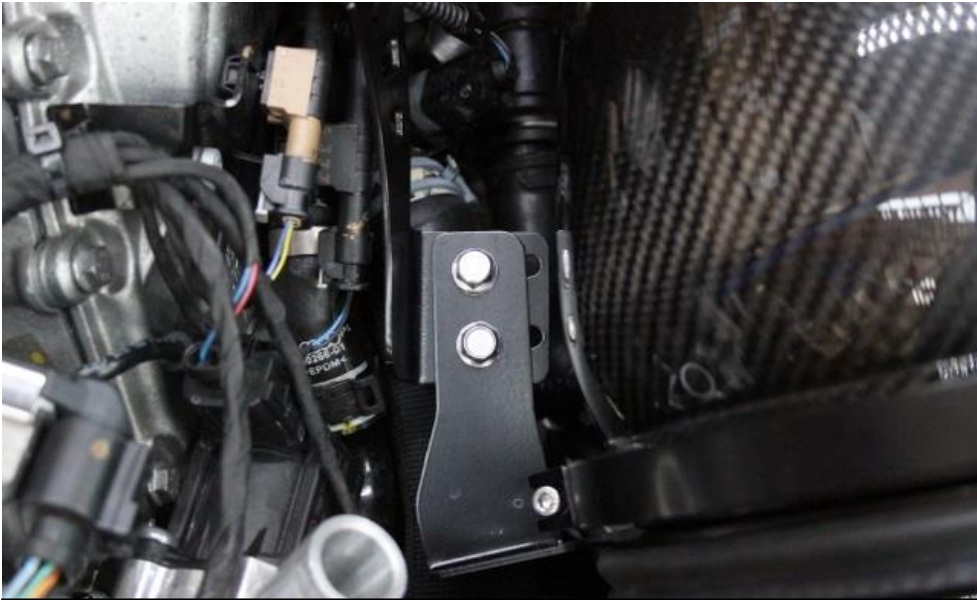
49. Before securing identify the correct holes to use on the duct. The hole with the insert is for the RS3 – the plain smaller hole above it is only for the TTRS.

50. – 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.**



51. Do the same on the other side.

52. Take the 2 supplied M6 screws and Nylock Nuts



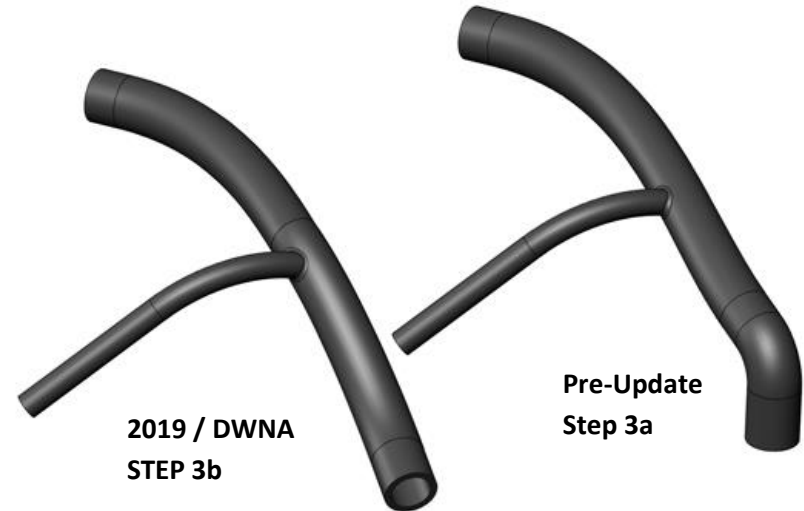
53. Align the holes on the filter bracket with the slots on the engine bracket and push the 2 screws through – it may be easier to push the screws upwards from underneath so that the access is easier for the nuts.



54. Line up the filter housing with the duct and then use the Nylock Nuts to secure the 2 screws on the bracket.



55. Pull the carbon tube into the filter housing, rotate if required for clearance over the brake fluid reservoir and secure the remaining hose clamps. Do not use a ratchet to tighten it – it just needs to be finger tight. Over tightening can damage the tube.



56. There are 2 Silicon Breather hoses provided in the kit. One of them is for the 2019+ engines with the updated breather system as shown in step 3b. The other is for the breather system shown in step 3a. Take the correct hose and proceed to the next step.



57. Install the breather hose as shown for the 2 variants and secure the hose clamps.



You have now completed the installation of the Eventuri Stage 3 Audi 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.