EVENTURI

THE ART OF AIRFLOW

EVE-TRB8V8S-LHD-NIL : Audi RS3 8V LHD
EVE-TRB8V8S-RHD-NIL : Audi RS3 8V RHD
Model Years : 2017 to 2023
Engine Displacement : 2.5 L

All directions referring to left and right are based on looking at the engine from in front of the car.

Please take care when removing parts and fasteners. Contact your Eventuri dealer or email info@eventuri.net for any further information.

EVENTURI
THE ART OF AIRFLOW

Installation Instructions : Turbo Inlet RS3 8Y

Item	QTY	Check
Carbon Turbo Inlet Tube Silver Reflective Foil	1	
J-shaped Silione Tube (Cut to master)	1	41
60cm of Silicone Vacum Line ID-4mm	1	
Turbo end Silicone Joiner	1	
V-Band 93	1	
80-100 Jubilee Clip CT	1	
100-120 Jubilee clip CT	2	
12x22 Jubilee Clip	2	
Stage 3 Silicone Joiner	1	
Stage 2 Silicone Joiner	1	

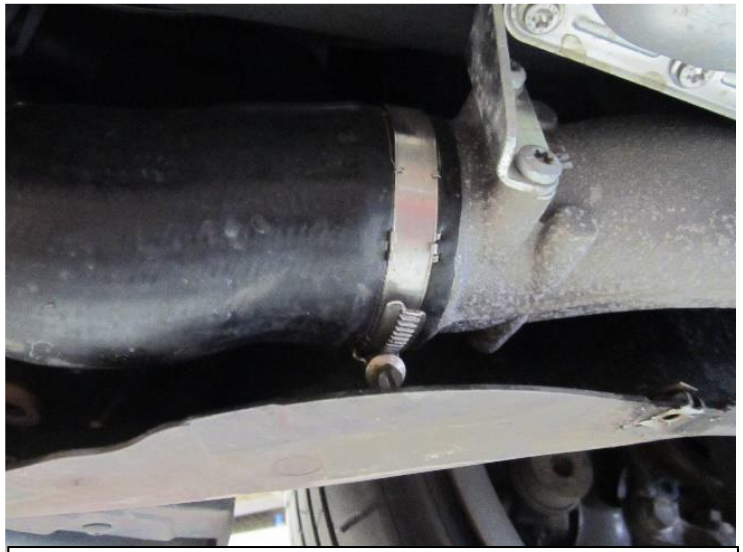
EVENTURI
THE ART OF AIRFLOW

Installation Instructions : Turbo Inlet RS3/TTRS: Page 1

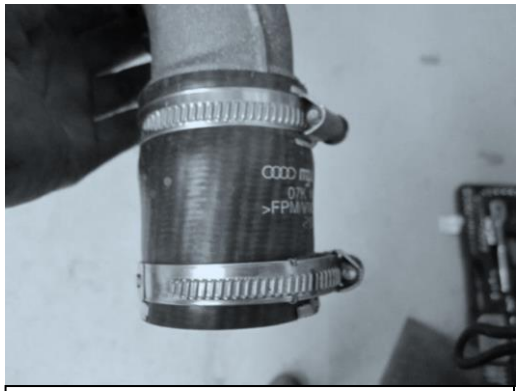
1. We will start with the assumption that the stock airbox has already been removed. Remove the undertray

2. Remove the screws which hold the metal boost pipe in place. There are 2 screws as shown here and in the next step.

3. Remove second screw.

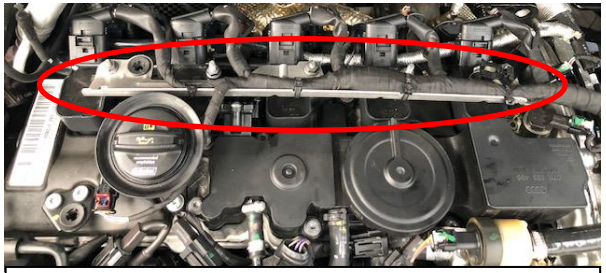


4. Loosen the hose clamp around the rubber boost hose which is connected to the metal tube.

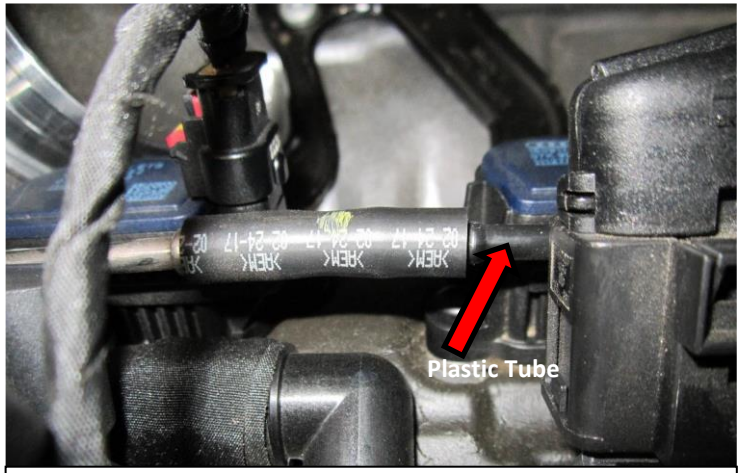


4b. Remove the metal boost pipe.

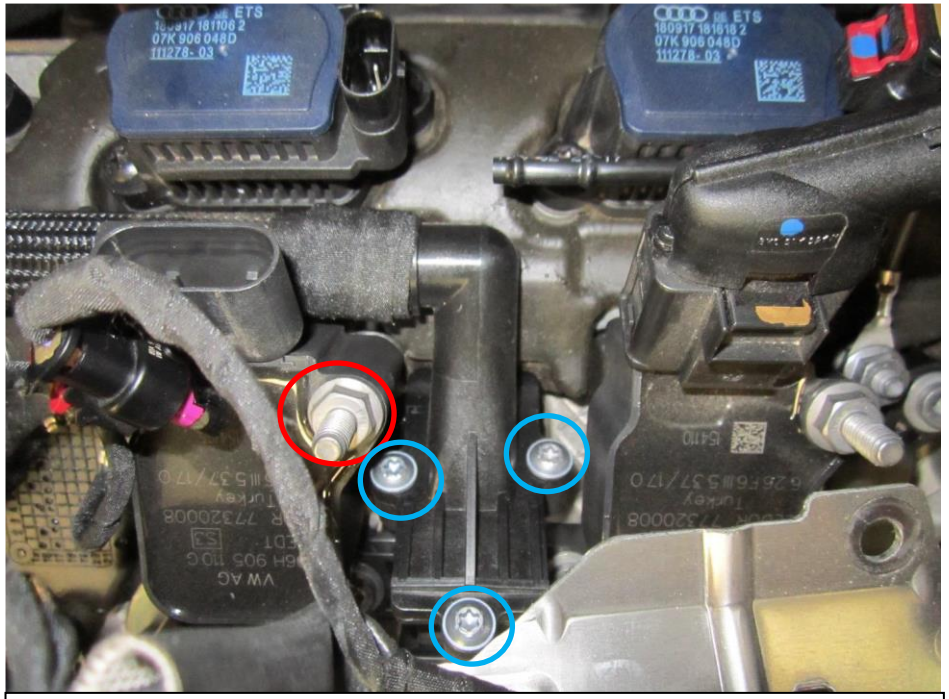
5. Remove the vacuum tube from the actuator.



5b. Remove the nuts holding the loom bracket in place and lift up to gain access.



6. Remove the vacuum line from the plastic tube which is between the coil packs.



7. Disconnect the coil pack plug and undo the nuts holding it in position. Remove the coil packs on either side of the oil breather adapter. Then Remove the adapter by unscrewing the 3 torx screws circled blue.

8. Now remove the stock turbo inlet. There are 2 x T30 Torx screws holding it in place. One on each side of the tube.

Stock Gasket If Applicable

9. Take the new turbo flange with the 2 x countersunk Torx screws. If you are using the stock turbo then you also need to use the stock gasket which may still be on the stock inlet tube.

10. Secure the flange to the turbo using the supplied screws – we recommend to also use a thread lock such as Loctite 246. (Photo shown with engine out for clarity).

IMPORTANT

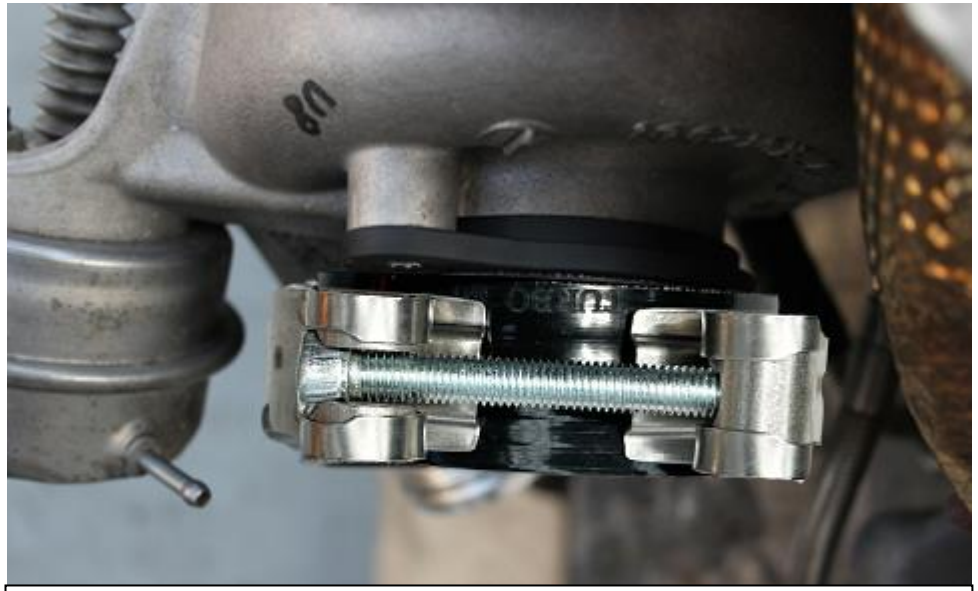
11. If using a hybrid turbo make sure the flange is secured onto the turbo the right way around. It is possible to put this onto the turbo the wrong way around see next steps.

12a. INCORRECT – the flange is not concentric with the turbo inlet. Rotate the flange 180 degrees.

12b. CORRECT – the flange is concentric with the turbo inlet.

13. Take the small silicon coupler supplied – it has internal grooves. Notice the location of the TURBO SIDE writing.

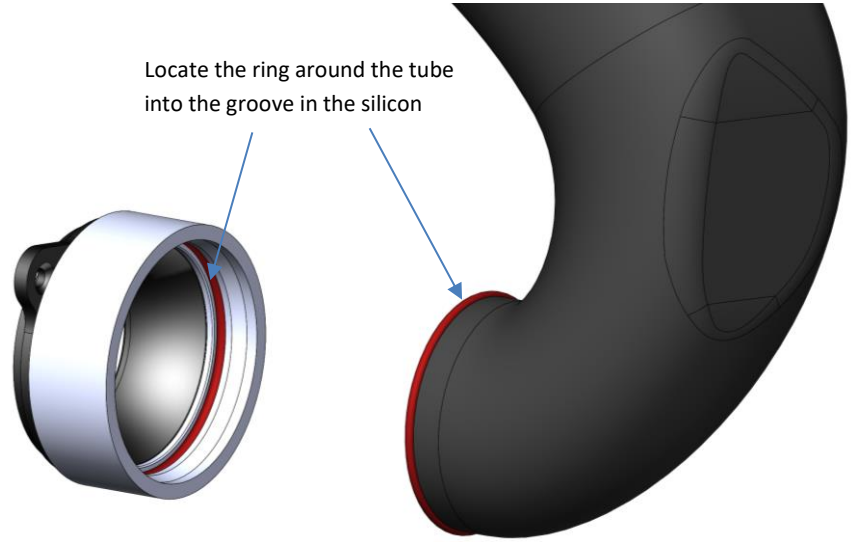
14. Push the silicon onto the flange so that the “TURBO SIDE” writing is closest to the turbo. The silicon will be tight to push on but will snap into place as the bead around the flange locks into the groove inside the silicon.



15. Take the supplied V Band clamp and position it on the middle of the silicon coupler. The head of the bolt should be facing away from the engine block. Leave it loose.

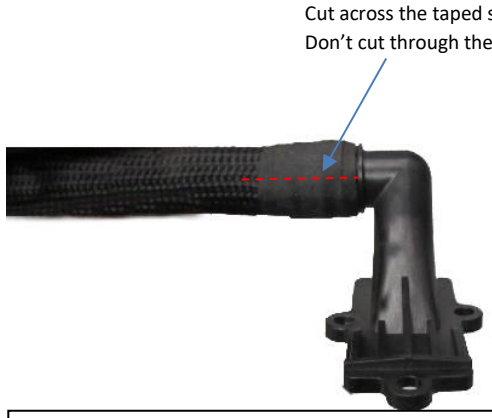
16. Insert the inlet tube from the top by rotating it in as shown.

17. Rotate it around the manifold heat shield.



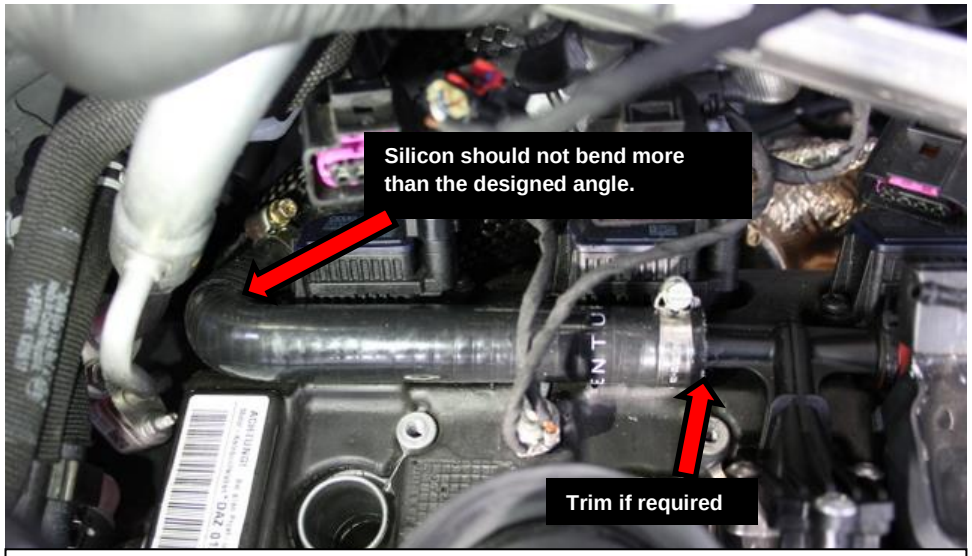
18. Push the carbon inlet into the silicon. If the hose clamp is not loose, the tube will not go into correct position. The diagram shows the highlighted red ring around the tube outlet which should go into the highlighted groove in the silicon.

19. Push the inlet tube firmly into the silicon and ensure is it fully in. Do not tighten the clamp yet. (Hose clamps shown here were updated to the V Band clamp)



20. Take the oil breather adapter which will still be attached to the stock inlet tube. Carefully cut the tube off the plastic adapter. You just need to make one slit on the tube and it will come off. Be careful not to damage the plastic adapter part.

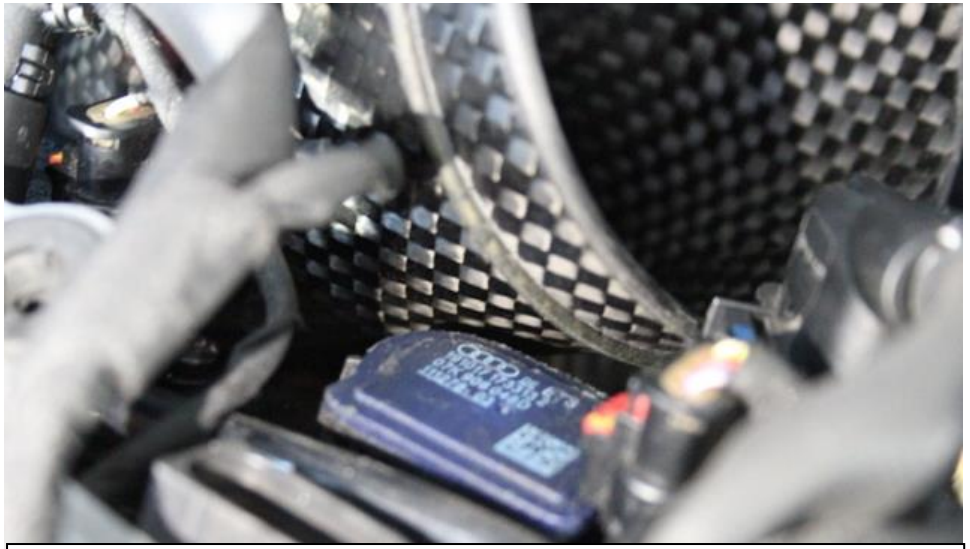
21. Take the Hook shaped silicon tube and attach it to the breather adapter as shown. Use the 2 small hose clamps as shown but don't tighten yet.



23. The Silicon tube should NOT be forced to bend into position more than it is shaped to be. If this tube is too long it will be forced to bend more than the designed angle and this will stop the breather system from working properly. Trim the silicon tube if required.

22. Place the adapter and hose into position, push the silicon onto the carbon tube breather inlet. Rotate the carbon tube towards the engine to get the breather assembly into position. The breather adapter should line up with the fixing position on the engine. You may need to trim the silicon tube if it does not.

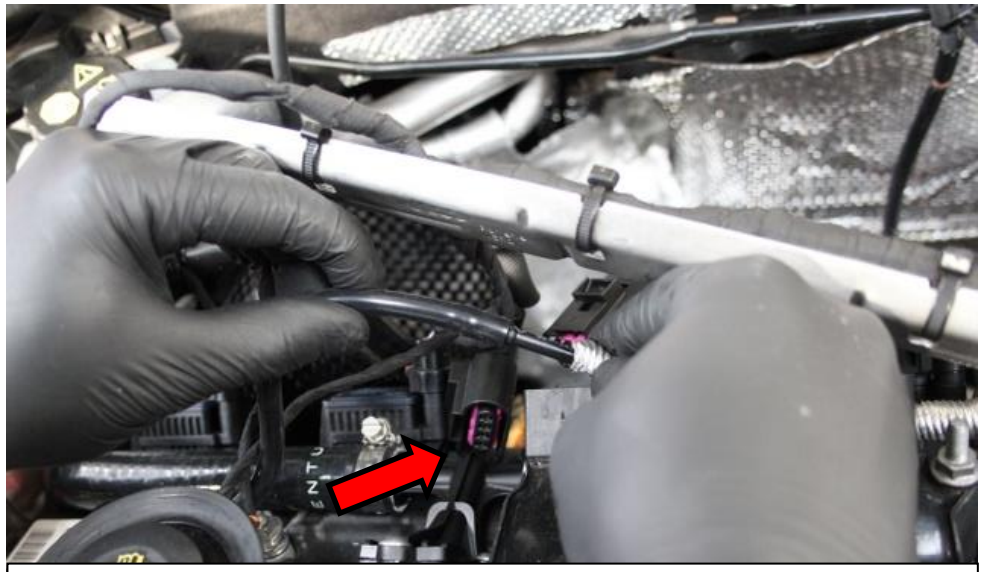
24. Once lined up – secure the plastic breather adapter into place with the 3 torx screws. Also tighten the hose clamp around the silicon tube at this adapter end only. Do not over tighten.



25. The Carbon tube should be almost touching the first sensor block.

26. Ensure the Carbon tube is still fully engaged in the lower silicon coupler and tighten the hose clamp around the lower silicon. Do not over tighten this with a ratchet. It only needs to be finger tight as the silicon provides a good seal. (Hose clamps shown here were updated to the V Band clamp)

27. Now tighten the small clamp around the breather silicon at the carbon tube end. Again – do not over tighten.



28. Take the supplied vacuum line and connect it to the plastic vacuum connector from step 6.

29. Route the vacuum line as shown and behind the carbon inlet tube.

30. Route it down to the actuator and connect it.

31. Install the coil pack removed previously as well as the loom harness and plugs. Re-attach the undertray.

For 3.5” Intake Tube **For 4” Intake Tube**

32. There are 2 large silicon couplers included – one is used for our stage 3 intake with 4” tube and the other is used for our stage 2 intake with 3.5” tube.

33. For the 4” intake, attach the larger silicon as shown.

34. For the 3.5” intake, attach the reducer silicon as shown.

You have now completed the installation of the Eventuri Audi RS3/TTRS Turbo Inlet

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