



5. Remove the duct from the engine bay. Push it down to release the clips on each side. Also remove the engine cover.



6. Remove the intake tube from the turbo inlet. (Golf R version shown)



7. The Golf R has a secondary tube attached to the intake tube. Unclip and remove this from the intake tube.



8. Remove the bolt holding the battery clamp down.



9. Take the new silicon with the hose clamp on each end. Golf R version shown.



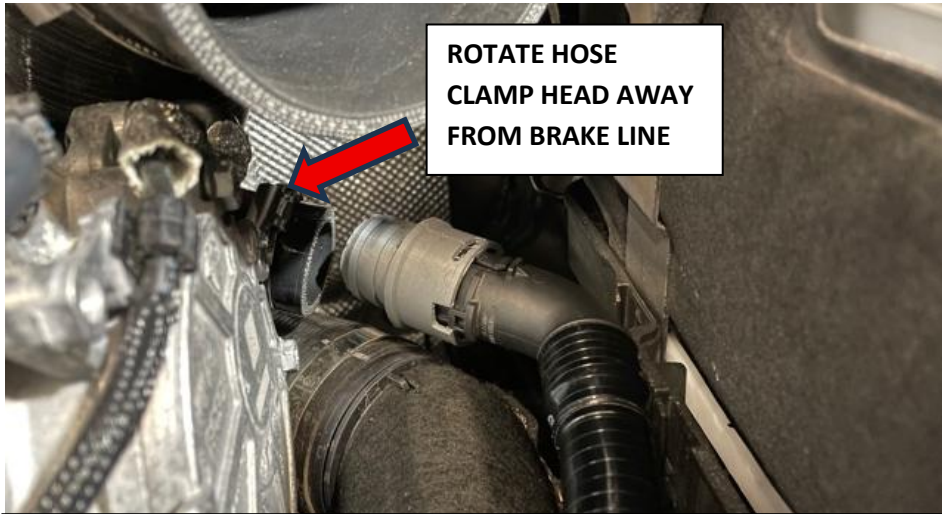
10. Install the silicon onto the turbo inlet.



11. Place the engine cover back and rotate the hose to be almost touching the cover. Now tighten the clamp at the turbo side.



12. For the Golf R – take the machined adapter and clip it onto the bypass tube which was removed in step 7.



ROTATE HOSE CLAMP HEAD AWAY FROM BRAKE LINE

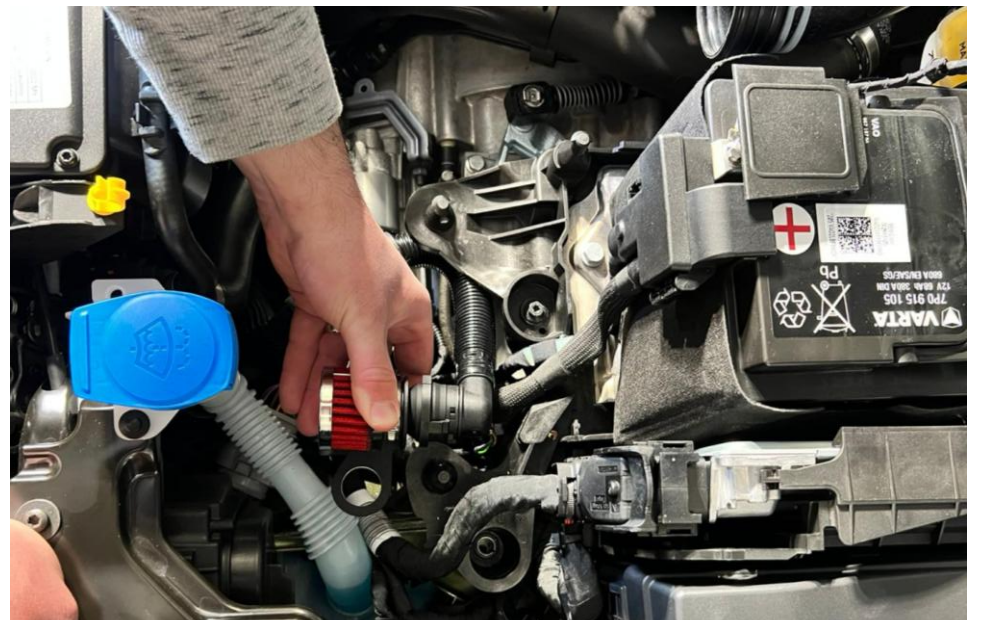
13. Now push the fitment into the silicon hose (Golf R only). If you have a small hose clamp on the silicon where this adapter goes, ensure the head of the hose clamp is rotated away from the brake line off the cylinder.



14. USA Golf Gti Only : Take the secondary breather filter, bracket and adapter.



15. USA Golf Gti Only : Push the adapter through the bracket and then push the filter onto it from the other side as shown.



16. USA Golf Gti Only :Route the secondary breather tube under the airbox mounting tray as shown and push into the filter assembly.



17. USA Golf Gti Only : Secure the bracket (grommet side) onto the airbox mount. Push down to secure.



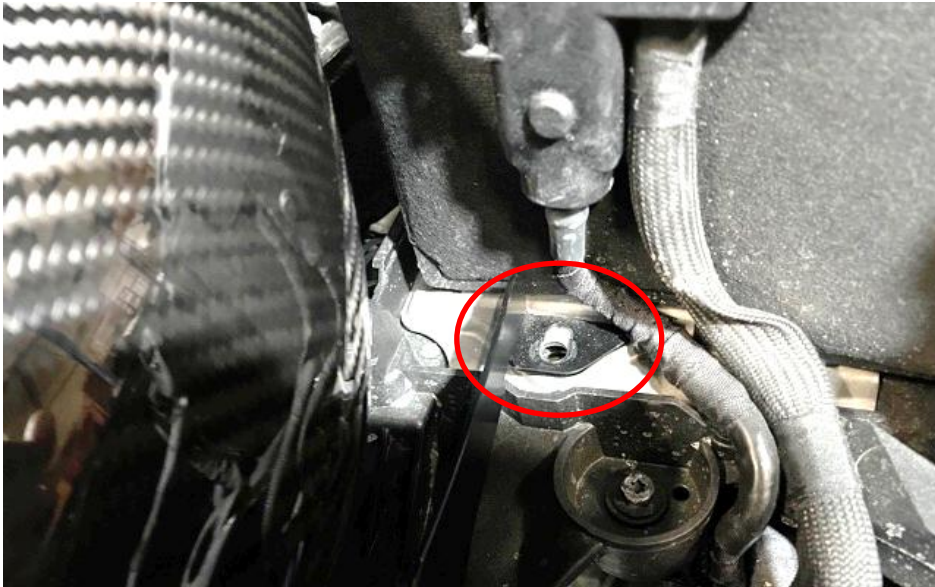
18. Place the new duct into position. The coolant hose goes UNDER the duct – see next step.



19. The coolant hose will sit inside the recess in the duct. Pull the hose away from the duct to avoid kinks and to give it more slack.



20. Push the filter housing into the silicon hose and lower it into place.



21. Once lowered into place – secure the bracket with the bolt removed previously on the battery clamp.



22. Secure the duct with the 2 x M5 screws provided. 1 Screw each side.



23. Push the vacuum hose onto the filter housing fitment.



24. Filter housing should sit squarely with the duct. If it does not – the rear silicon needs to be rotated accordingly.



25. Tighten the remaining hose clamp – do not overtighten around the carbon.

You have now completed the installation of the Eventuri GEN 4 VAG 2.0TFSi Intake System.

Eventuri cannot take responsibility for an incorrectly installed intake or any damage caused during installation.

