

EVENTURI™

THE ART OF AIRFLOW

Installation Guide for:

Audi 8Y RS3 2.5L LHD Turbo Inlet - US Market

EVE-TRB8Y-LHD-STK



**Please Note:
Standard UK
Orientation**

All directions referring to “LHS”, “Left Hand Side”, “RHS”, or “Right Hand Side” are viewed from the front bumper facing the engine. Unless otherwise.



Allow vehicle to cool down before installation. Take care when removing parts and fasteners. Contact your Eventuri dealer or email info@eventuri.net for any further information.

Install time (approx):

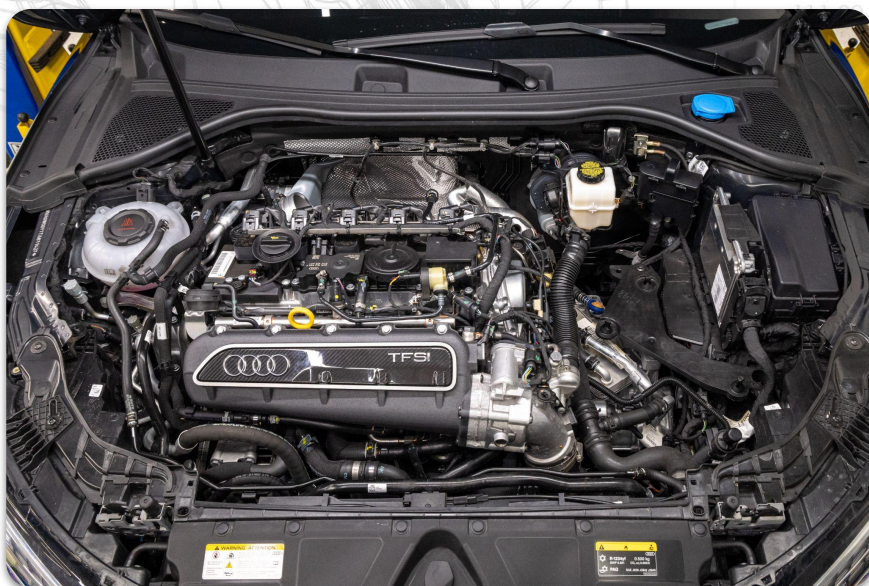
~ 1 hour

Tools & Supplies:

- Assorted extensions
- T25, T30, T45 Torx bits
- M10 triple-square
- 7mm socket (or flathead screwdriver)
- 10mm socket
- 6mm Allen / hex key
- Loctite 272

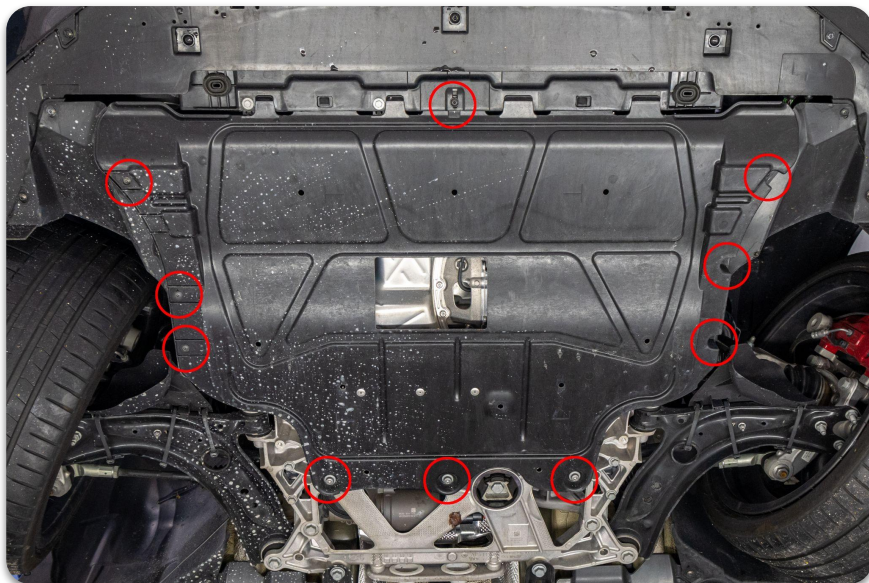
Kit Contents:

- Carbon turbo inlet
- Turbo flange
- Silicone coupler and clamp
- 2x T30 bolts
- PCV block-off plate
- 10mm nuts
- Breather hose with clamp
- Vacuum hose



Step 1:

Starting point: factory intake system removed.



Step 2:

Remove the three (3) T45 Torx bolts and seven (7) T25 Torx screws securing the engine undertray, then remove the undertray.



Step 3:

Using a 7mm socket or flathead screwdriver, loosen the hose clamp securing the boost hose to the boost pipe, located just below the engine balancer.



Step 4:

Remove the T30 Torx bolt securing the boost pipe bracket to the engine block, located just above the hose clamp loosened in the previous step.



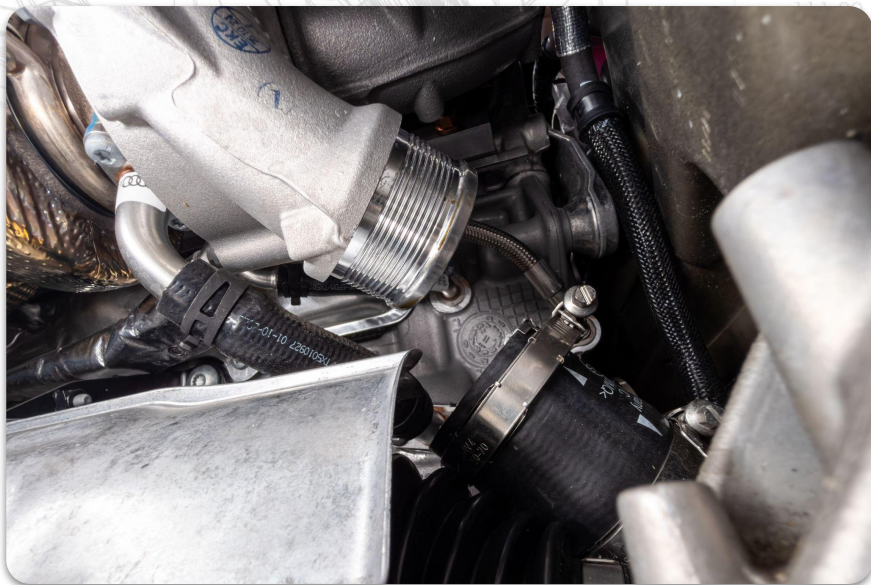
Step 5:

Remove the M10 triple-square bolt securing the boost pipe at the rear of the engine block, near the near the passenger-side axle shaft.



Step 6:

Using a 7mm socket, loosen the hose clamp securing the boost hose to the turbocharger.



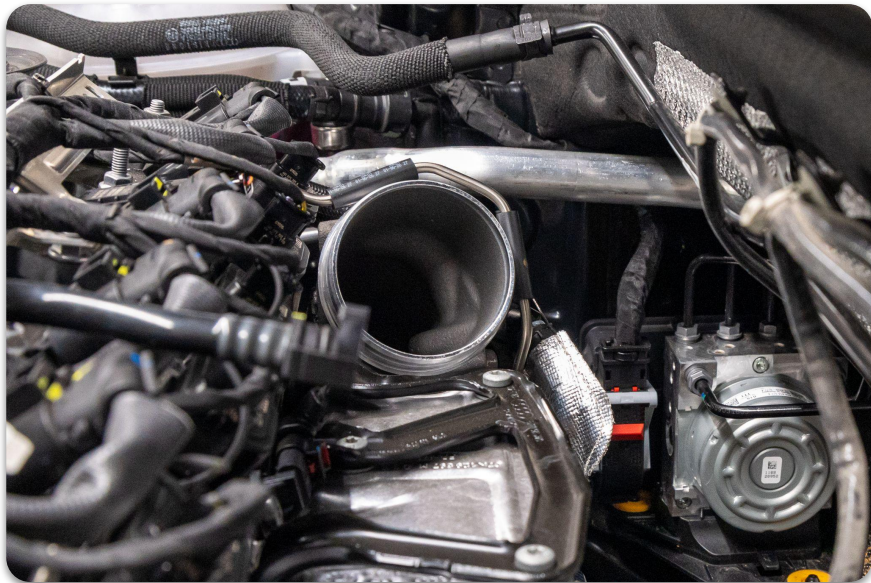
Step 7:

Separate the boost pipe from the turbocharger and remove it from the vehicle.



Step 8:

Remove the cover from the ABS assembly by sliding it toward the center of the vehicle.



Step 9:

ABS cover shown removed.



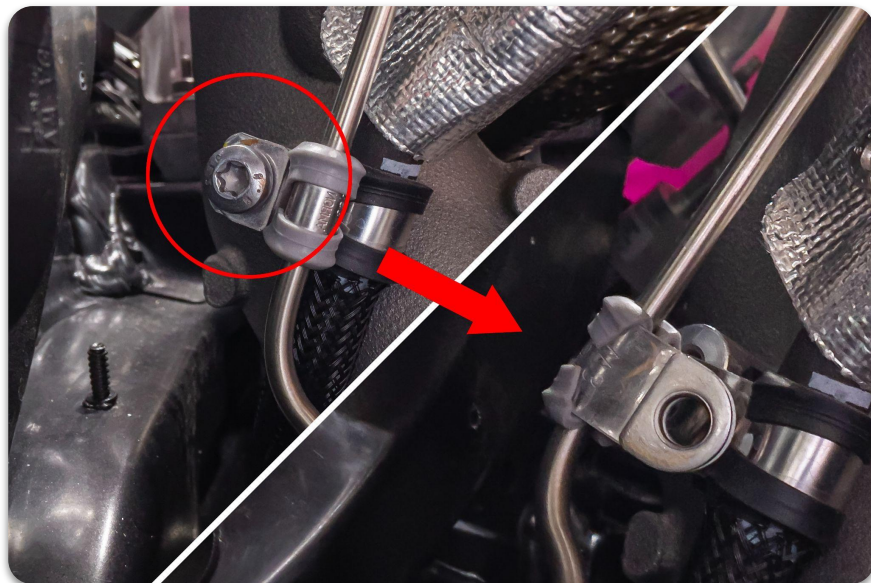
Step 10:

Remove the two (2) T30 Torx bolts securing the PCV breather fitting to the turbo inlet.



Step 11:

Remove the PCV breather fitting from the turbo inlet by lifting it straight up.



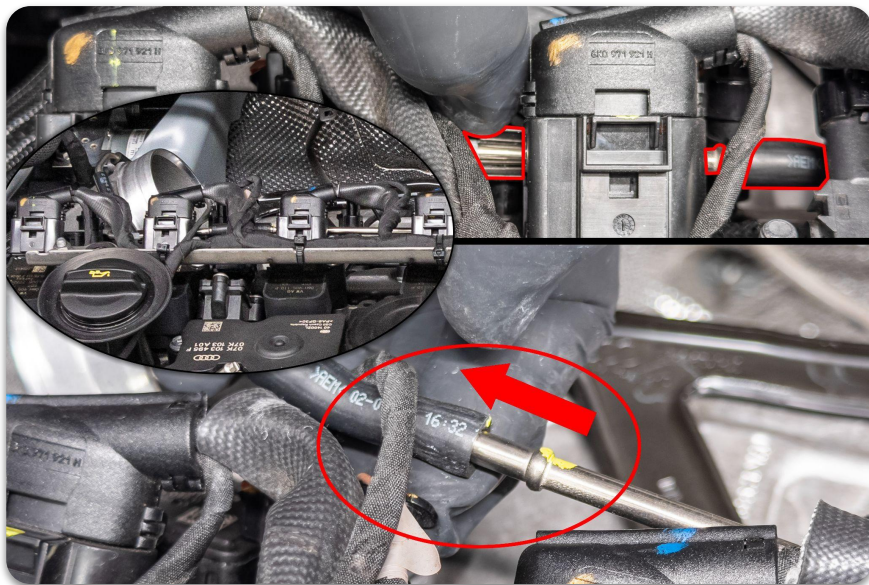
Step 12:

Remove the T30 Torx bolt securing the wastegate vacuum line and PCV breather hose bracket to the turbo inlet.



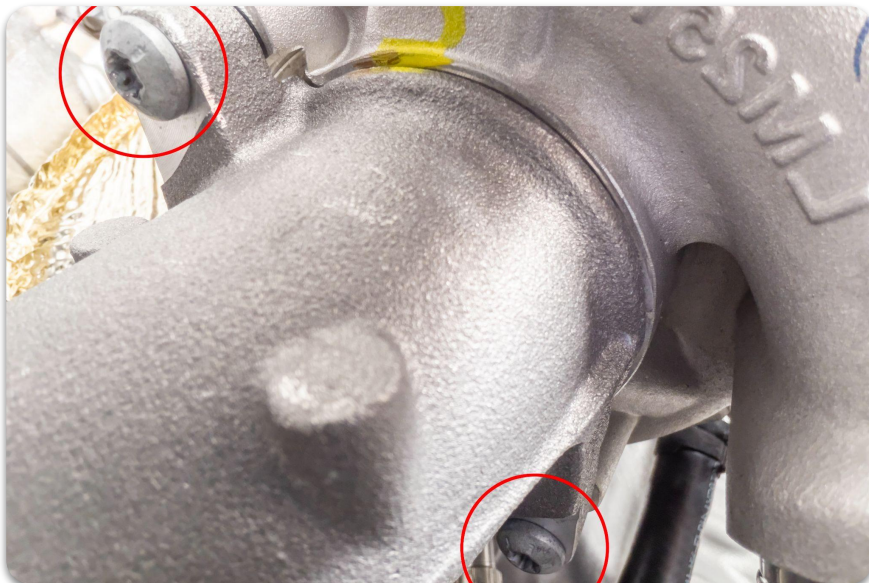
Step 13:

Disconnect the vacuum hose from the wastegate actuator.



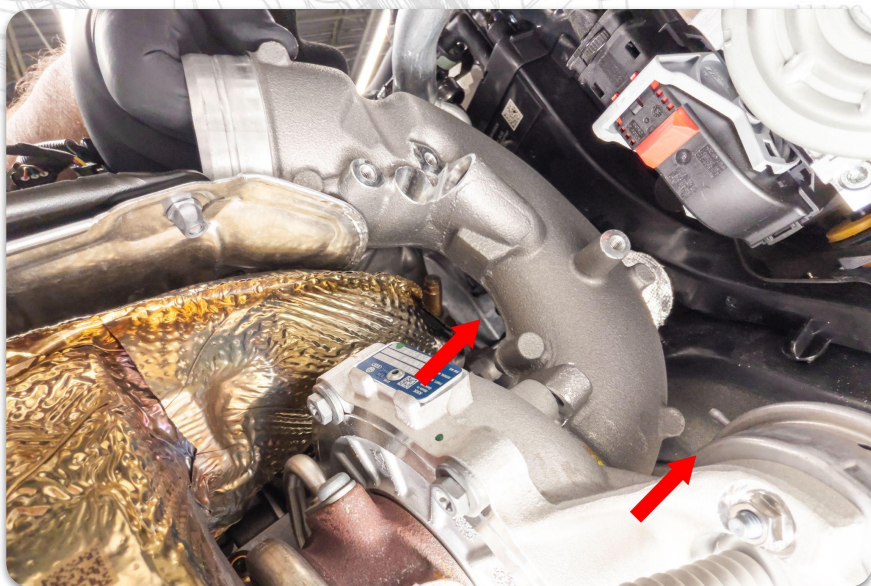
Step 14:

Unclip the vacuum hose at the connection point near the ignition coils.



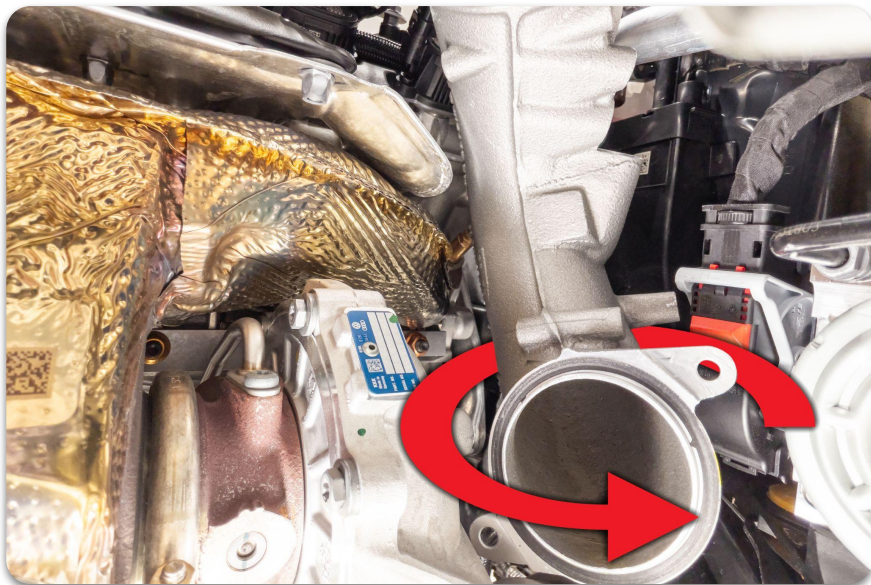
Step 15:

Remove the two (2) T30 Torx bolts securing the factory turbo inlet to the turbocharger housing.



Step 16:

Separate the factory turbo inlet from the turbocharger.



Step 17:

Rotate the factory turbo inlet 90 degrees as shown and remove it from the vehicle.



Step 18:

A. Install the supplied block-off plate onto the PCV fitting, reusing the factory T30 Torx bolts. Return each bolt to its original location, as they are different lengths.

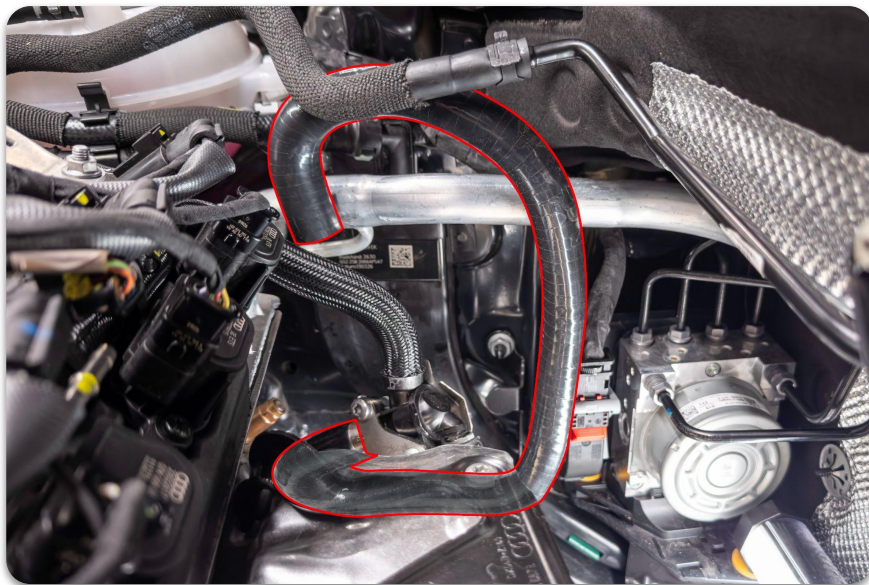


B. Reinstall the heat shield on the back side of the PCV fitting using the supplied 10mm nuts.



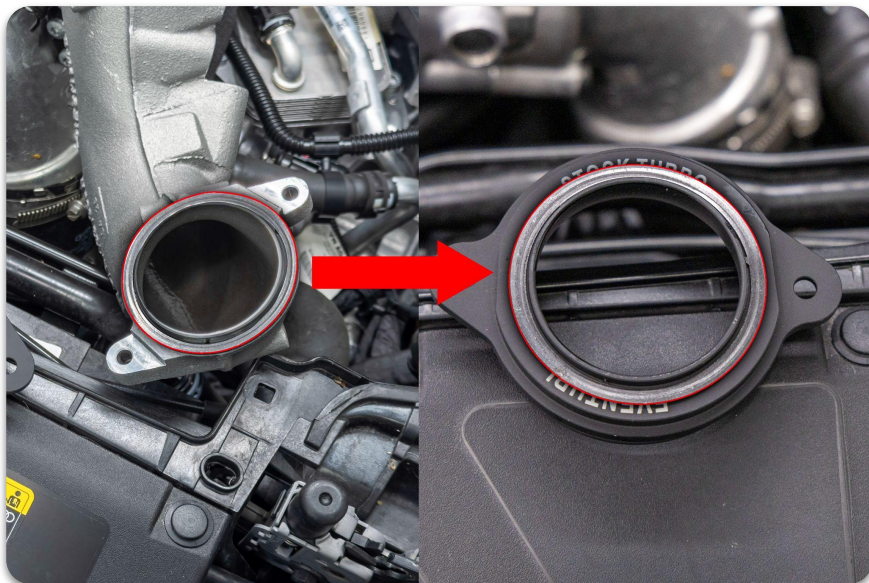
Step 19:

Install the supplied breather hose as shown, fitting the U-shaped end onto the open male port of the PCV fitting (the port with the green O-ring). Tighten the clamp using a 7mm socket or flathead screwdriver.



Step 20:

Route the opposite end of the breather hose as shown.



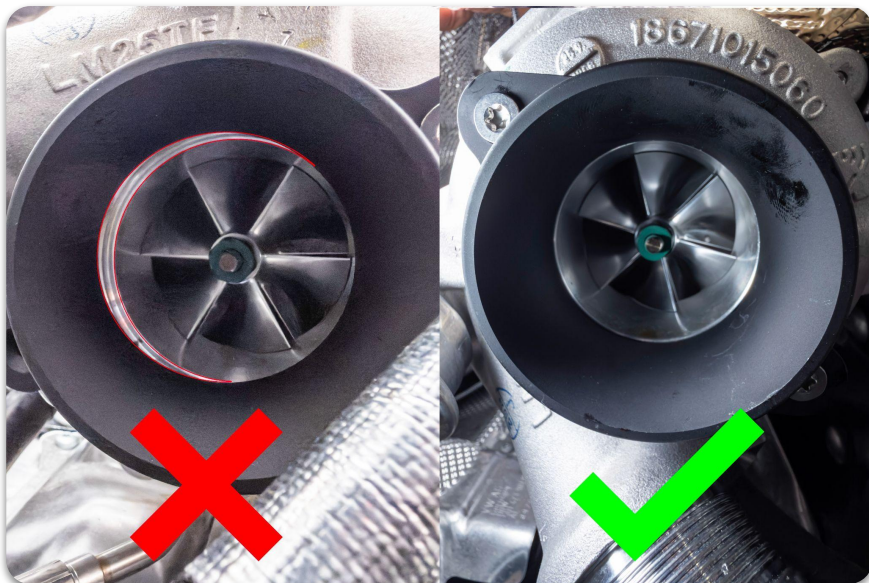
Step 21:

Remove the turbo inlet gasket from the factory inlet and install it onto the supplied Eventuri turbo flange.



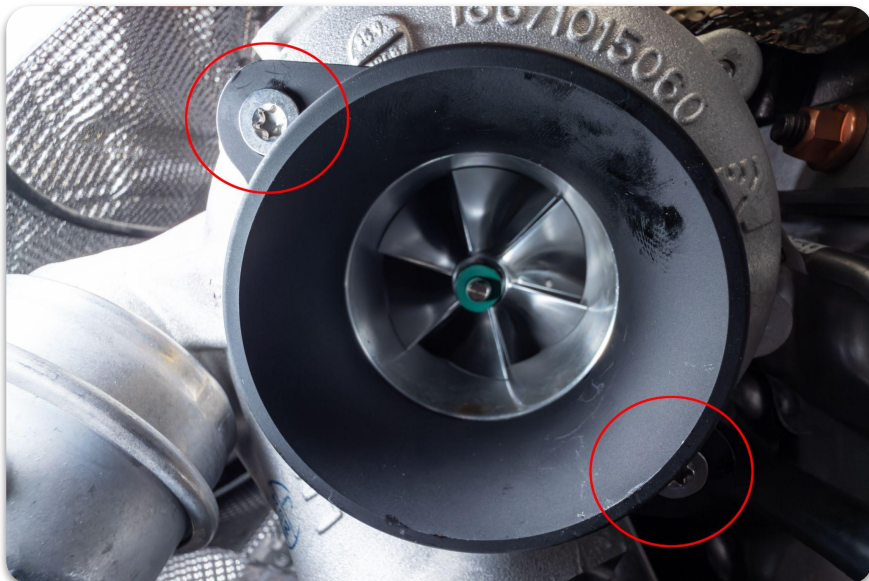
Step 22:

Apply high-temperature, high-strength threadlocker to the two (2) supplied T30 Torx bolts.



Step 23:

Turbo flange orientation: incorrect clocking (left) vs. correct clocking (right).



Step 24:

Install the supplied turbo flange, clocked so that it sits centered on the turbocharger housing. Secure it using the two (2) T30 Torx bolts prepared in Step 22 and tighten.



Step 25:

Install the supplied silicone coupler onto the turbo flange, ensuring the correct side faces the turbo flange, as shown.

NOTE: Orientation is marked on the silicone coupler as shown.



Step 26:

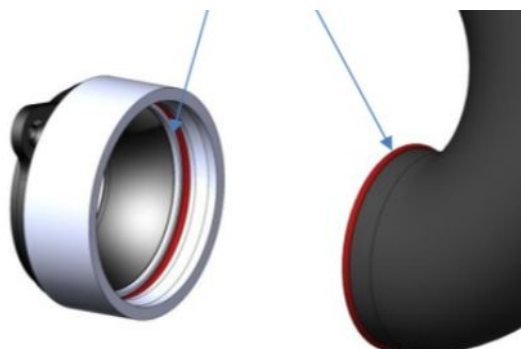
Fit the clamp loosely over the coupler, with the Allen bolt head facing away from the engine so it remains accessible for tightening later.



Step 27:

Install the Eventuri carbon turbo inlet.

NOTE: Push the inlet all the way until the bead is seated in the silicon.





Step 28:

With the inlet fully seated in the silicone coupler, tighten the clamp using a 6mm Allen key.



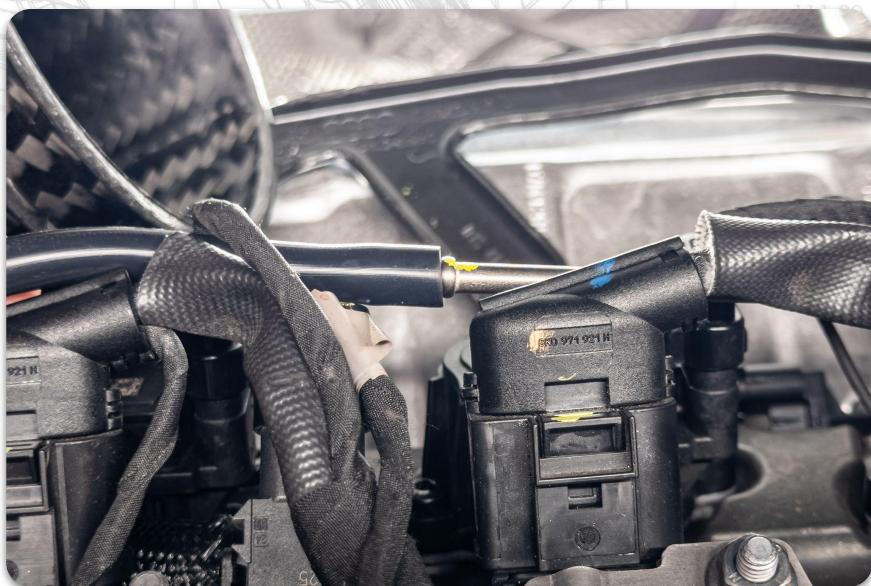
Step 29:

Connect the other end of the breather hose to the port on the Eventuri turbo inlet.



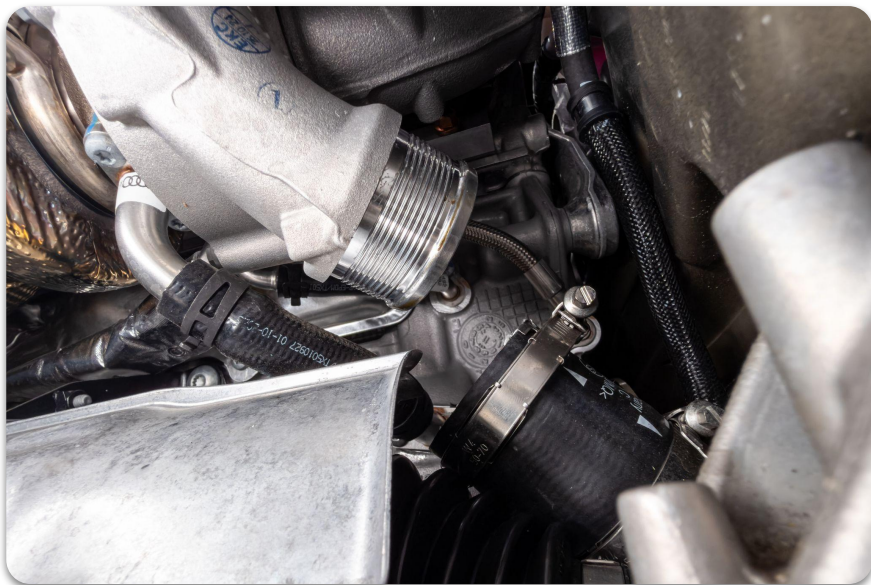
Step 30:

Connect the supplied vacuum hose to the wastegate actuator as shown.



Step 31:

Connect the other end of the vacuum hose to the factory hard line.



Step 32:

Reinstall the boost pipe and reconnect the boost hose to the turbocharger.



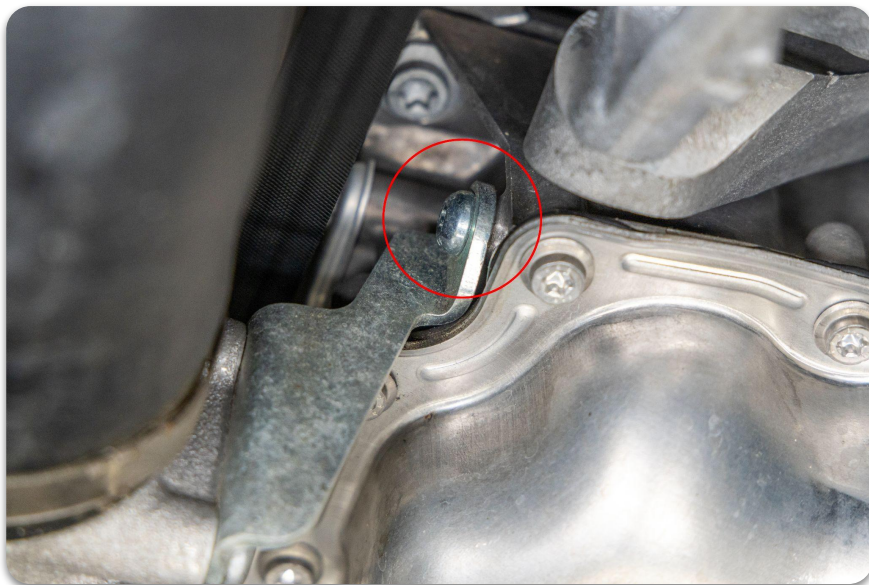
Step 33:

Tighten the hose clamp at the turbocharger using a 7mm socket.



Step 34:

Reinstall the M10 triple-square bolt securing the boost pipe to the rear of the engine block.



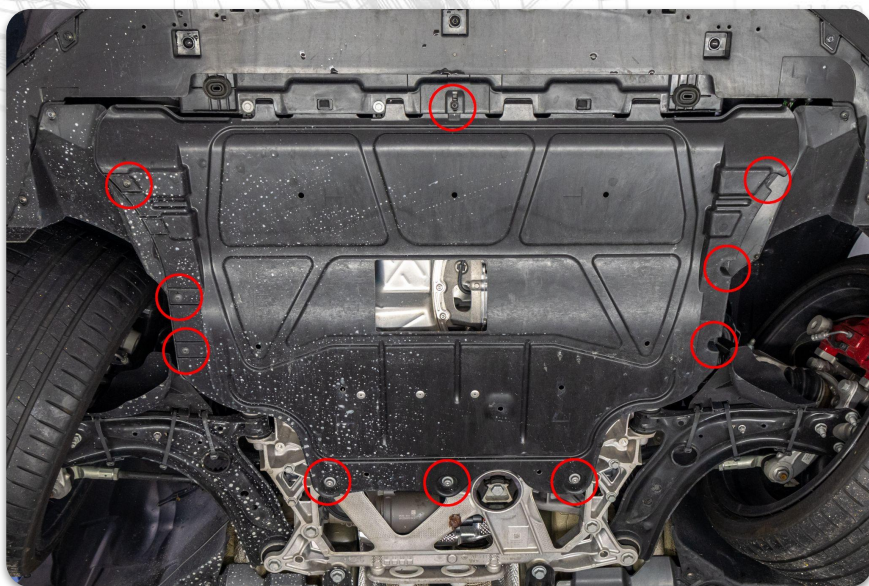
Step 35:

Reinstall the T30 Torx bolt securing the front of the boost pipe to the engine block.



Step 36:

Tighten the boost hose clamp below the engine balancer using a 7mm socket.



Step 37:

Reinstall the undertray using the three (3) T45 Torx bolts and seven (7) T25 Torx screws removed earlier.



Step 38:

Reinstall the ABS assembly cover.



Step 39:

Turbo inlet installation complete. The vehicle is now ready for the Eventuri intake system to be installed.



Additional photo for reference.



Additional photo for reference.

**Installation
complete.**



Share your build with us: scan the code or tag
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