EVENTURI

THE ART OF AIRFLOW

EVE-4V8TT-CF-INT : 4.0TFSi V8

2020+ RSQ8/SQ8/SQ7
2019+ Urus
2020+ Cayenne Turbo
2019+ Bentayga

Installation Guide

Note: This guide has been made using a UK specification Urus. The difference between this and the Audi/Porsche variants is very little and so can be used for all above applications.

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 : 4.0TFSi V8 Intake System : Page 1

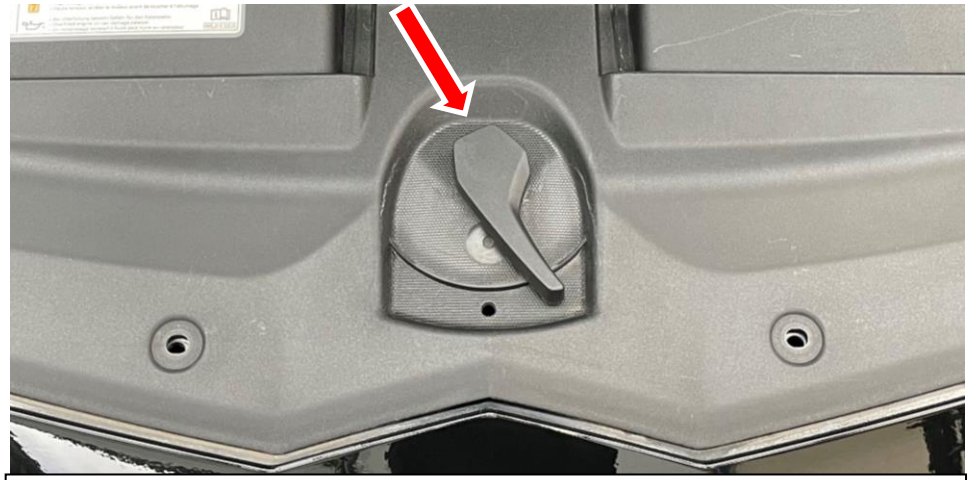
1. Start by removing the airbox cover. There is a metal clip on each side which needs to be unclipped – see next step.

2. On each side indicated by the arrows in step 1 – there is a metal clip. Pull this clip away from the lid to release it.

3. The lid can now be removed – be careful of the oil filler cap.

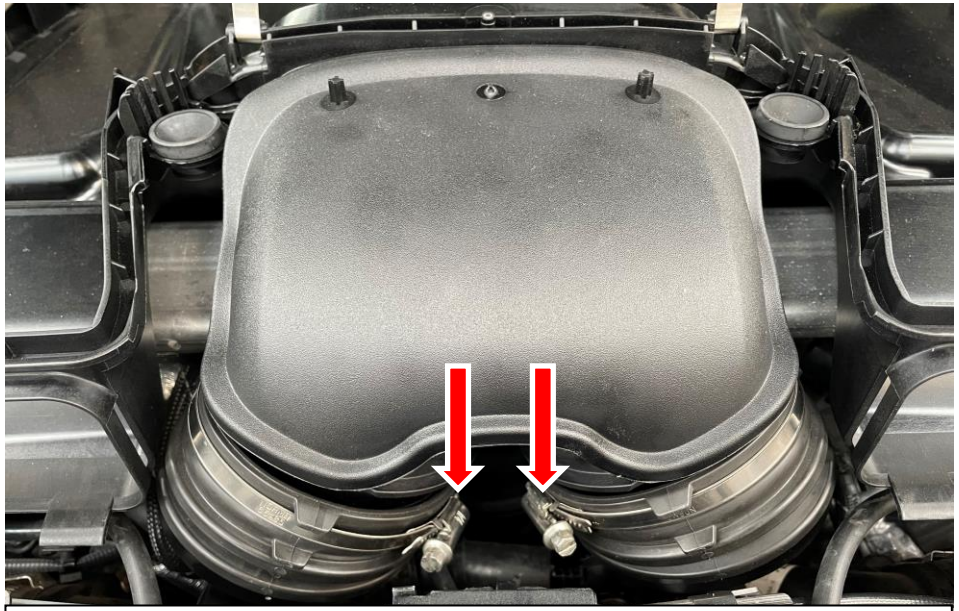
4. Remove the 4 T25 screws as circled. 2 from the filter and 2 from the collector. Also release the 2 metal spring clips holding the filter. You can now remove the filter.

5. Remove the plastic push pins from the front panel and the side panels. These panels will vary across the other Audi and Porsche models but the procedure is the same. The side panels can now be removed. They will be held in place with visible push pins and then internal press clips. Simply lift the side panels upwards to release.

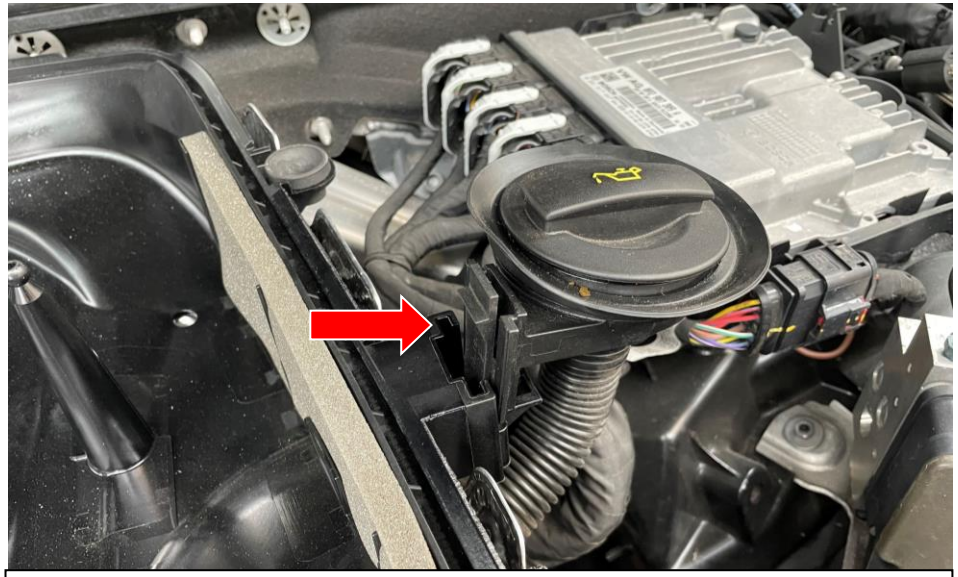


6. Remove the hood release lever by depressing the button at the back of it and pulling the lever out. DO NOT close the hood without this lever in place.

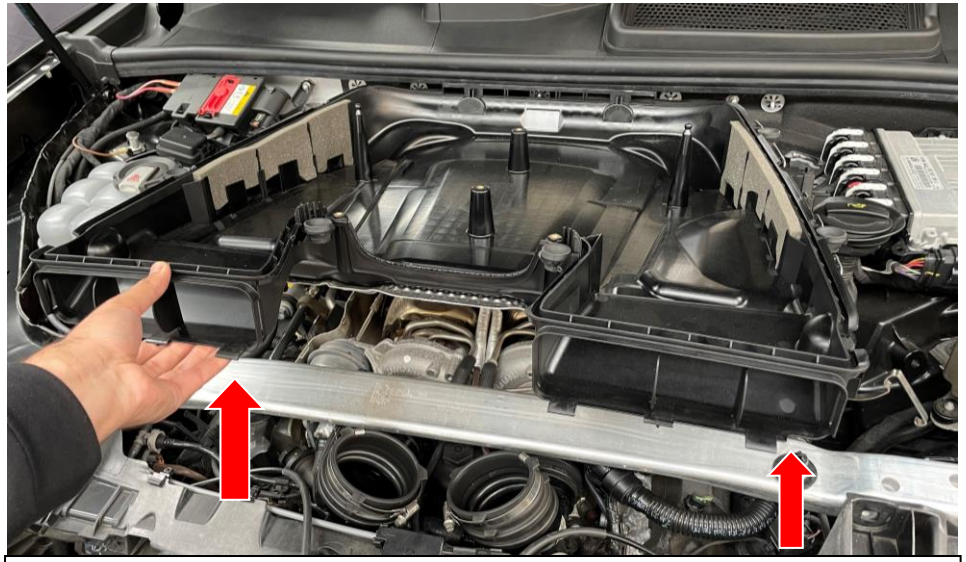
7. The front panel including the flexible ducts connected to the airbox can now be removed.



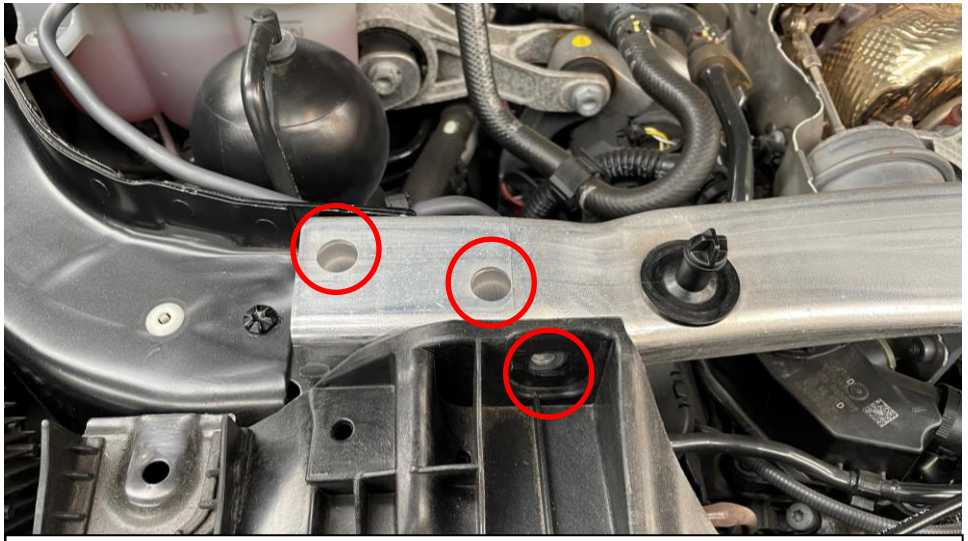
8. Loosen the 2 hose clamps around the collector – you can now remove the collector from the airbox.



9. Remove the oil filler hose from the airbox base by depressing the clip as show and lifting out.

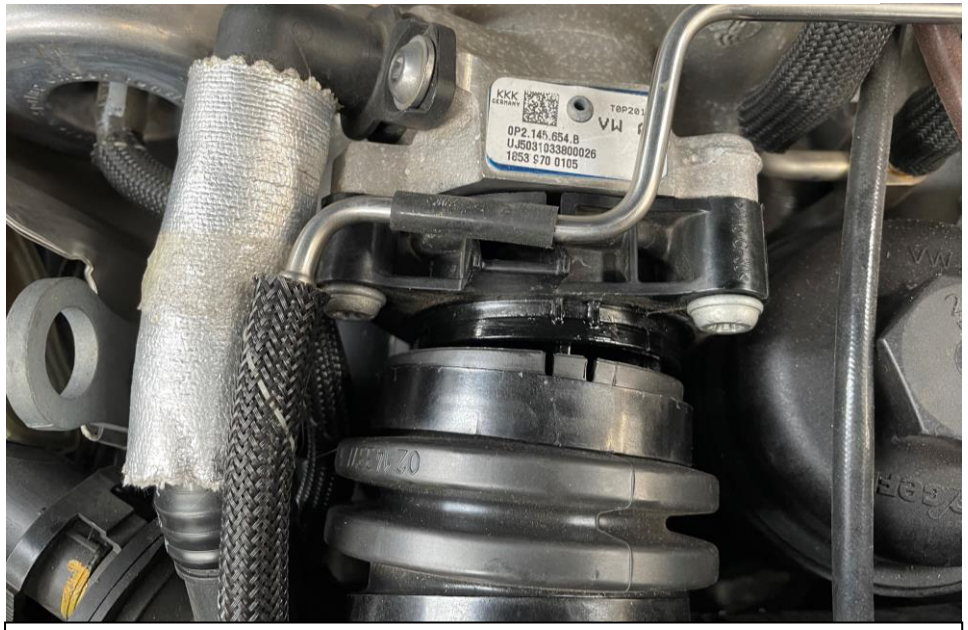


10. The base can now be removed by lifting upwards from the front corners and then pulling towards you. It is held in place with rubber mounts at the front and slotted into the rear mounts.

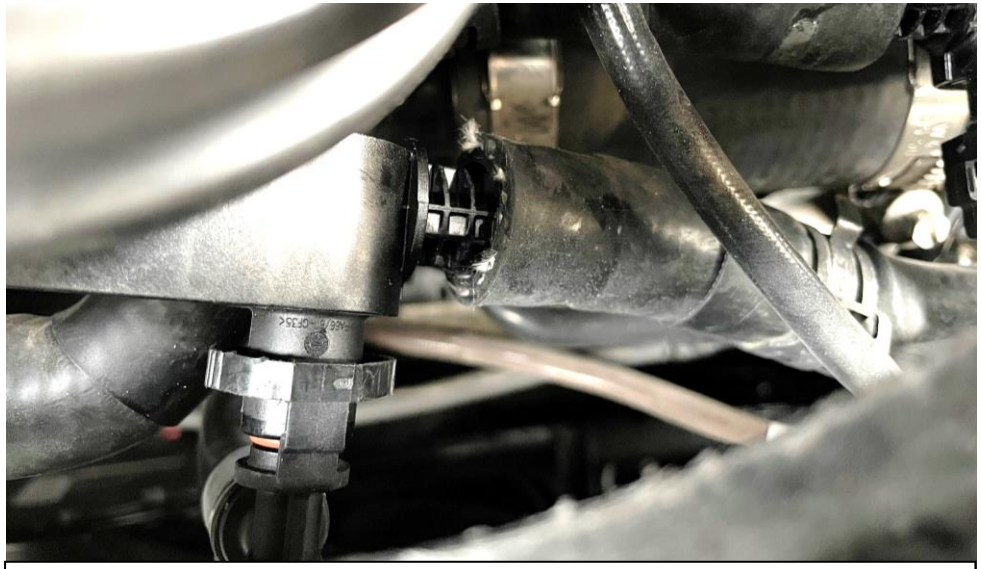


11. Remove the 3 x T30 screws on each side of the strut brace circled in red. There may also be an electrical plug attached to the brace depending on the SUV model. Carefully remove any connectors from the brace. Remove the brace from the engine bay.

12. To gain easier access to the screws holding the turbo inlets in place, the main body of the inlets can be separated from the flanges. Carefully push the plastic ring shown, away from the turbo flange. Use a lever bar or flat head screwdriver. This releases the body of the inlet – see next photo.

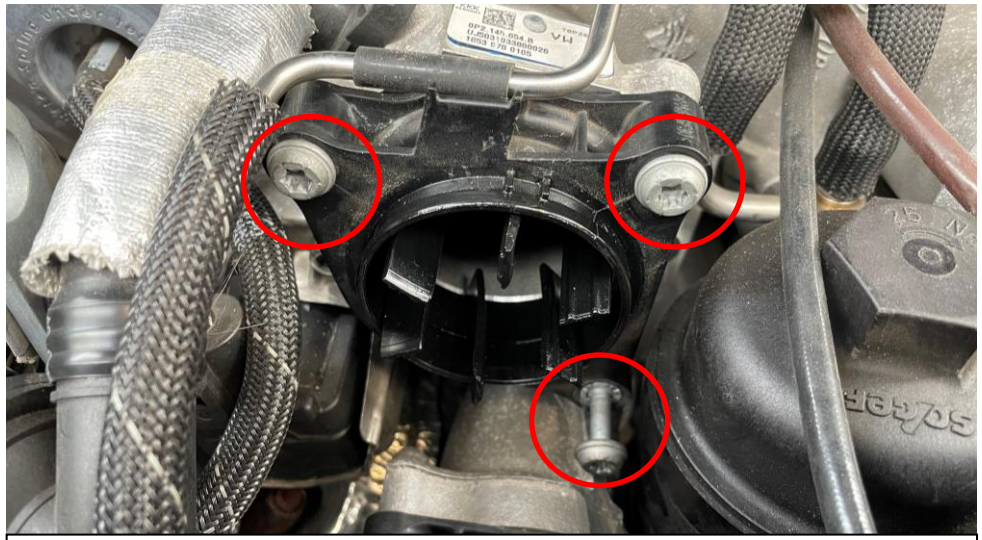


13. Here you can see the inlet has been separated. Do the same for the right side.

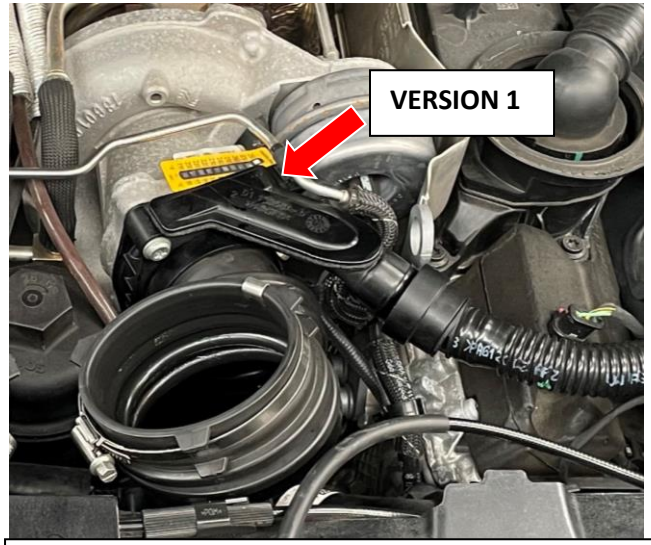


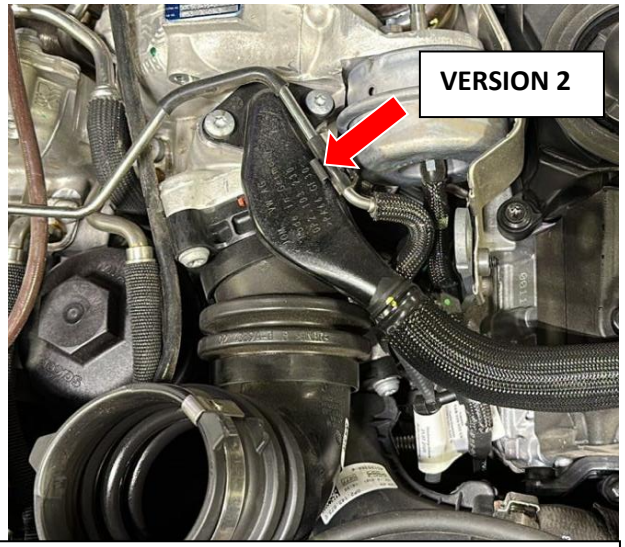
14. Remove the breather hoses from the inlets**.** There are spring clamps on the side hoses of each inlet. These need to be released and moved away from the inlets to allow the hoses to be removed. The bottom hoses are attached with quick release fittings which can be releases by squeezing the sides of the fitting and pulling them down.

15. The left inlet removed.



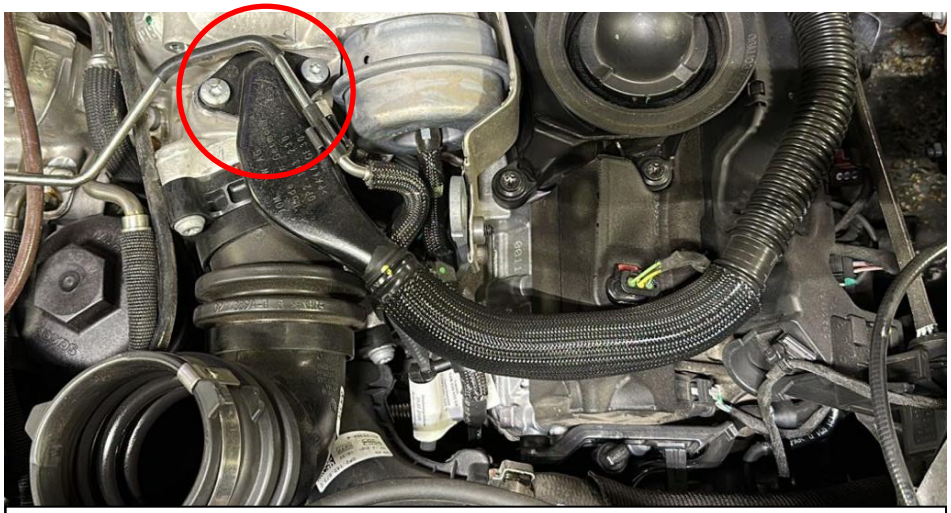
16. The left inlet flange can now be removed by unscrewing the 3 x T30 screws. Repeat for the right side inlet – see next step for the extra breather attachment.





17. The right side will have 2 variations of the PCV breather. Version 1 has the breather attached to the plastic inlet flange. Version 2 has the breather attached directly to the turbo itself. If you have Version 1 please go to step 18. For Version 2 please go to step 18b. These photos show the inlets attached to the flanges which you will have removed already.

18. For version 1 of the PCV, remove the inlet flange from the turbo and now you need to remove the breather connector. This breather attachment is secured with small internal clips. Use a small screwdriver or pick to push the clips back in order to release the tube from the inlet. The clips are on the inside of the fitting. Skip to step 19.



18b. For Version 2, remove the PCV from the turbo by unscrewing the 2 x T30 screws circled. You can now move the breather hose away to access the turbo inlet screws. Be careful of the green internal O-ring of the PCV part you have removed from the turbo. Remove the 3 x T30 screws from the inlet flange and remove from the turbo.

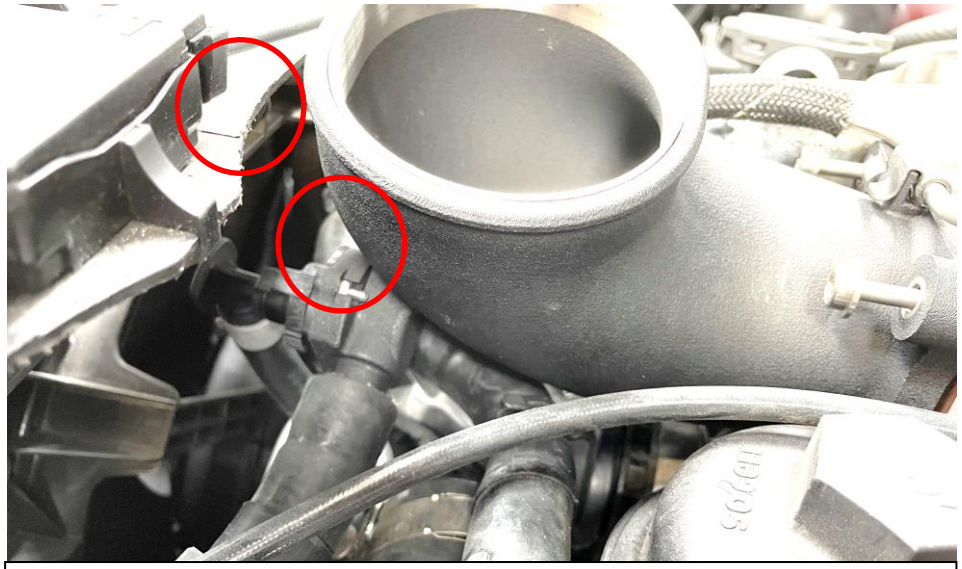
19. Transfer the orange rubber seals from the OEM flanges to the new inlets flanges on both sides.

19b. If you have a 2025+ vehicle then your OEM turbo inlets might have a blanking cap on one side of the breather valve. Please remove this cap by pressing the side tabs and pulling off. This needs to be transferred to the Eventuri inlets.

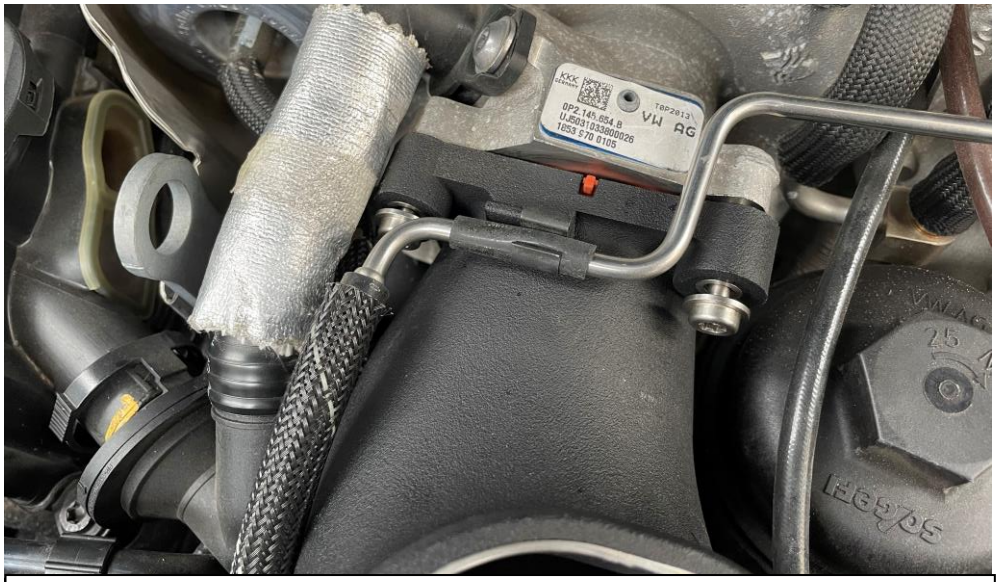
19c. Cap off the breather valve as shown here using the OEM caps. If your inlets don't have these caps please continue to the next step.

20. The new inlets are shown as the LHS and RHS and will be installed accordingly. The RHS inlet has a rubber plug on the breather which will need to be removed if your PCV is “Version 1” (see step 17).

21. Starting with the LHS inlet, position it onto the turbo but don’t secure it yet.



22. Connect the breathers onto the inlet. Secure the hose with its spring clamp. The quick release fitting should lock into place.



23. The 3 Torx screws can now be secured and the metal line can be clipped onto the top of the inlet.

24. Repeat for the RHS Inlet. If you have the PCV “Version 1” (Step 17) then connect the breather fitting to the inlet directly as shown here and skip to step 28. If you have “Version 2” see next step.

25. For “Version 2” PCV, make sure the rubber plug is still attached to the inlet as shown here.

26. Now reconnect the PCV fitting to the top of the turbo. Make sure the green O-ring is in place on the underside of this fitting – see next step.

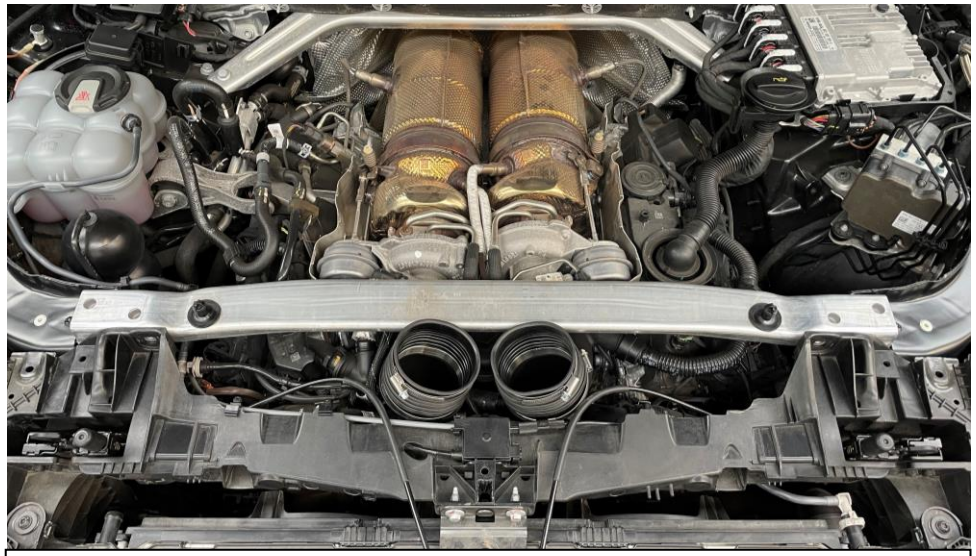
27. Make sure this O-ring is in place.

28. Reconnect the breathers on the RHS inlet. Secure with the quick release clamp and the quick release fitting.

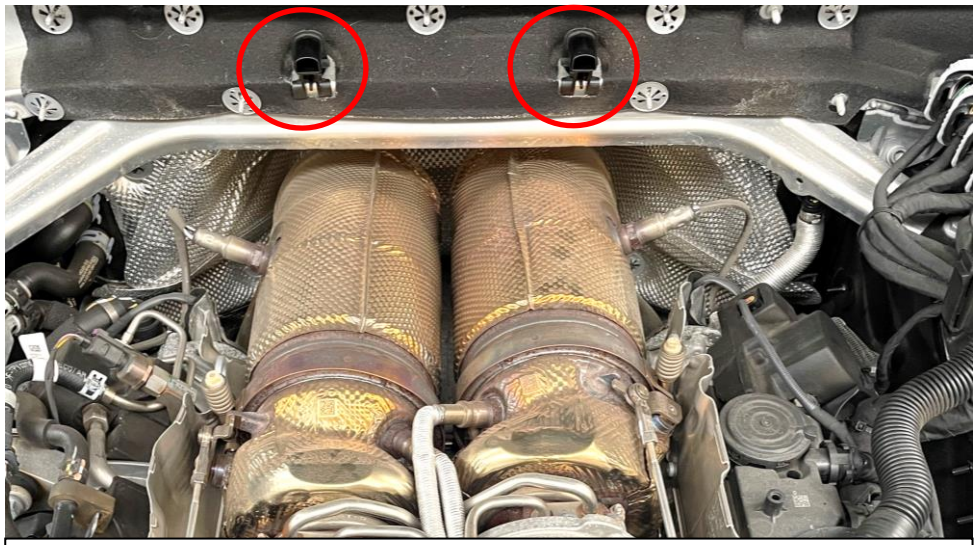
29. Take the new flexible couplers and notice the TOP orientation as shown on the couplers.

30. Push the couplers onto both inlets. Make sure they are rotated so that the TOP markings are on the sides to match the oval shape of the inlets. Place the supplied hose clamps on the base of the couplers as shown and secure. Do not overtighten.

31. Now place the remaining hose clamps on the top of each coupler as shown. Leave them loose.

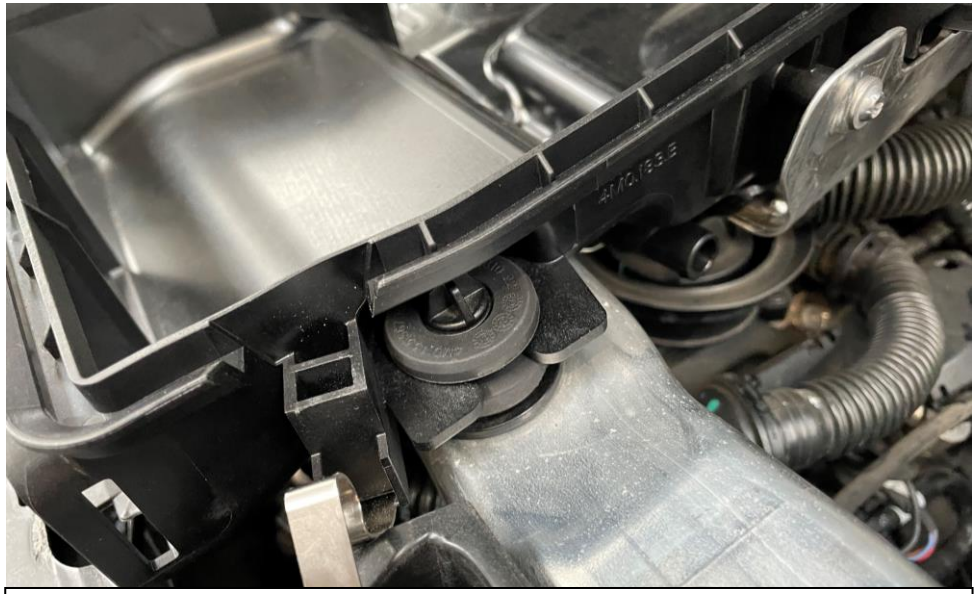


32. Re-fit the strut brace. Secure with the 3 x T30 screws each side. Re-attach any electric connectors (if applicable) to the brace.

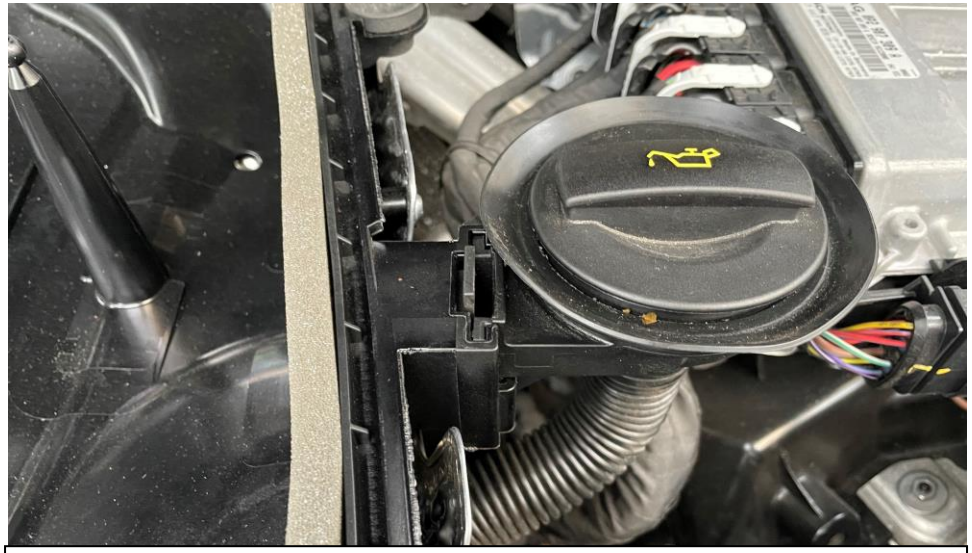


33. We will now re-install the airbox base. Note the rear OEM mounts shown here.

34. Re-install the base of the airbox. Start by pushing it onto the rear mounts shown in the last step. The airbox has rubber grommets which locate onto those mounts.



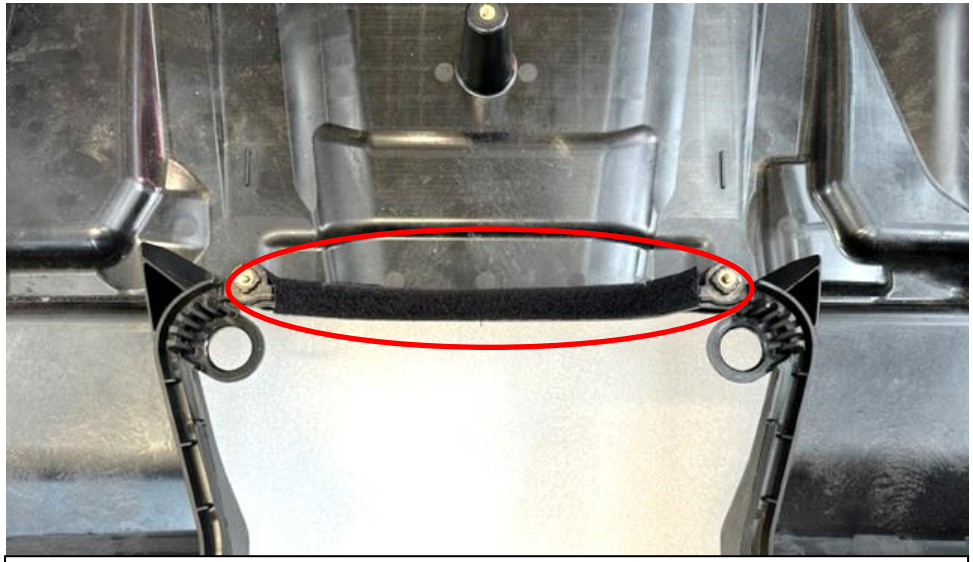
35. Once the rear mounts are located – lower the front of the airbox to secure the rubber grommets to the mounts on the strut brace.



36. Re-fit the oil filler tube to the airbox. It should clip into place.

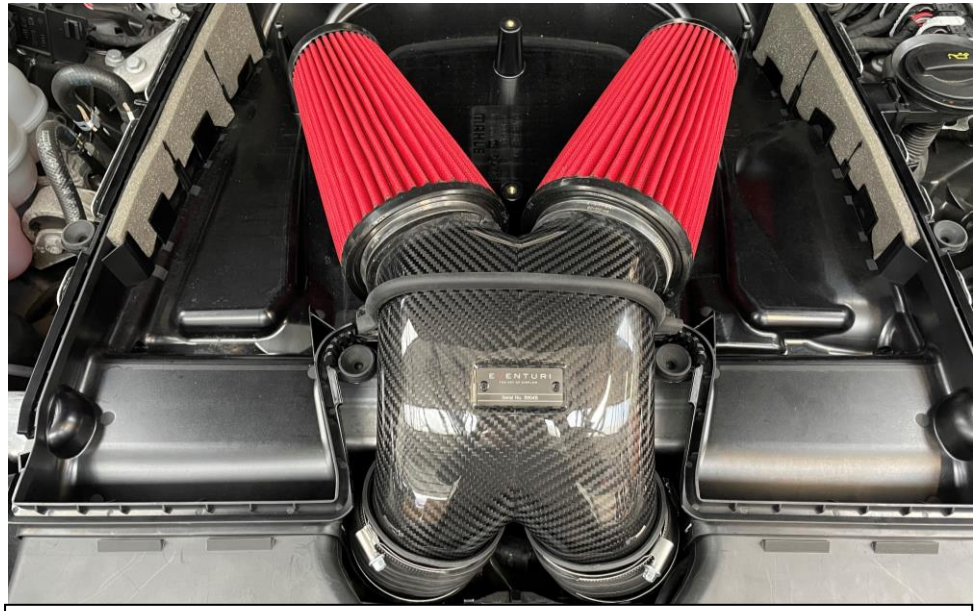
37. Reinstall the front panel and air ducts to the airbox. Secure the panel with the OE clips and also reinstall the hood release lever. It should click into place.

38. Take the supplied felt strip and apply it to the airbox – next step.



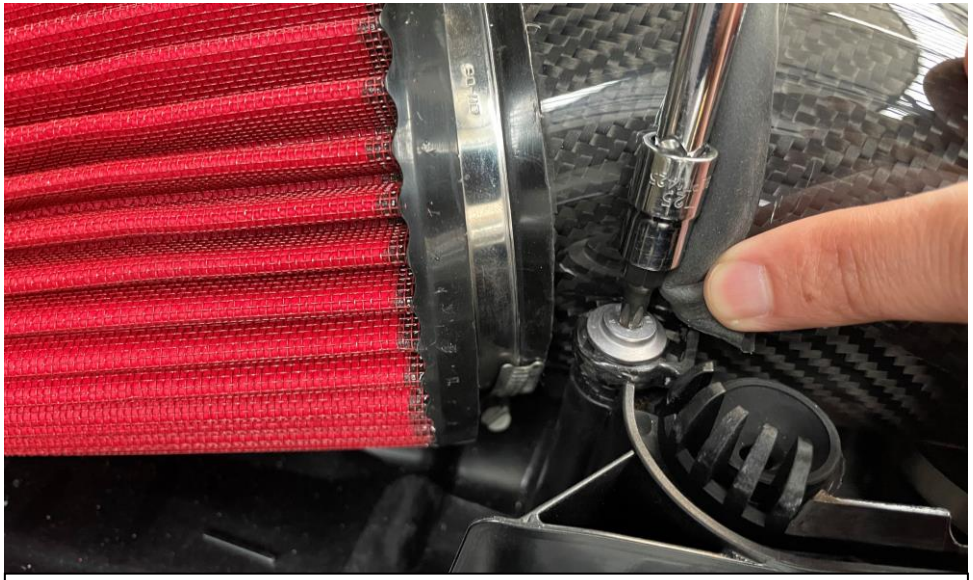
39. Remove the backing and stick it as shown onto the airbox where the collector will sit. This will protect the carbon.

40. Push the filters onto the collector and secure the hose clamps. Do not overtighten.



41. Push the collector into the flexible couplers – make sure it is fully located inside the couplers.

42. Once fully in place – secure the hose clamps. Do not overtighten.



43. Take the previously removed T25 screws and secure the collector on both sides. Tighten each side a little at a time to make sure the collector is sitting square.

44. Take the carbon lid and push the rear tabs into the slots on the back of the airbox base.

45. As you lower the lid – adjust the oil filler cap so that it sits correctly.

46. As you lower the lid – push it back towards the rear of the engine and lower it to go down fully.

47. Secure the lid with the 2 metal clips on each side at the front.

48. Finish the installation by reinstalling the side panels.

You have now completed the installation of the Eventuri 4TFSi V8 System.

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