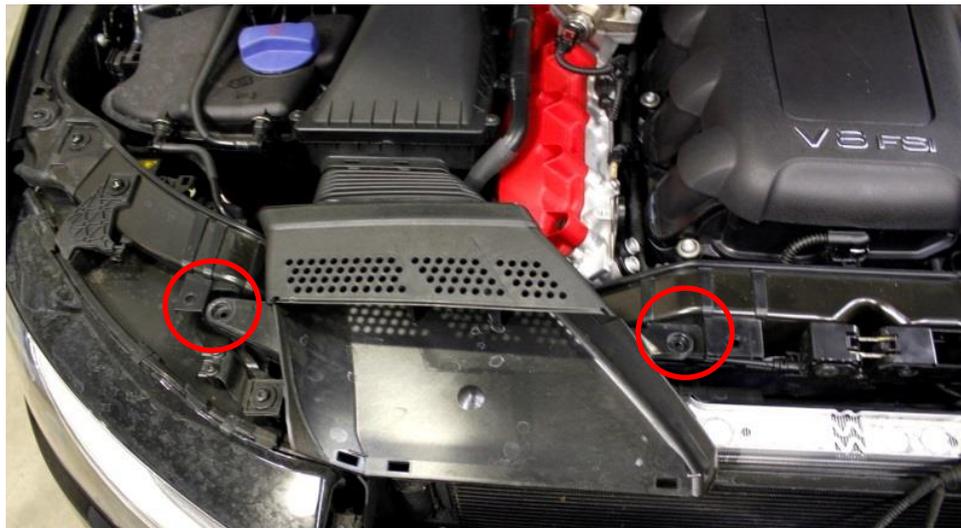


1. Remove the 4 Plastic Rivets as circled (or torx screws for earlier models) securing the duct cover in place. We will refer to the left hand side and right hand side parts as indicated above.



2. The plastic rivets can be removed by firstly pushing in the centre tab and then prying the main body upwards. Careful not to press the centres all the way through as they will drop into the engine bay. Once all fasteners are removed – pull the duct cover off.



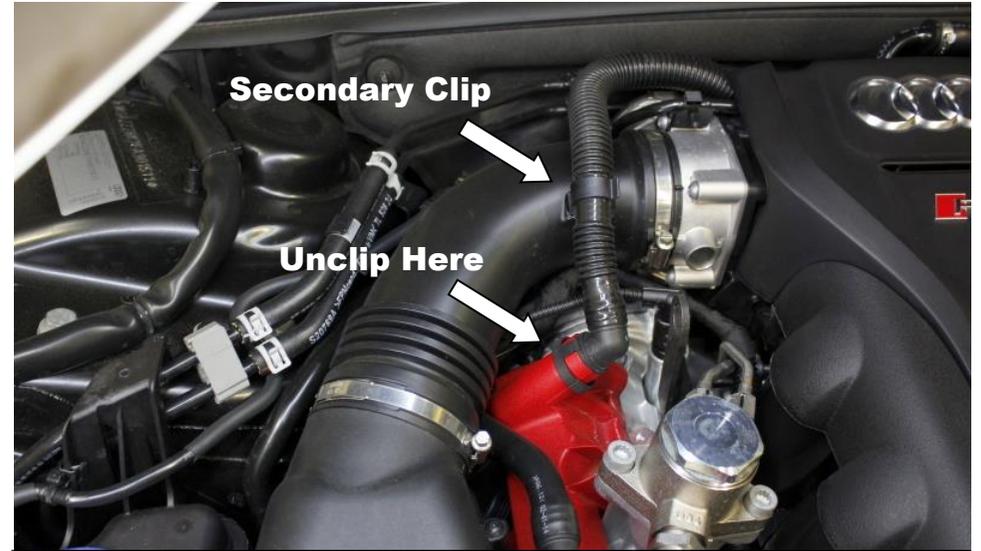
3. Remove the 2 x T25 Torx screws holding the LHS and RHS ducts in place. Keep these screws safe as they will be required for refitting the duct later.



4. Pull the corrugated duct feeds out of the airboxes. Push the fronts down to release the tabs holding them into the airboxes on both sides. Once removed from the airboxes, remove the ducts completely.



5. Starting with the left hand side (as you look at the engine) remove the 10mm nut holding the secondary air pipe in place. Lift the pipe clamp up and away from the airbox.



6. Unclip the crank vent hose from the valve cover by squeezing in the 2 sides to release the clips. Pull this off the valve cover and then out of the secondary clip on the inlet tube. Move the hose away for more clearance.



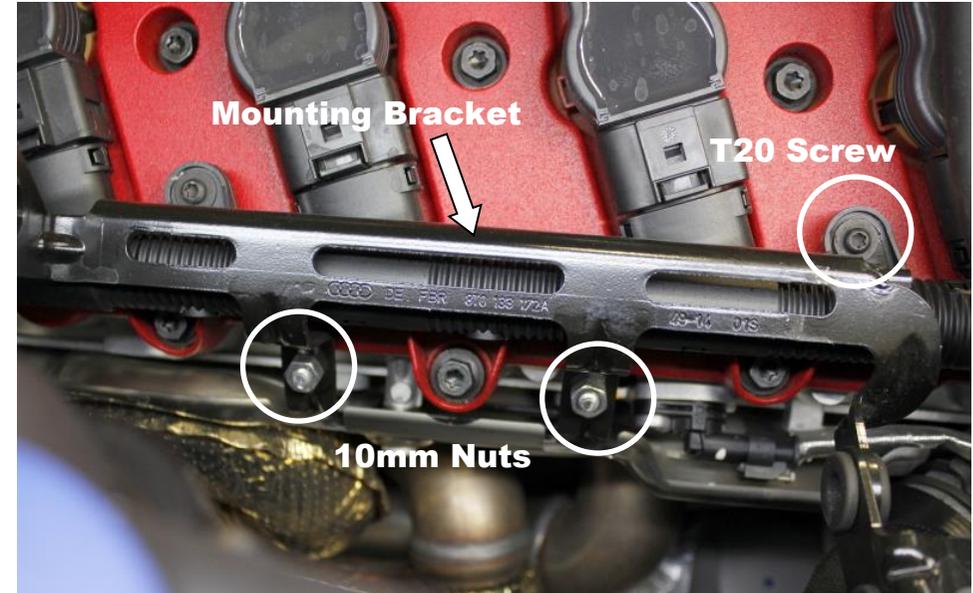
7. Remove the 2 x T30 Torx screws holding the air pipe in place on the airbox.



8. Loosen the hose clamp between the inlet hose and the airbox. Push the inlet hose off the airbox.



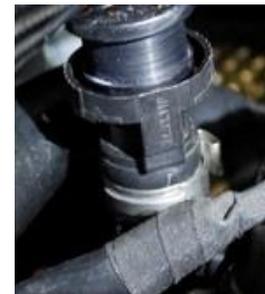
9. Pull the back of the airbox upwards to release it from its mount – then remove the airbox completely from the engine bay.



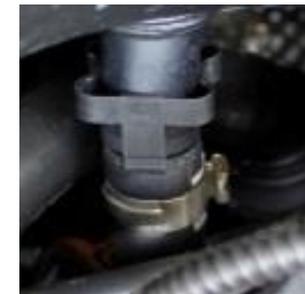
10. Remove the airbox mounting bracket by removing the 2 x 10mm nuts and 1 x T20 Torx as shown above. You don't need to remove the other T20 Torx screw. Once the bracket is out – refit the T20 screw,



11. Loosen hose clamp around the inlet tube and throttle body. Pull the tube out of the throttle body to give you more room to access the breather hose underneath.



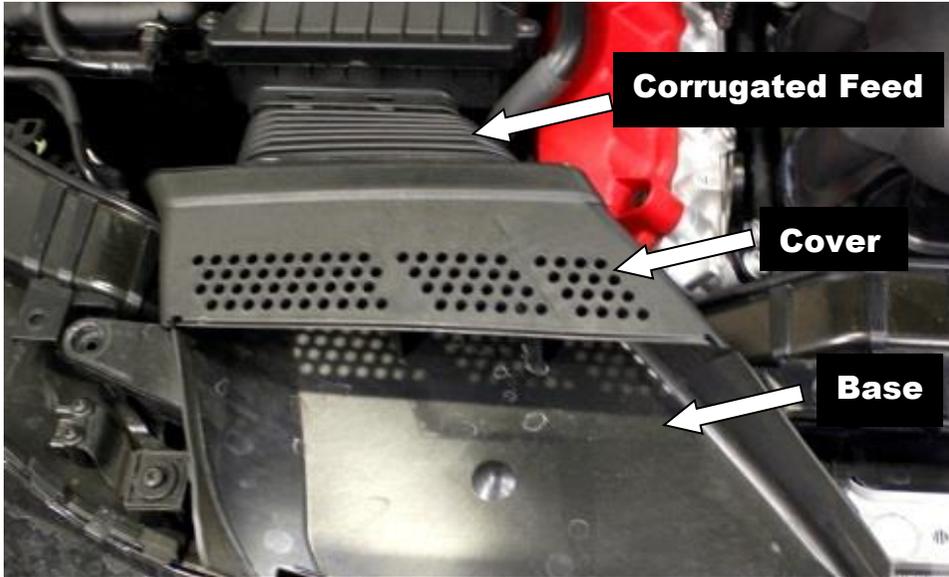
Early type breather – can remove by pinching in the sides.



Later type breather – please use supplied tool. See guide at the end of this document.

12. There are 2 type of these breather vent hoses attached to the inlet tube. The early type has 2 clips secured to the tube and can be removed by pinching in the sides to release the clips. The later type has 4 clips in a quad formation and cannot be easily removed by hand. For this type you must use our supplied 3d printed tool – please see the additional instruction guide found at the end of this main document.

Once the breather is removed – please repeat the above process for the other side.



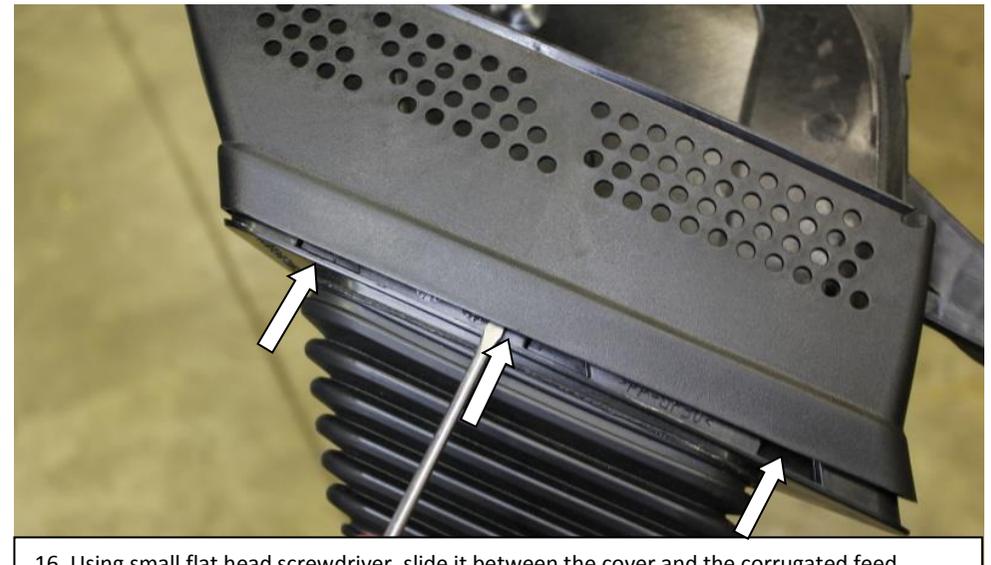
13. Now we need to separate the duct which was previously removed, into 3 pieces. The base, cover and corrugated feed.



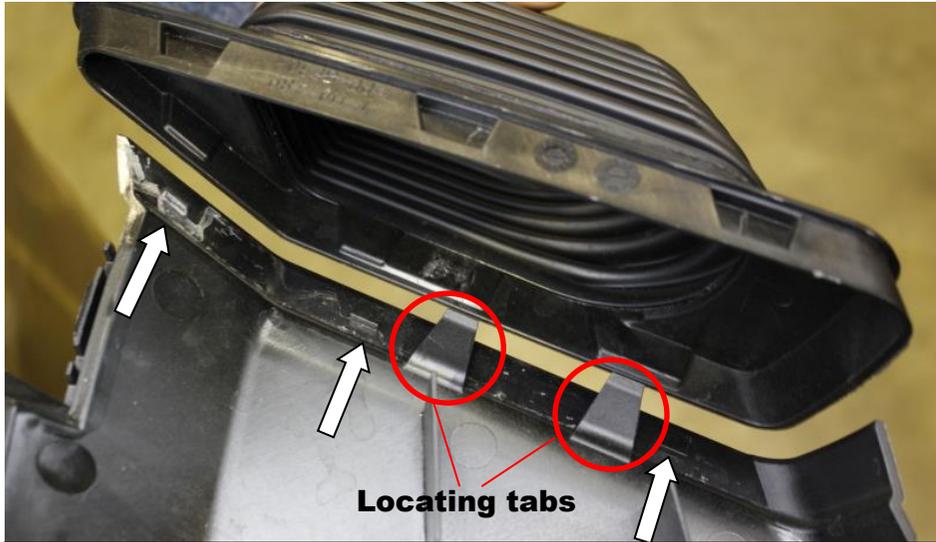
14. Using a flat head screwdriver, carefully prise open the tab on one side of the cover from the 2 edges. These tabs are easily broken so take your time doing this.



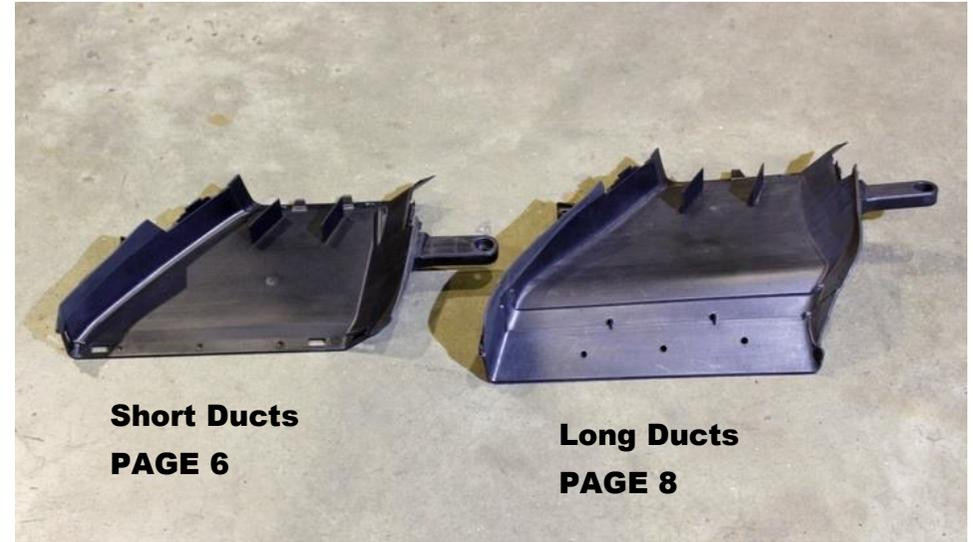
15. Now do the same on the other side – pull the cover upwards as you prise open the tab. The sides of the top cover should now be free.



16. Using small flat head screwdriver, slide it between the cover and the corrugated feed. Lever the screwdriver upwards carefully to free the cover from the remaining tabs holding it to the feed. Remove the cover completely.

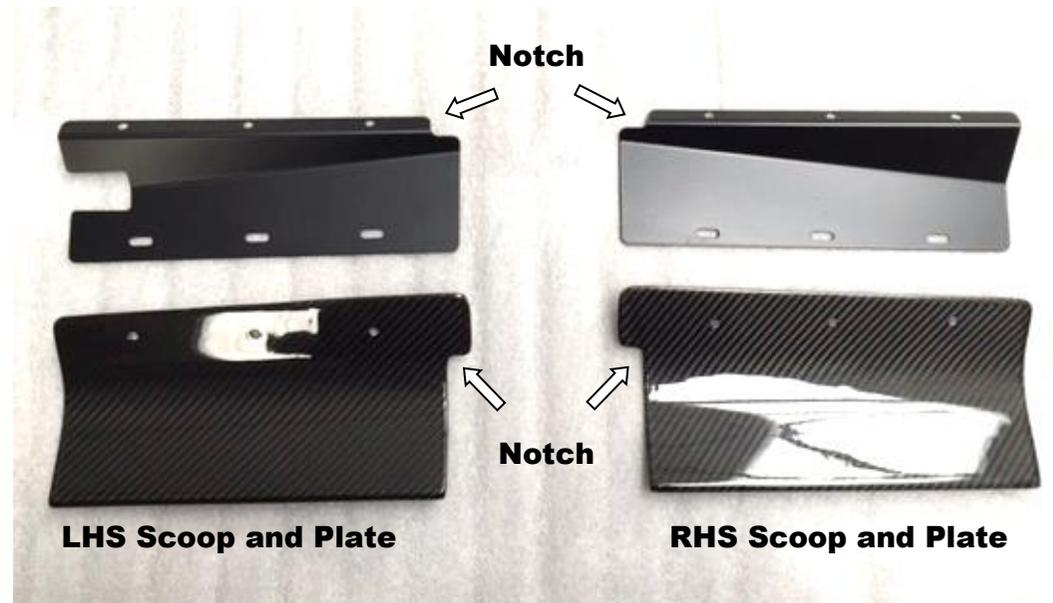


17. Finally, remove the feed from the base by levering it off the remaining 3 tabs shown with white arrows. In some instances there may be some adhesive holding a corner in place. Use the screwdriver to free it. The plastic used on these parts is very brittle so there is a chance some locating tabs may break. Although these are not essential – try to be as careful as possible.

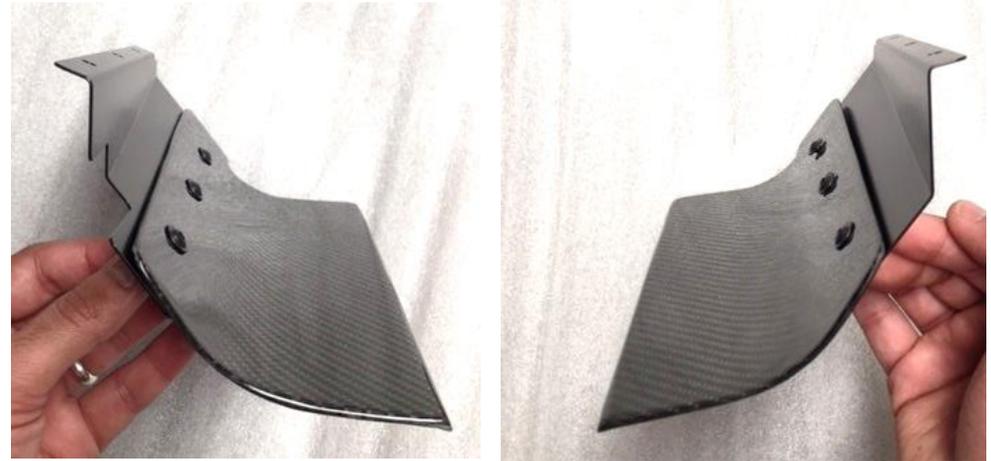


18. Identify which type of ducts you have. There are 2 versions depending on year of manufacture. If you have the shorter version as shown above on the left then please continue from page 6. If you have the larger version please continue from page 8.

19. Identify the scoops and extension plates. Plates shown here are silver for illustration purposes. There are LHS and RHS versions – the scoops can be identified by the notch and angled top as shown. The plates can be identified by the notch in the top and the bend angle.



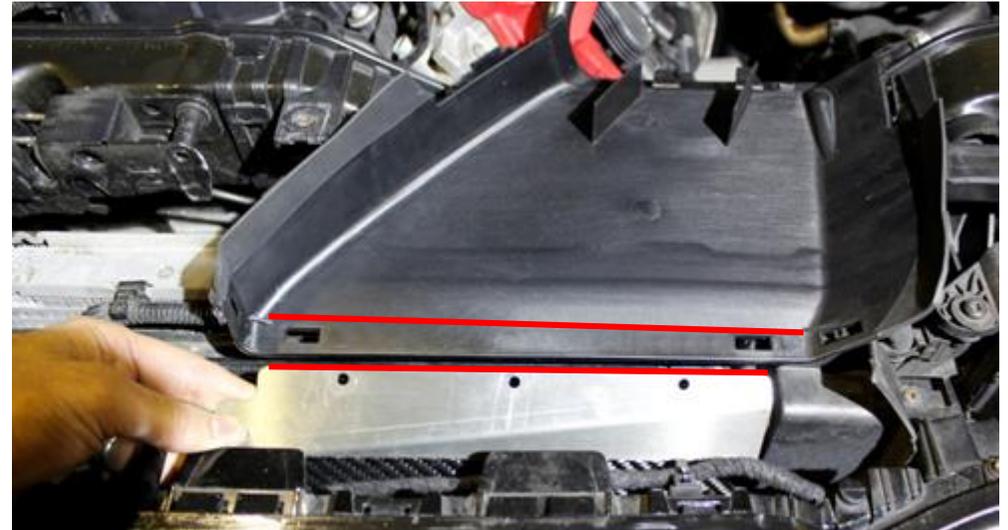
STEPS 20 to 26 are for cars with the shorter ducts only! If you have the longer ducts please skip to page 8



20. Take 6 black flanged bolts and lock nuts and fasten the scoops to the plates as shown. The holes in the scoops should line up with the slots on the plates.



21. Take the right side duct and secure it into position with the 2 screws previously used.



22. Take the RHS Scoop and Plate assembly, place it behind the grill and line up the edge of the metal scoop plate with the stock duct as highlighted here in red.



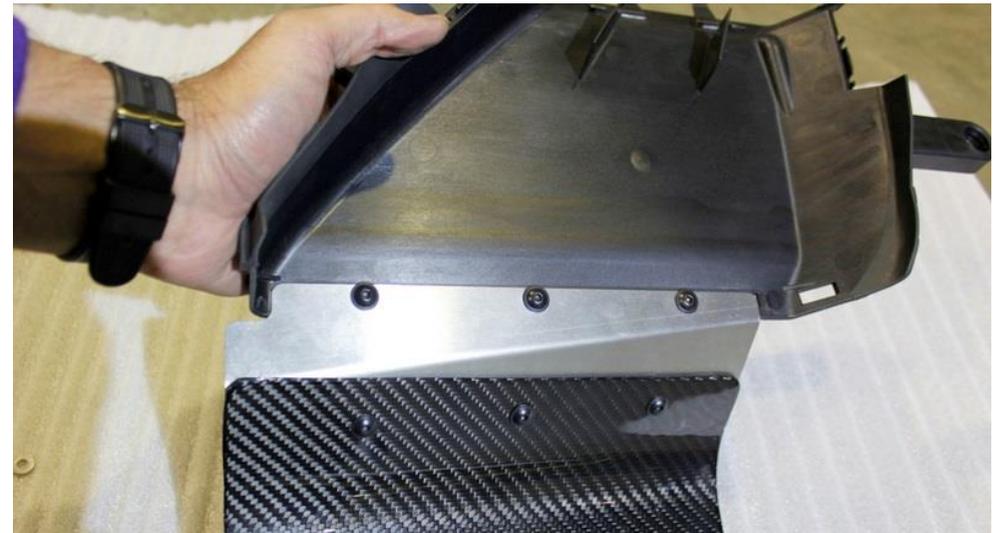
23. Place the edge of the plate onto the edge of the duct (highlighted previously) and hold the plate flat onto the duct. Now line up the scoop so that it touches the inside of the grill and isn't obstructed by anything else. Please note – the scoops shown here are an older version. Your scoops are updated but still follow the same procedure.



24. Scoop should sit just behind or touch the grill unobstructed. LHS scoop shown for illustration. Once lined up – mark the 3 holes onto the stock duct through the holes on the metal plate.

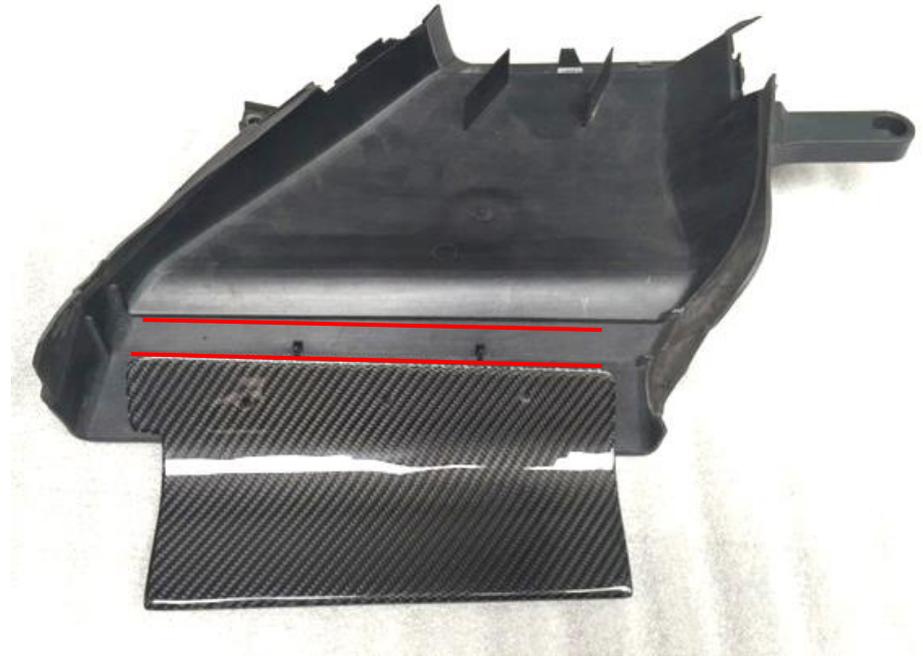


25. Remove the duct and use a 5mm drill bit to make the 3 holes. Once done, secure the scoop to the duct with another 3 black flanged bolts and lock nuts.



26. The assembly should look like this. Repeat for the other side. Once complete please skip to page 9. Please note – the scoops shown here are an older version. Your scoops are updated but still follow the same procedure.

27. Take the right side duct and the right side scoop only. You do not need to use the metal plates for the longer ducts. The top edge of the carbon scoop sits parallel and as close as possible to the edge of the duct as shown here in red.

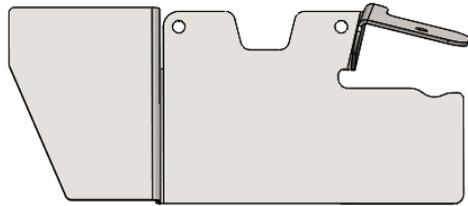


28. Secure the stock duct in place with the 2 screws removed previously. Lower the scoop into place and line it up with the edge highlighted above. Ensure the scoop sits flat against the inside of the grill and mark the 3 holes through the scoop onto the duct.

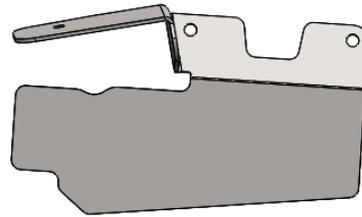
29. Remove the duct and drill through with a 5mm drill bit and then secure the scoop to the duct with 3 black flanged bolts and lock nuts. Now repeat for the other side.



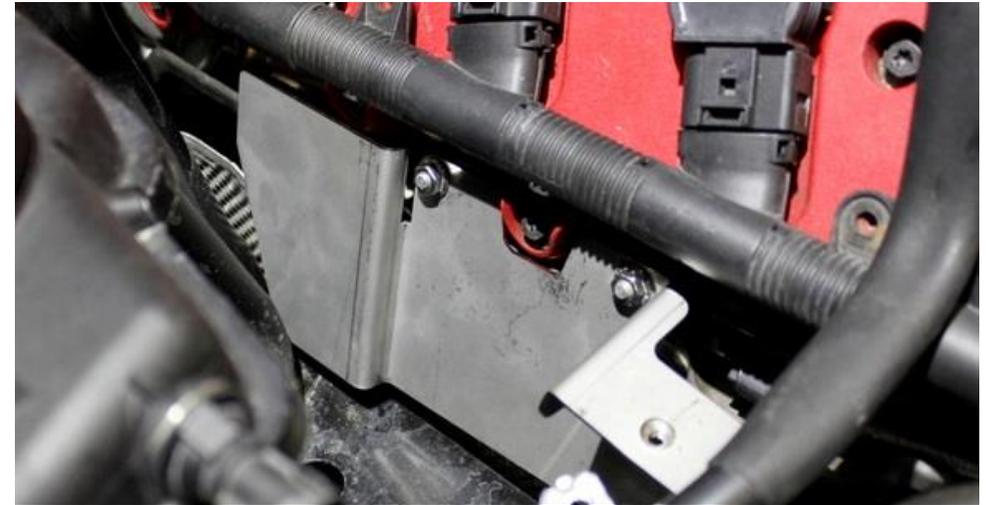
LHS



RHS



30. Identify the LHS and RHS heat shields as shown.



31. Take the LHS heat shield and mount it onto the 2 studs previously used for the stock airbox bracket. (See step 10). Secure into place with the 2 provided 10mm nuts. Heat shield shown in silver for illustration purposes.



32. Take the RHS heat shield and install into the right side where the airbox mount was located. Secure again with the 2 provided 10mm nuts. Heat shield shown in silver for illustration purposes.



33. Take 2 of the silicon couplers and install onto the throttle bodies. Push them on fully and tighten the clamp over the throttle body. Leave the other clamp loose.



34. Identify the LHS and RHS Carbon tubes as shown.



35. Identify the LHS and RHS Housings as shown. The brackets at the front are different.



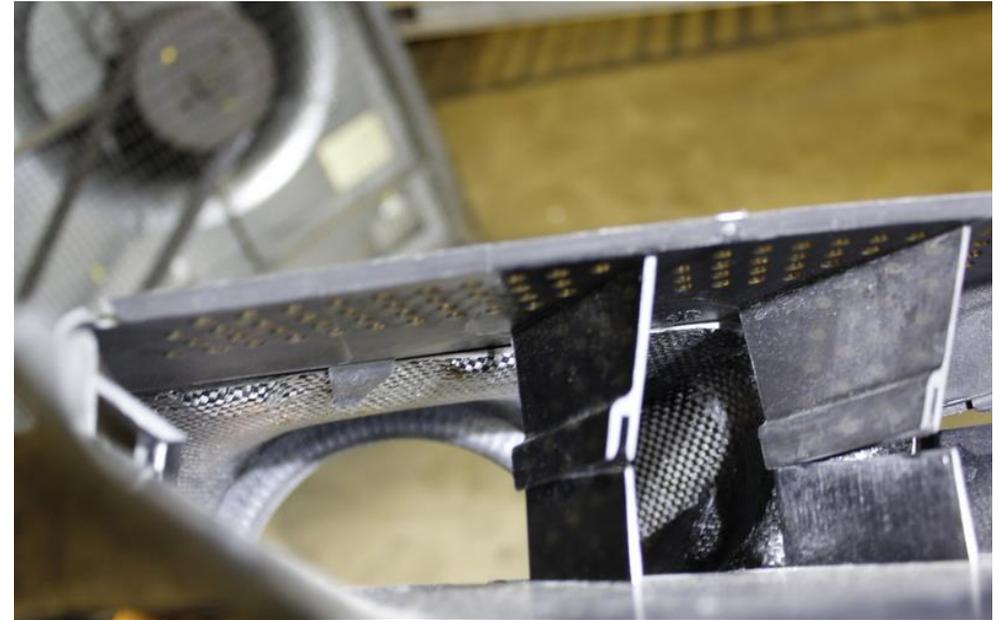
36. Take the remaining 2 silicon couplers and push onto the housings fully. Tighten the clamps around the housings – leave the other clamps loose.



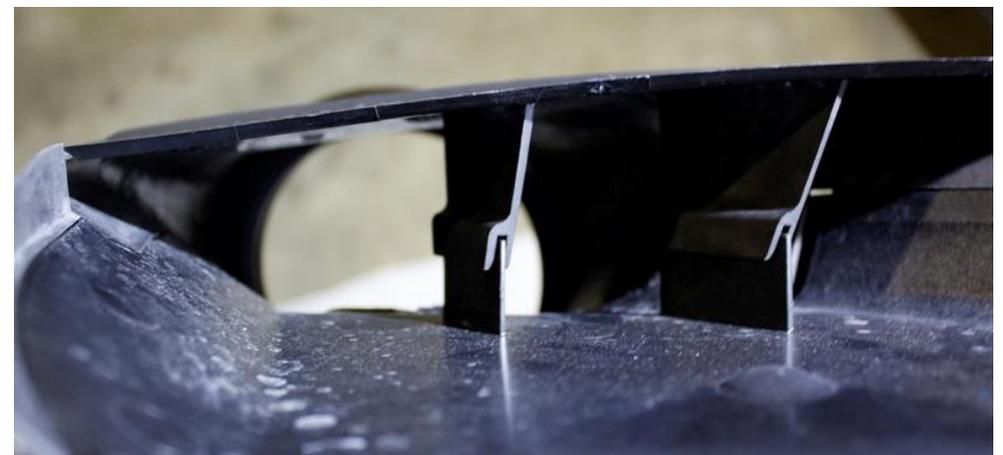
37. Identify the LHS and RHS Carbon Ducts as shown.



37. Take the LHS carbon duct and LHS stock plastic duct. Push the carbon duct into the plastic duct as shown.



38. Take the top cover for the LHS stock duct and push it into the carbon duct – the next photo shows how the cover should sit on the carbon.



39. Line up the vertical tabs on the cover to the lower duct as shown.



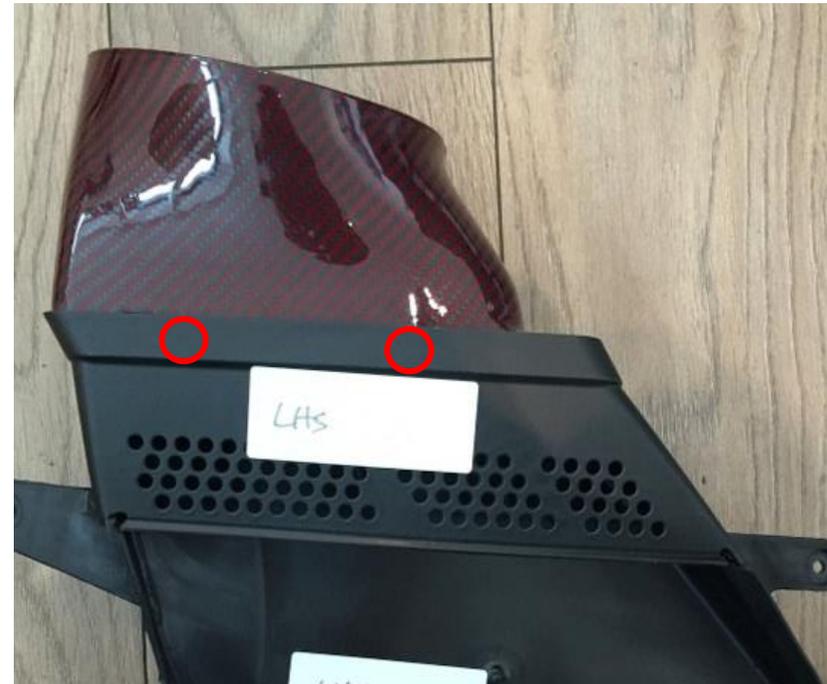
40. Now click the ducts together by locking the sides in place .



41. Other side locked into place. If these side tabs are completely broken and cannot hold the top and bottom duct parts in place – then you can use 4 flanged bolts and nuts to secure the carbon duct to the plastic duct.

ONLY DO THIS STEP IF THE DUCT SIDE TABS ARE BROKEN AND WILL NOT HOLD TOGETHER.

42. If the duct tabs on the sides are broken, drill 2 holes into the top cover and through the carbon duct as indicated. Do the same on the bottom and secure with the black flanged bolts and nuts supplied.





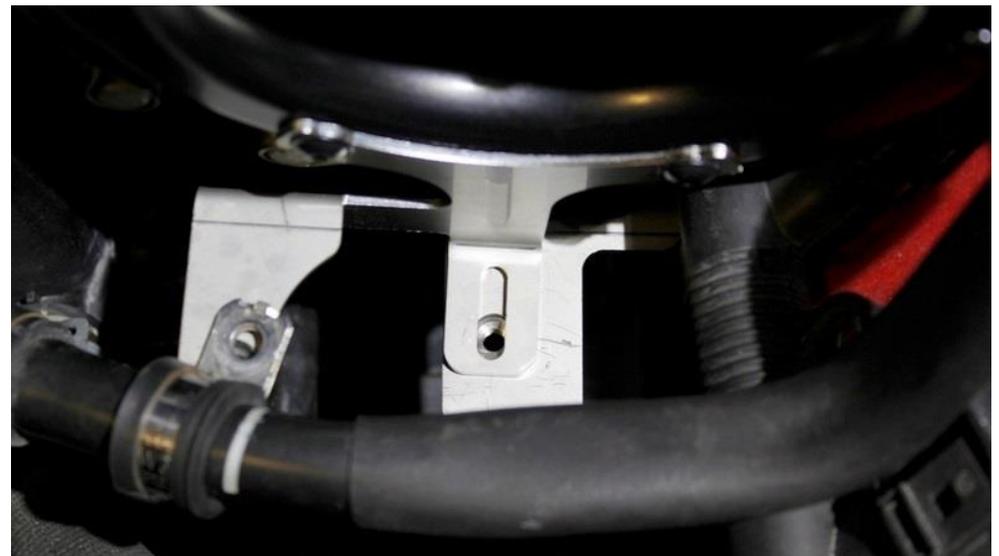
43. Take the LHS tube and push the breather tube back into the fitting at the bottom of the tube. It will click into place.



44. Push the tube into the silicon coupler – do not tighten the hose clamp yet.



45. Take the LHS Housing and push the silicon on the back of the housing into the carbon tube. Lower the tube and housing onto the heat shield.



46. The bracket on the housing should sit on the heat shield. The clamp on the secondary air hose should sit on top of the bracket.



47. We will now adjust the positioning of the housing to be straight with the duct. Firstly, ensure that the carbon tube is fully inside and the carbon flange is square with the silicon on the throttle body. Now tighten the clamp to fix the carbon tube in place. Do not overtighten.



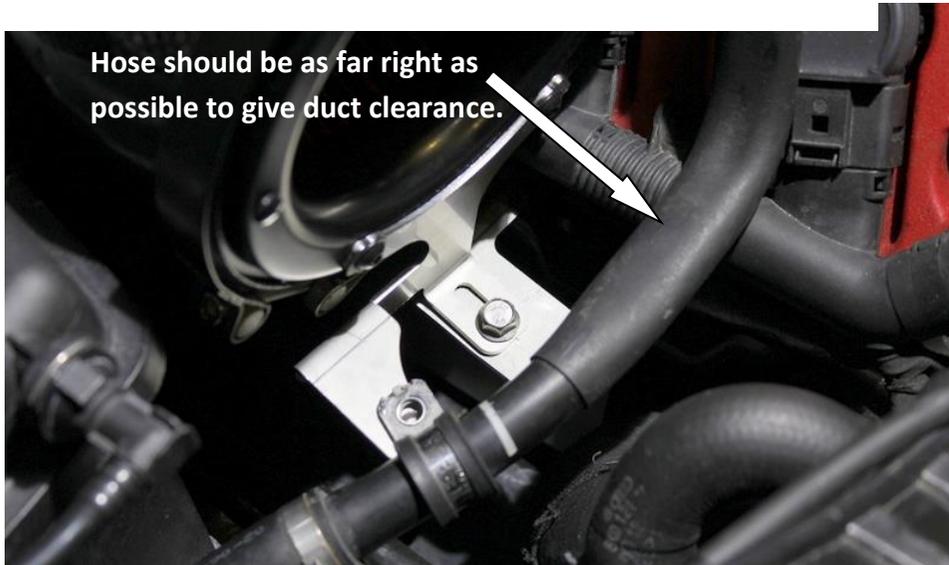
48. Take the LHS duct assembly and put it into place – the scoop goes in first then lower the duct and move it forward towards the housing. Line up the securing holes on the sides of the stock duct – do not secure yet.



49. Check the alignment between the rubber seal on the duct and the housing. Here you can see the housing needs adjustment.



50. Adjust the housing by pivoting left and right, also can be moved back and forth to ensure a good seal. The seal should be touching the housing – not pressed up tightly against it. Once adjusted, make sure the bracket is still lined up with the M6 clinch nut on the heat shield. You can rotate the housing to line it up.



Hose should be as far right as possible to give duct clearance.

51. Remove the duct and secure the bracket using one of the supplied M6 Bolts and lock washers. Also secure the secondary air hose to the bracket with another nut and washer. This air hose MUST be as far towards the engine as possible to give the carbon duct clearance – move the clamp along the hose if required to line up with the bracket.



52. Tighten the remaining hose clamp around the carbon tube and place the duct back into place. Do not overtighten the clamps. Secure the stock duct with the 2 screws previously removed.

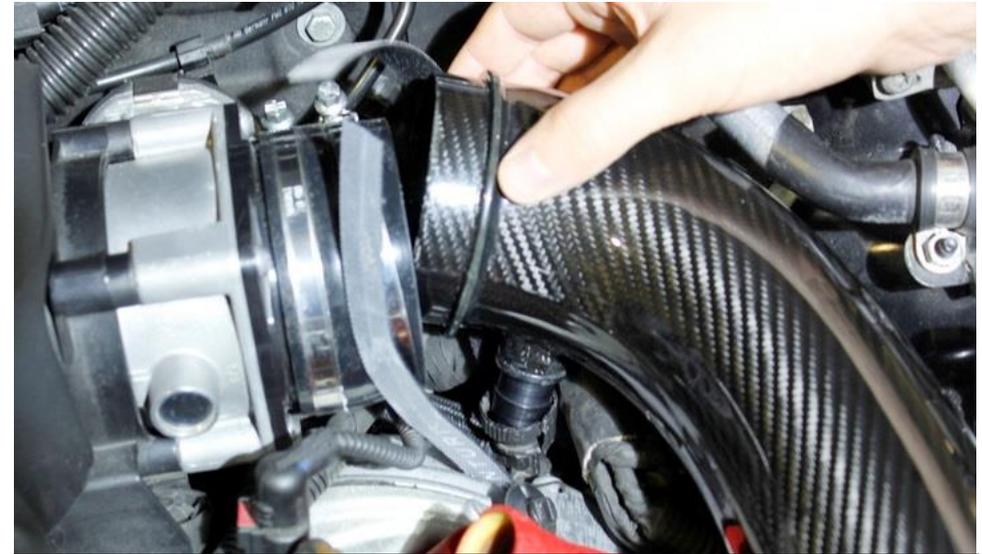


53. Push the crank case breather hose back into place.

54. A similar procedure is used for the RHS intake – with a couple of tips which are different as described in the next few steps.



55. A tricky process on this side is getting the breather hose back into place on the tube as it doesn't have much slack. An effective way of doing this is to take one of the longer Velcro straps from the packaging and run it underneath the hose connection.



56. Line up the RHS carbon tube with the breather connector and angle it in while pushing the tube into the silicon. Make sure the hose clamp around the silicon is sufficiently loose.



57. Now with the breather positioned into the tube connector – grab the Velcro straps on either side and pull upwards to click the breather into place.



The breather hose should now be locked into place.



58. Push the RHS housing into place and lower the intake down to rest the bracket onto the heat shield. Lift the secondary air hose over the oil filler cap for more clearance.



59. The bracket on the air hose should go on top of the housing bracket as shown.



60. Follow the steps 47 – 52 to install and adjust the intake and duct.



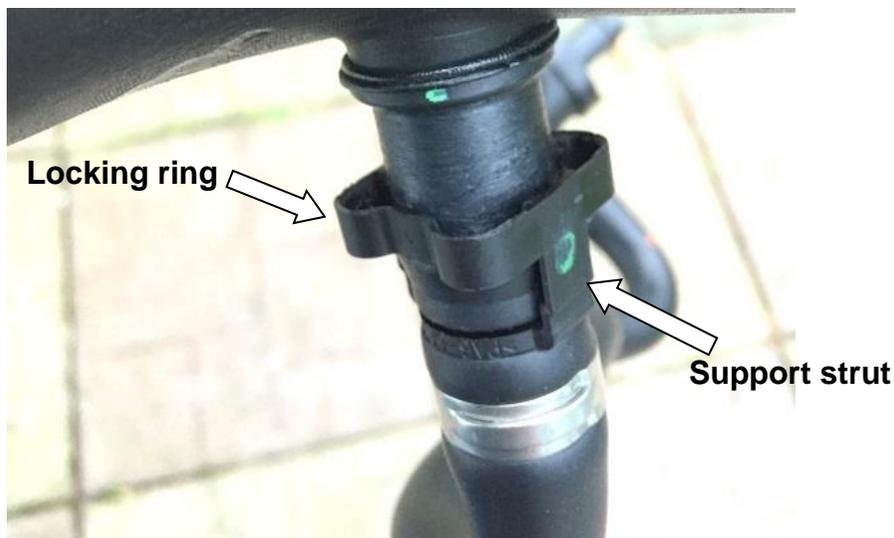
61. Reinstall the stock duct cover and ensure all hose clamps for the intakes are secure.



You have now completed the installation of the Eventuri Audi B8 RS4/RS5 System.

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

⚠ ACHTUNG WARNING ATTENTION



2. The later type breather vent hoses are locked in place by 4 tabs. We will use our supplied tool to remove this hose. The locking ring is supported by 2 plastic struts – we will insert our tool facing one of these struts.



2. The 3D printed tool (colour may vary) has 4 tapered extrusions. Each of these pushes out the locking ring of the breather hose and releases the tabs holding it onto the inlet tube.



3. Push the tool onto the breather inlet – it will snap into place. Make sure it is positioned with the support strut of the breather facing the back/front of the tool as shown.



4. Push the tool down so that the 4 extrusions go into the 4 openings of the locking ring fully.



5. Make sure all 4 extrusions are FULLY inside the locking ring.

6. Hold the inlet tube with one hand for support and with the other hand, use 2 fingers to push down the tool from the sides. Use a rocking motion by alternating the force on each finger. The clips will open up and you will see a gap forming between the breather hose and the breather inlet of the tube highlighted here in red.

Continue the downwards alternating force and the hose should now come off the inlet tube.

