



Installation Instruction

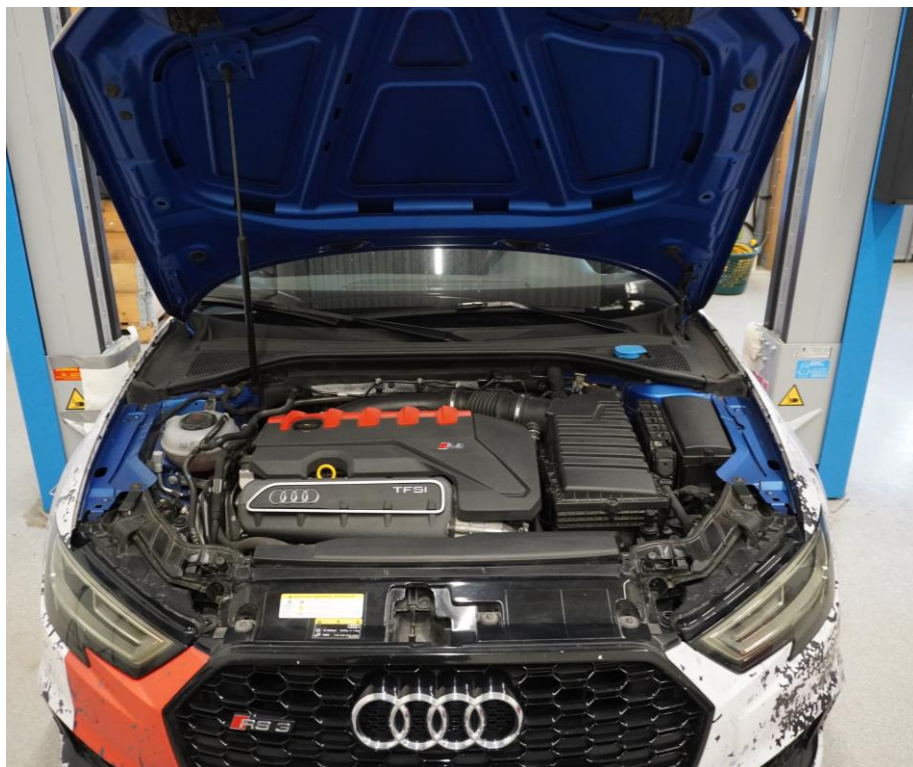
Performance Turbo inlet hose for do88 or OE intake system



Audi RS3 8V 2017-2022

Installation instruction is made on RS3 8V MY -17. Smaller variations may occur on different model years and Cars with different emission standards.

Installation will differ a bit if you are doing the install together with or after changing to do88 intake system.



Step 1

Securely lift the car with the help of an auto lift or a jack and jackstands and remove the front right side wheel (cars driving directions)



Step 2

Remove 15x Torx T25, 1x 10mm hex screw and use a small screwdriver to gently push in the center locking pin of the 5x plastic tabs, be aware that they will end up inside the wheel arch and can be found when the inner wheel arch is fully removed. Now remove the wheel arch.



Step 3

Remove the engine cover, grab the corners and gently lift it upwards.



Step 4

Loosen 1x 7mm hose clamp and remove the flex hose from the car.
Use a plier to remove 1x spring clamps and remove the blow off valve recirculation hose from the inlet pipe.



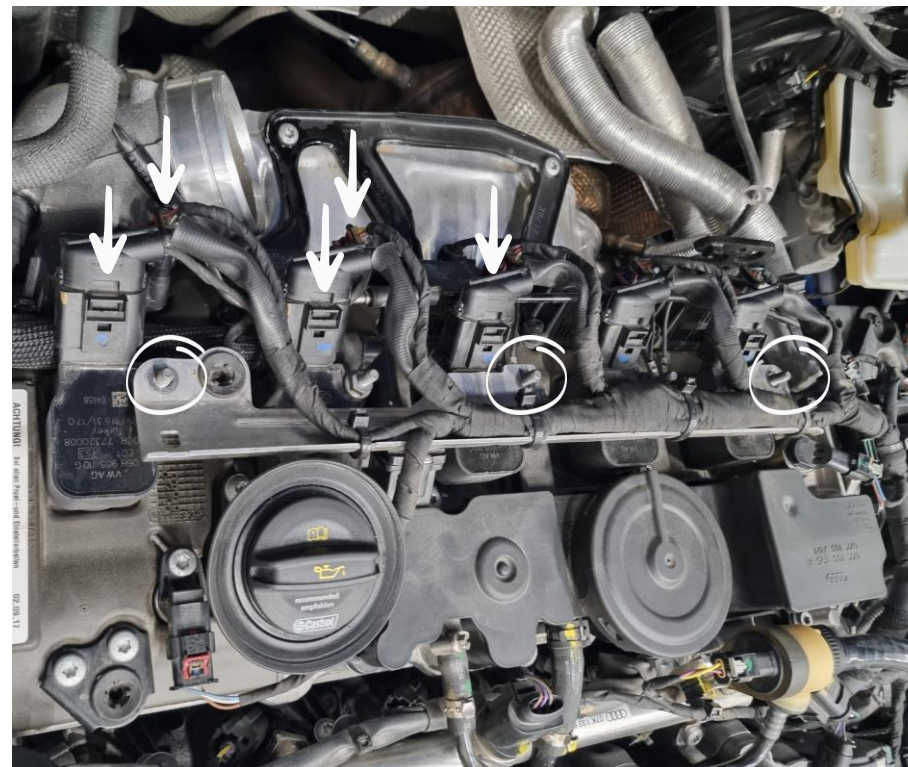
Step 5

Remove 1x spring clamp and disconnect 1x small plastic hose from the inlet pipe.
Remove the plastic tab holding the small plastic pipe into place.



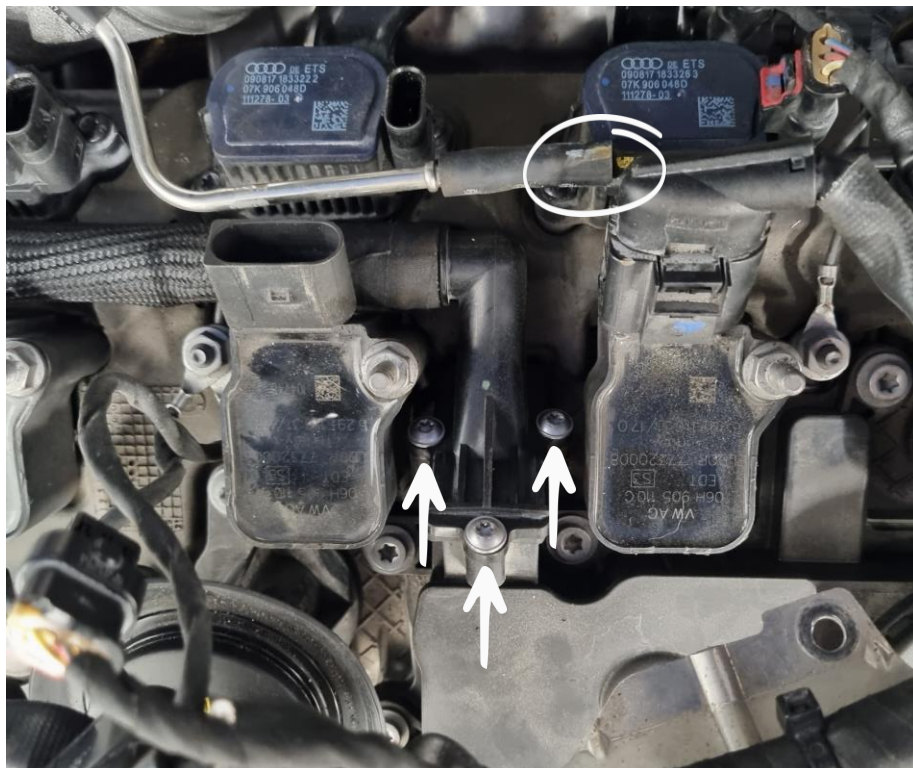
Step 6

Remove 1x Torx T30.
Remove the inlet pipe from the car.



Step 7

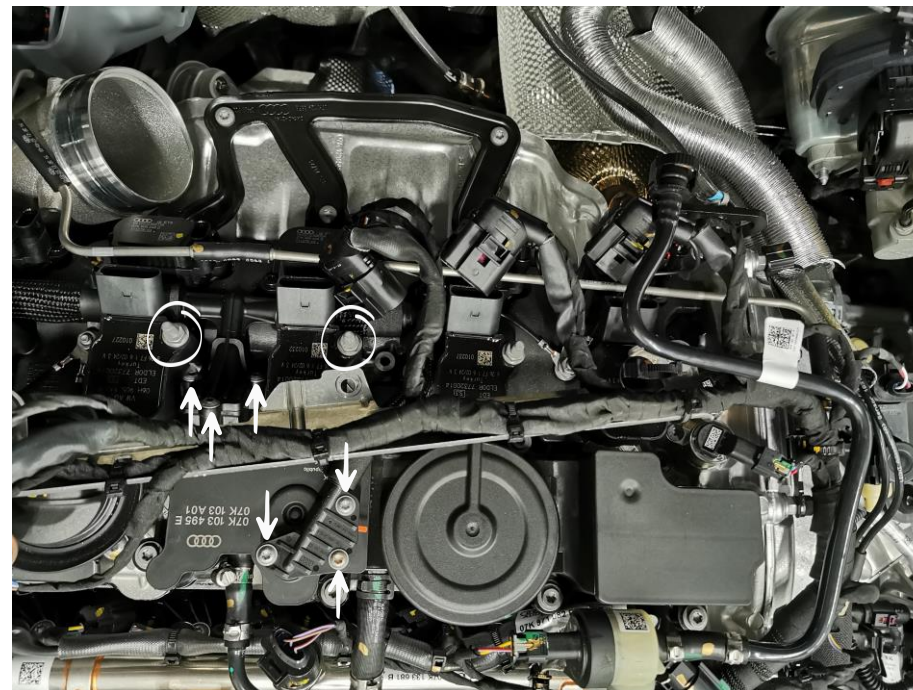
Remove 3x 10mm hex screws that holds the metal cable guide.
Use a small flat head screwdriver and loosen the plastic clips and remove 5x cable connectors.



Step 8 (8V only)

Move the cables and the metal cable guide out of the way.
On cars with DAZA/DNWZ engine that have PCV connection without extra connection on top of it, remove 3x Torx T20 from the PCV connection plate. On cars with DWNA engine that have an extra connection on top of it, leave it in place and just remove it from the turbo inlet pipe.

Separate the metal pipe and short hose from the plastic pipe indicated by the ring.



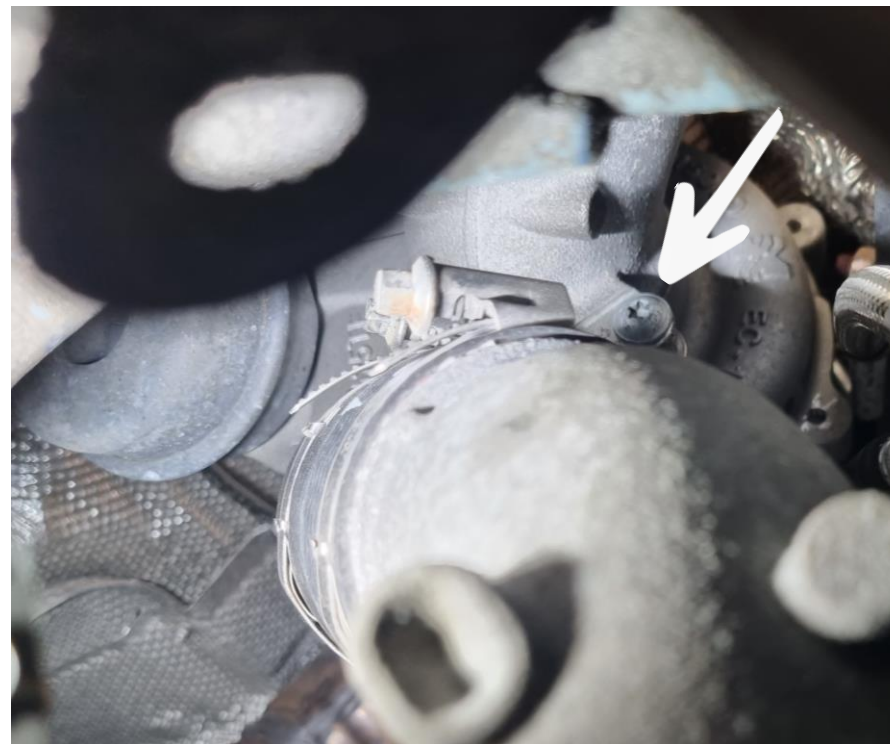
Step 8 (8Y only)

To remove the crank case breather, remove the 6x Torx T20 holding the PCV plates and 2x 10mm hex screws circled in picture holding two of the ignition coils so they can be removed.



Step 9

Remove 2x Torx T30 (one holds vacuum pipe and one secures turbo inlet to turbocharger) and loosen the small hose from the wastegate.
Remove the small metal pipe and rubber hoses from the car.
This will be replaced with the included 4mm silicone hose, 60cm long.



Step 10

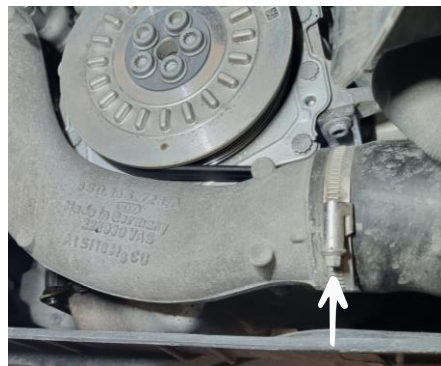
Remove 1x Torx T30 that holds the turbo inlet to the turbocharger.
This step will be easier if the turbo outlet charge pipe is removed from the vehicle.
Follow Steps 11-14 if necessarily.



Step 11

Do this step if you need more space for step 10.

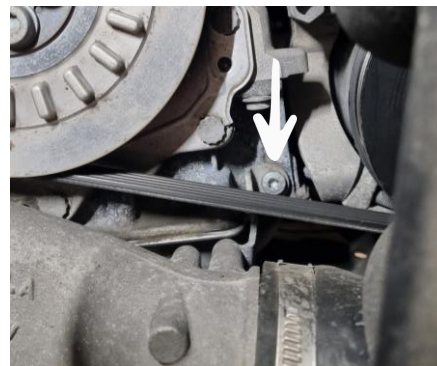
Remove 1x 7mm hose clamp.



Step 12

Do this step if you need more space for step 10.

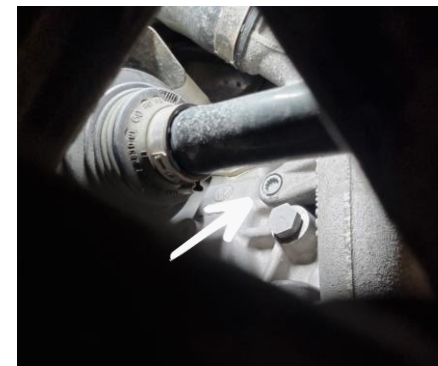
Remove 1x 7mm hose clamp.



Step 13

Do this step if you need more space for step 10.

Remove 1x Torx T30.



Step 14

Do this step if you need more space for step 10.

Remove 1x XZN Torx 10mm screw and remove the charge pipe from the car. This will give access to loosen the Torx T30 on the Turbo inlet pipe. Remove the Turbo inlet pipe from the car.



Step 15

Install the included O-ring on the aluminum turbo inlet joiner.



Step 16

Install the aluminum turbo inlet joiner with the 2x included Torx T20 low profile screws.

Use thread locker on the screws.



Step 17 (Only with DAZA/DNWC engines)

Only on cars with DAZA/DNWC engine where this was removed in step 8.

Remove the black tape from the plastic pipe and underneath that is a white piece of plastic that can be removed carefully using a knife or a flat head screwdriver.

Use a heat gun and slowly heat up the plastic pipe to separate the pipe and the plastic connector. (8Y cars have an additional connectors that will remain see picture on the next page)



Step 17 (8Y Only)

On the 8Y generation you will remove one section of the crank case breather and reuse the other (circled in picture).



Step 18

Only for cars DWNA engine (PCV connection plate as upper picture).

Install supplied block of plate with 1/8 NPT plug installed in the middle hole and secure it to this part on the PCV hose assembly that connects to the turbo inlet with included M6x16 screws.

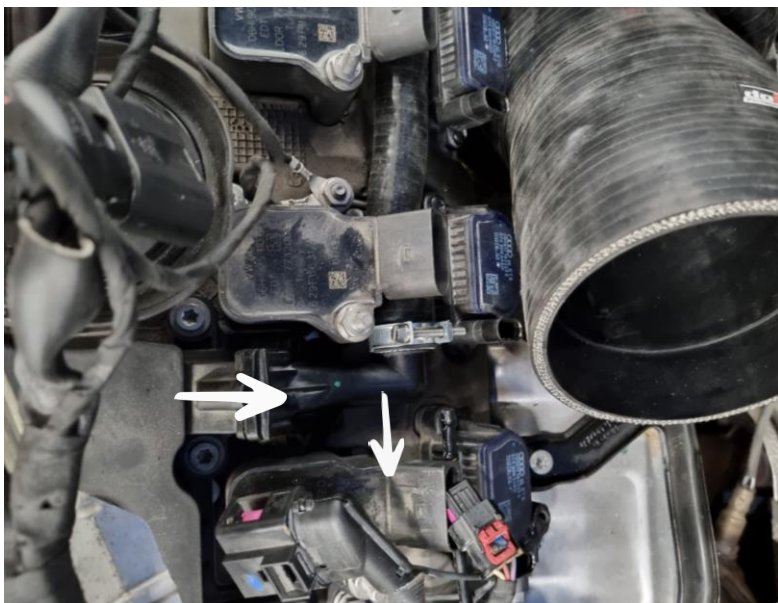


Step 19

Install the included 90 degree elbow connector and secure it with an included hose clamp.

On cars with **DAZA/DNWC engine**, this is where the included PCV hose is going to be connected in next step.

On cars with **DWNA engine**, cut a part of the included PCV hose and mount the OE PCV assembly to the recently installed 90 degree plastic elbow using this hose.



Step 20 (8V Only)

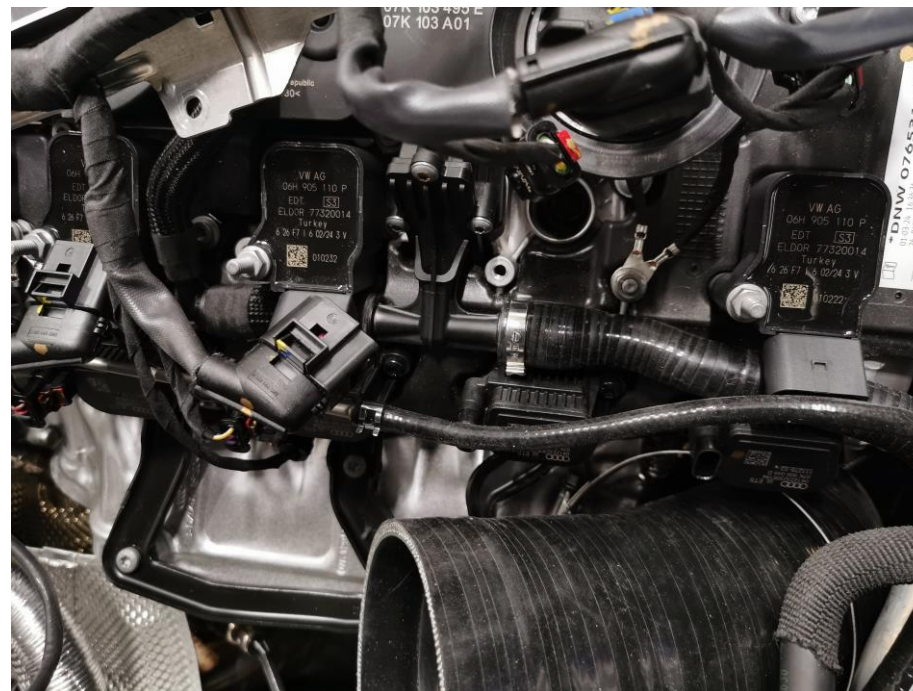
Install the do88 turbo inlet hose on the aluminum joiner and secure it with the narrow black hose clamp, do not tighten it yet.

Install the crankcase hose between the plastic 90 degree elbow connector and plastic connector and secure it with the included hose clamps. Carefully push the hose down in the space it have to sit, on cars with DAZA/DNWC engine install PCV connector with the 3 screws previously removed.

Install the included silicone vacuum hose to the plastic pipe and connect it to the wastegate and secure with the 2x included spring clamps.

Re-install the intake pipe previously removed and rotate the Turbo inlet hose to make sure there is no rubbing on any parts from the engine or firewall.

Once everything is aligned, tighten all the hose clamps. If you install this inlet hose with carbon fiber intake, do not overtighten the clamps as this might damage the pipe!



Step 20 (8Y Only)

Install the crank case breather hose with included ear-clamp and place it as in the picture. When reinstalling the ignition coils start with the electrical connection and then fasten it with the OEM 10mm hex screw.



Step 21

Secure the 4mm silicone vacuum hose and the crankcase hose to each other with the included stripes.



Step 22

Re-install all other parts in reverse order.



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