



Audi 8Y RS3 Turbo Inlet Pipe Installation Instructions - [Click HERE to Shop](#)



INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety, please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and utilize the factory specified lift points.
- Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.



NEVER get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

REMOVING THE STOCK TURBO INLET PIPE

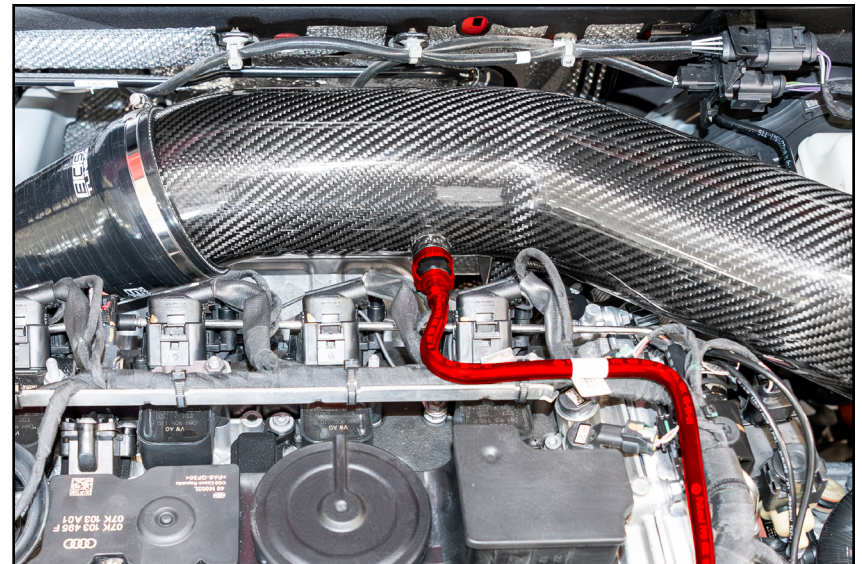
Step 1:

Disconnect the battery then lift up on the engine cover to pop it free from its mounting grommets.



Step 2:

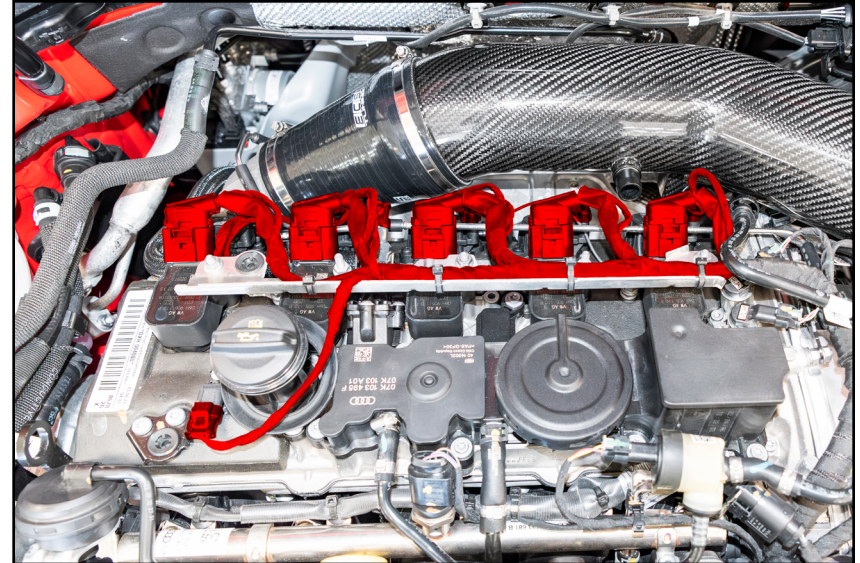
Depress the two locking tabs and pull the PCV vent pipe (highlighted in **RED**) off the flange on the intake pipe.



REMOVING THE STOCK TURBO INLET PIPE

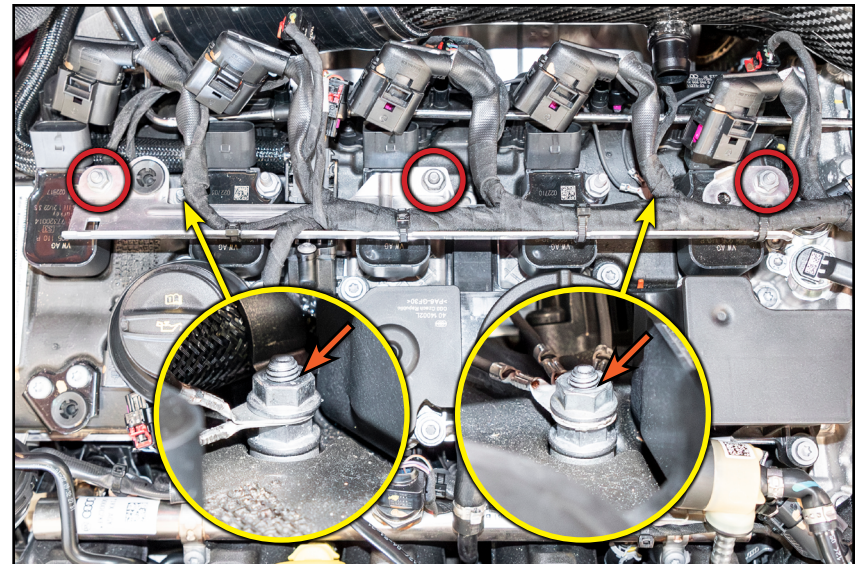
Step 3:

Disconnect the ignition coils, cam adjuster valves, MAP sensor, cam sensor, and PCV sensor connectors (highlighted in **RED**) to free the ignition wiring harness.



Step 4: 10mm Socket & Ratchet

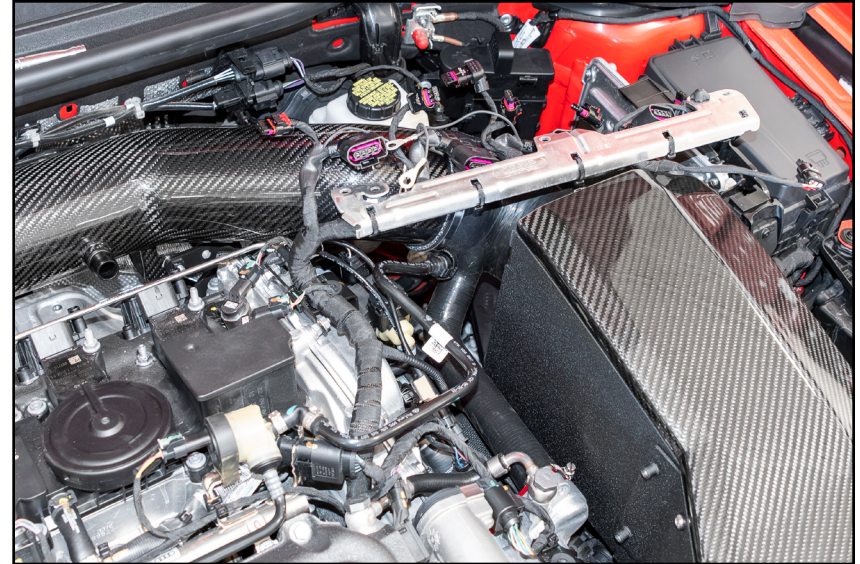
Loosen the two nuts (arrows in inset photos) that secure the ground terminals to the top of the valve cover, then loosen the three nuts (circled in **RED**) that secure the ignition wiring harness bracket to the top of the ignition coils.



REMOVING THE STOCK TURBO INLET PIPE

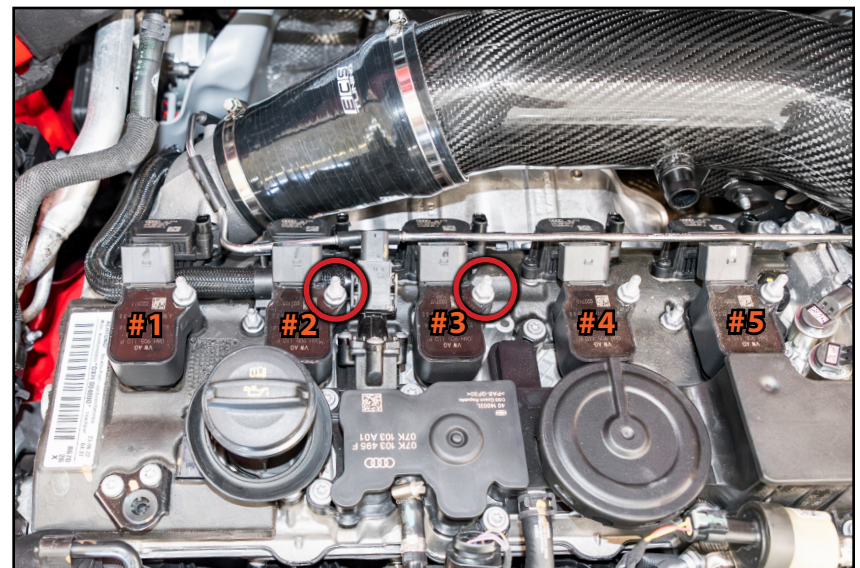
Step 5:

Carefully move the ignition wiring harness and bracket out of the way as shown.



Step 6:

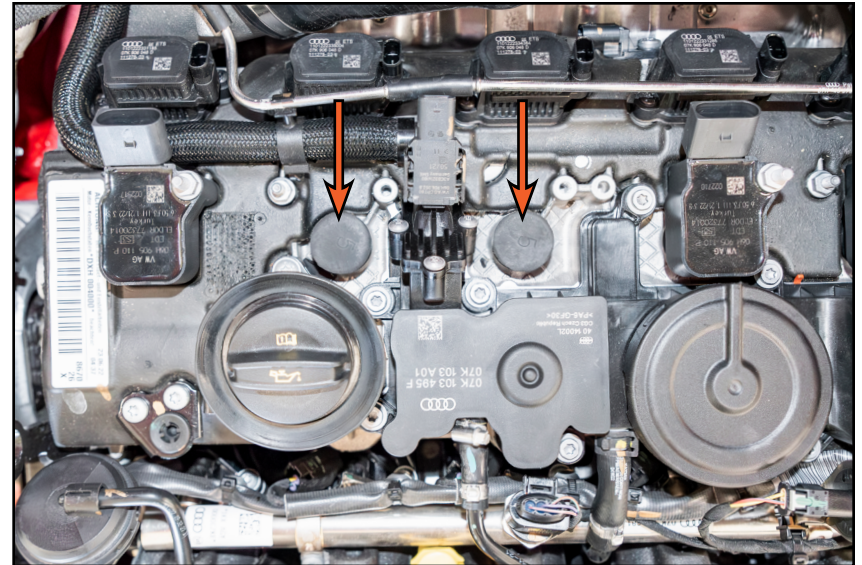
Remove the bolts (circled in **RED**) and pull the ignition coil #2 and #3 out of the valve cover and set them aside.



REMOVING THE STOCK TURBO INLET PIPE

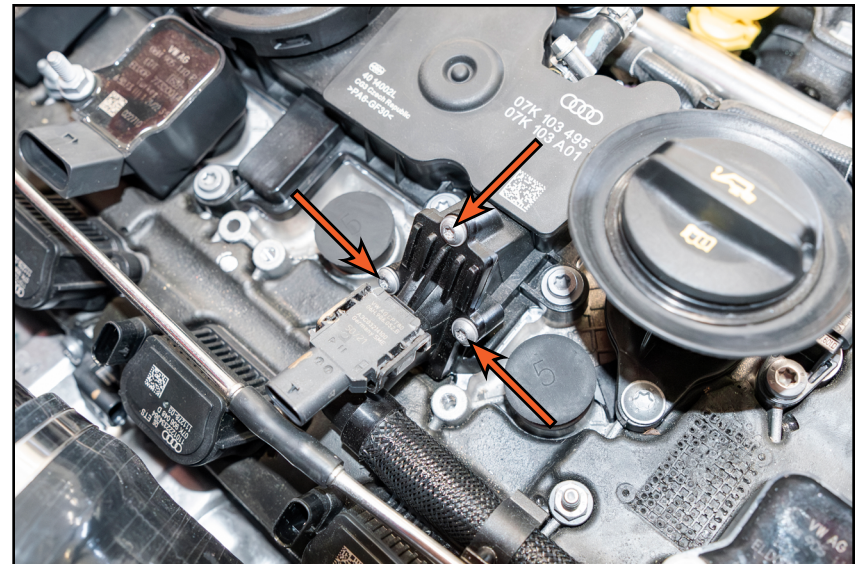
Step 7:

Using appropriately sized rubber plugs or bungs, plug the holes in the valve cover as shown to ensure no debris can fall inside the spark plug holes.



Step 8: T20 Torx Socket & Ratchet

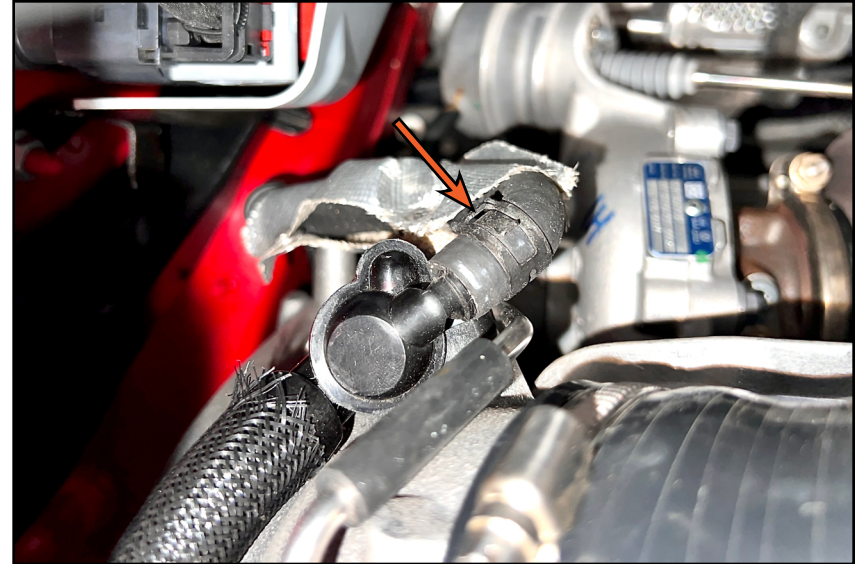
Remove the three screws (arrows) that secure the PCV pipe to the PCV valve on the valve cover.



REMOVING THE STOCK TURBO INLET PIPE

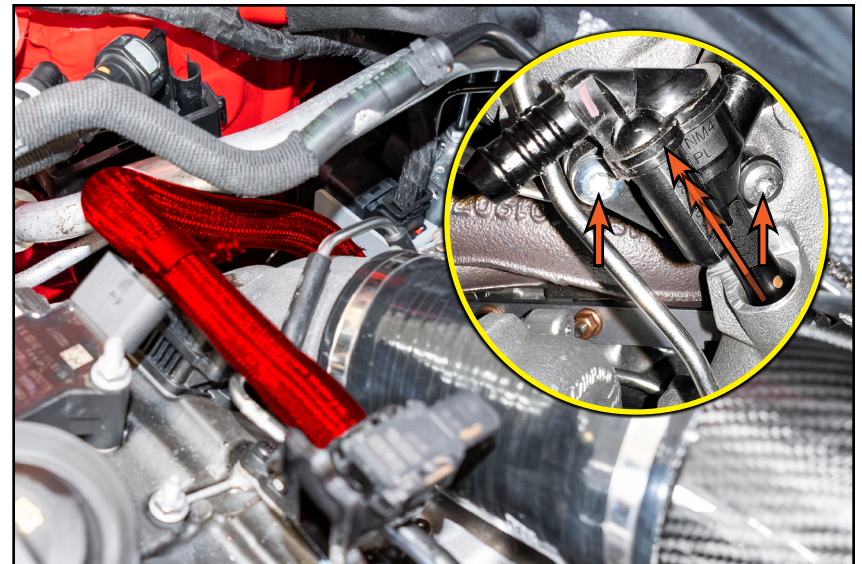
Step 9: Needle Nose Pliers

Compress the clamp (arrow) and pull the PCV vent hose off of the venturi valve.



Step 10: T30 Torx Socket & Ratchet

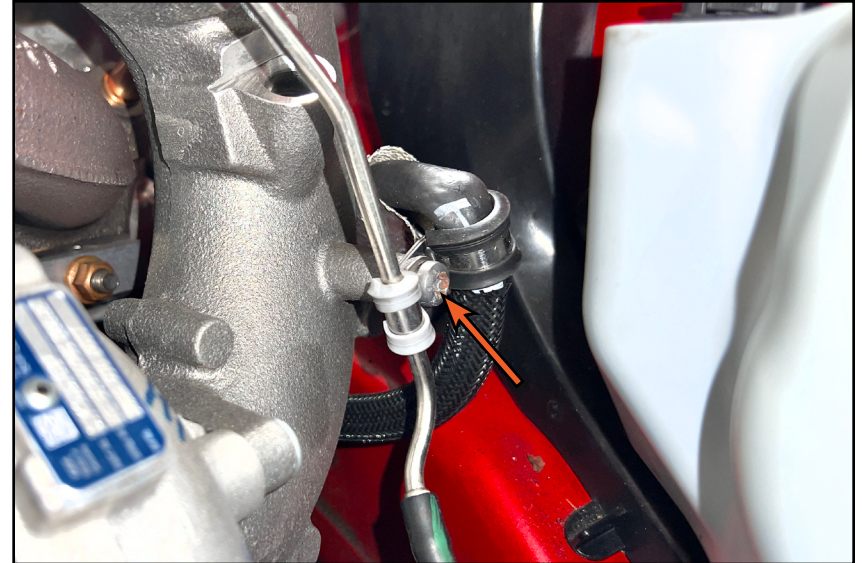
Follow the PCV pipe (highlighted in **RED**) and locate and remove the two screws (arrows in inset photo) that secure the venturi valve to the back of the turbo inlet. Carefully pull the venturi valve free from the port on the back of the turbo inlet and remove the PCV pipe from the vehicle.



REMOVING THE STOCK TURBO INLET PIPE

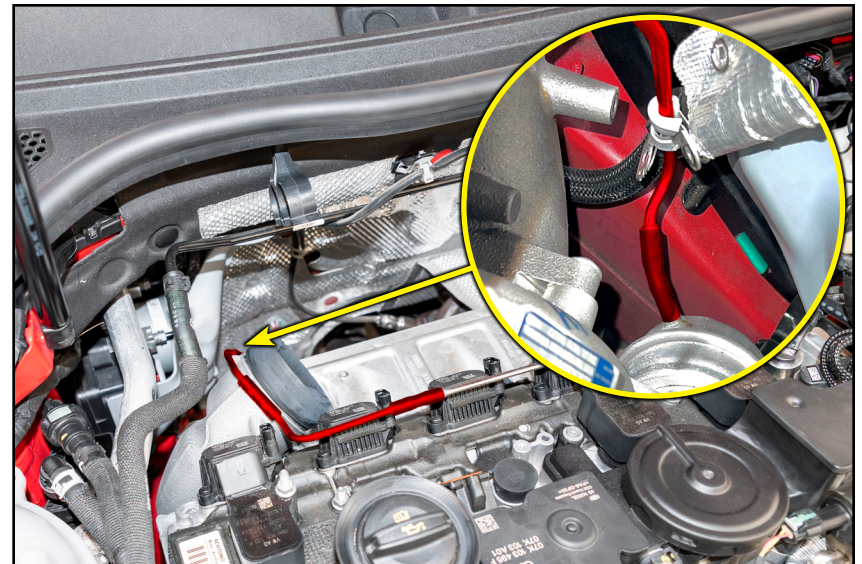
Step 11: T30 Torx Socket & Ratchet

Remove the screw (arrow) that secures the PCV vent hose and wastegate vacuum line to the back of the turbo inlet.



Step 12:

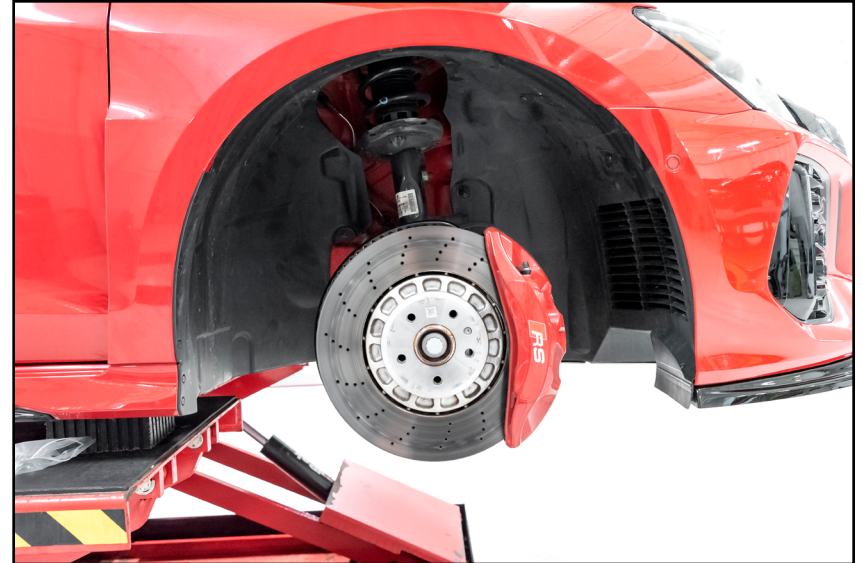
Remove the intake system, then pull the lower section of the wastegate vacuum line (highlighted in **RED**) free from the rest of the metal line. Pull the line (highlighted in **RED** in inset photo) free from the wastegate and remove it from the vehicle.



REMOVING THE STOCK TURBO INLET PIPE

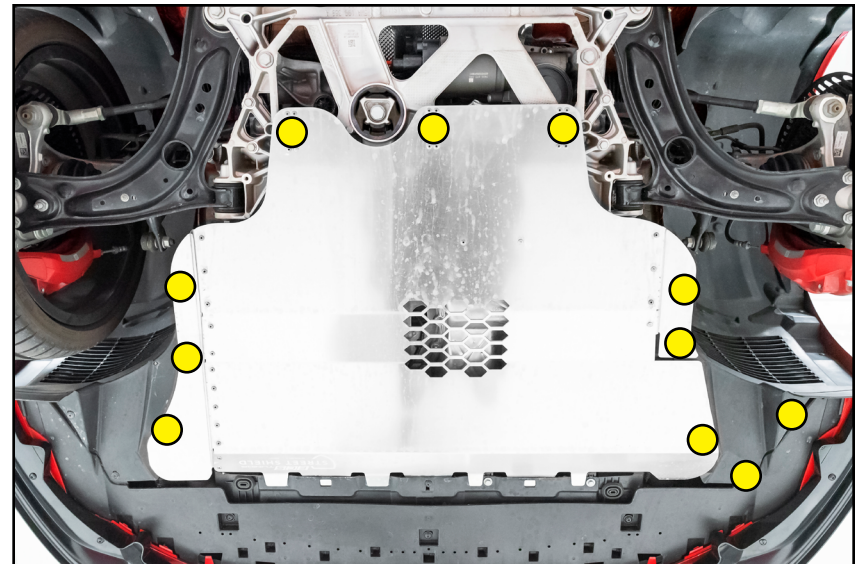
Step 13: 17mm Socket & Breaker Bar

Safely lift and support the vehicle and remove the front right wheel.



Step 14: T25, T45 Torx Socket & Ratchet

Remove the fasteners (**YELLOW** circles) that secure the skid plate and front right fender liner to the underside of the vehicle. Remove the skid plate.



REMOVING THE STOCK TURBO INLET PIPE

Step 15: Pick, T25 Torx, 10mm Socket & Ratchet

Remove the fasteners and plastic push rivets that secure the front right fender liner in place, then remove the fender liner from the vehicle.



Step 16: 7mm Socket & Ratchet

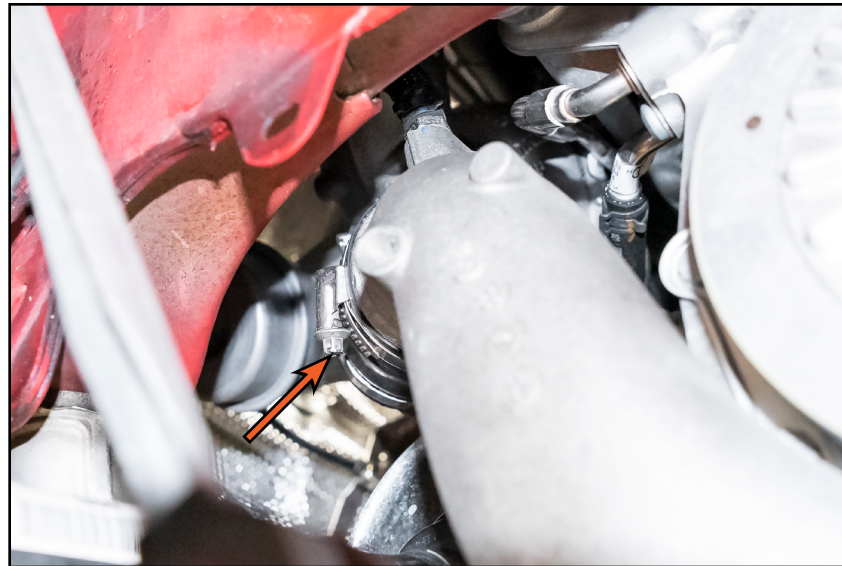
Loosen the clamp (arrow) and pull the intercooler inlet hose free from the stock turbo outlet pipe.



REMOVING THE STOCK TURBO INLET PIPE

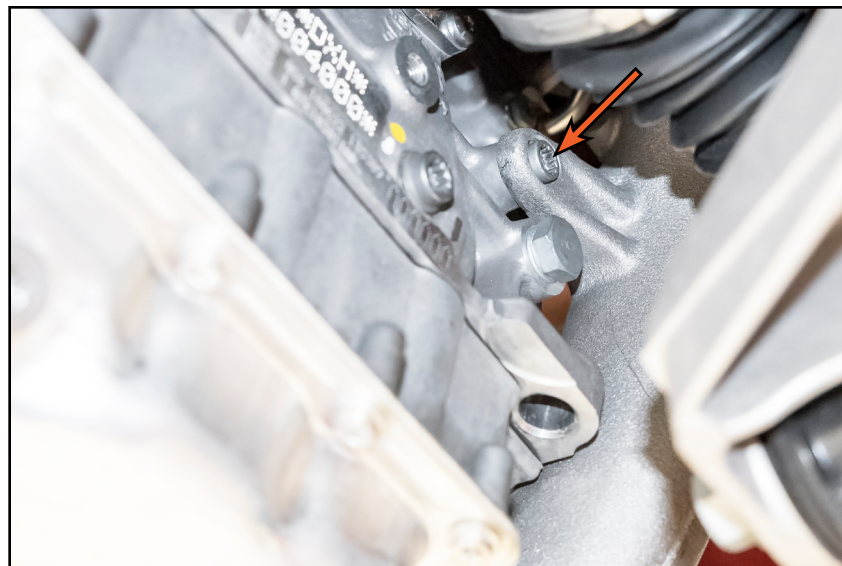
Step 17: 7mm Socket & Ratchet

Loosen the clamp (arrow) that secures the turbo outlet pipe to the turbo outlet coupler.



Step 18: M10 Triple Square Socket & Ratchet

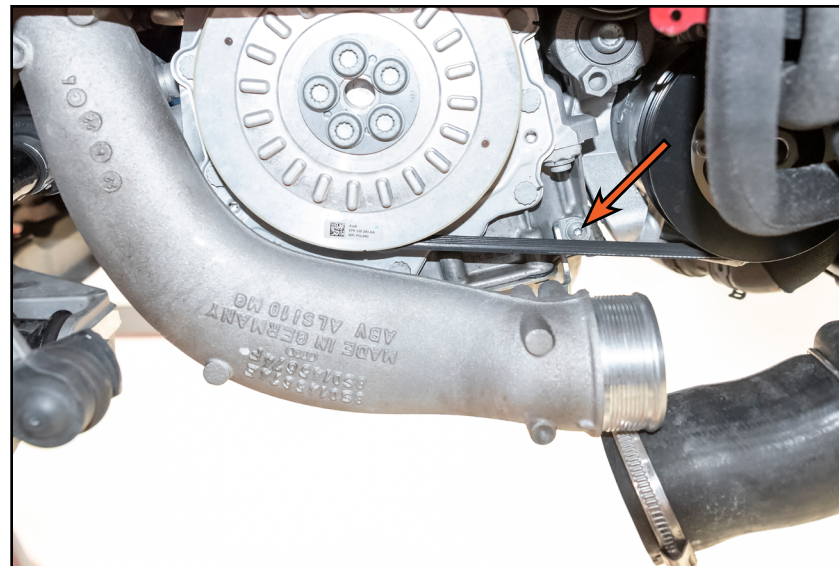
Remove the bolt (arrow) that secures the turbo outlet pipe to the back of the engine.



REMOVING THE STOCK TURBO INLET PIPE

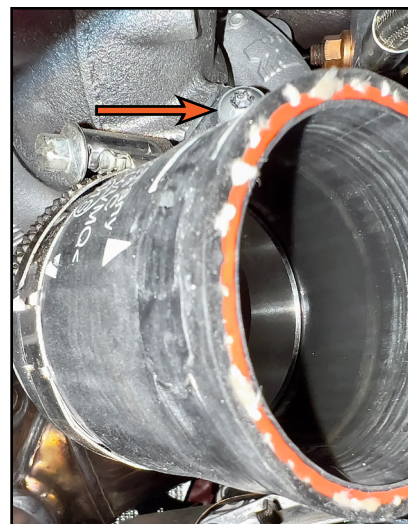
Step 19: T30 Torx Socket & Ratchet

Remove the bolt (arrow) that secures the turbo outlet pipe to the side of the engine, then remove the pipe with the PCV vent hose attached.

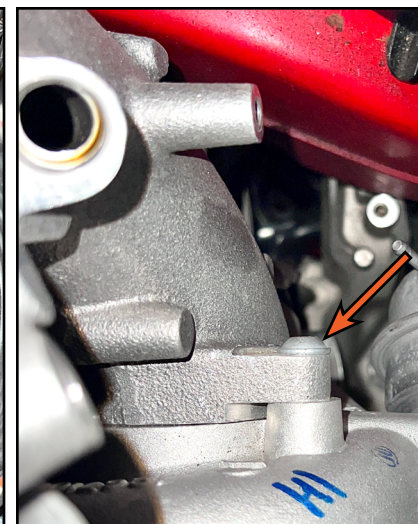


Step 20: T30 Torx Socket & Ratchet

Remove the screws (arrows) that secure the top and bottom of the turbo inlet pipe to the turbo. Carefully guide the turbo inlet pipe free from the above.



Bottom View



Top View

INSTALLING THE NEW TURBO INLET PIPE

Step 1:

Carefully slide the two metal retainers (arrows) onto the end of the venturi valve port as shown.



The plastic PCV pipe was trimmed off of the venturi valve on this vehicle in order to install an ECS catch can kit at the same time. If you do not have an ECS catch can kit, your venturi will still be attached to the plastic PCV pipe.



Step 2:

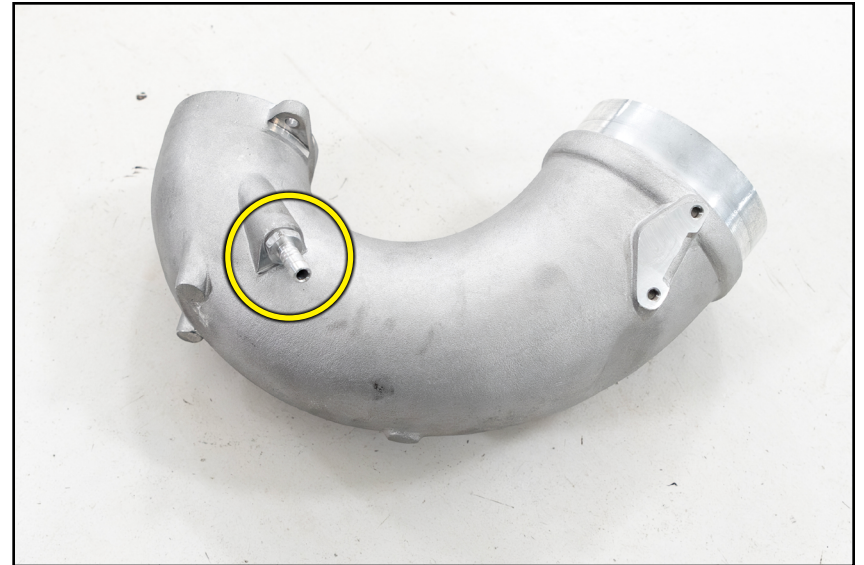
Slide the venturi valve port and retainers into the venturi valve adapter, then install the spring clip (arrow) to lock it into place.



INSTALLING THE NEW TURBO INLET PIPE

Step 3: 15mm Socket & Torque Wrench

Install the barbed fitting and sealing washer (circled in **YELLOW**) into the new turbo inlet pipe and torque it to 25 Nm (18 Ft-lbs).



Step 4:

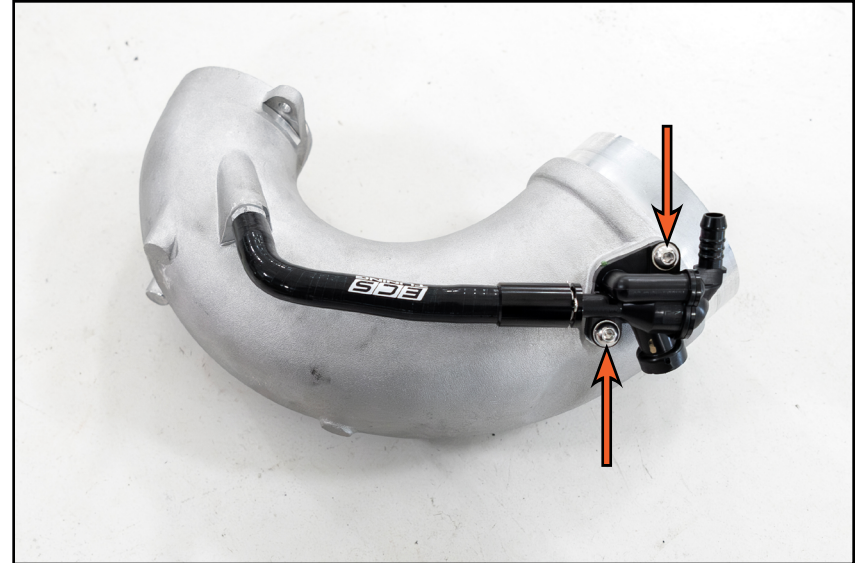
Slide the small venturi hose onto the barbed fitting as shown.



INSTALLING THE NEW TURBO INLET PIPE

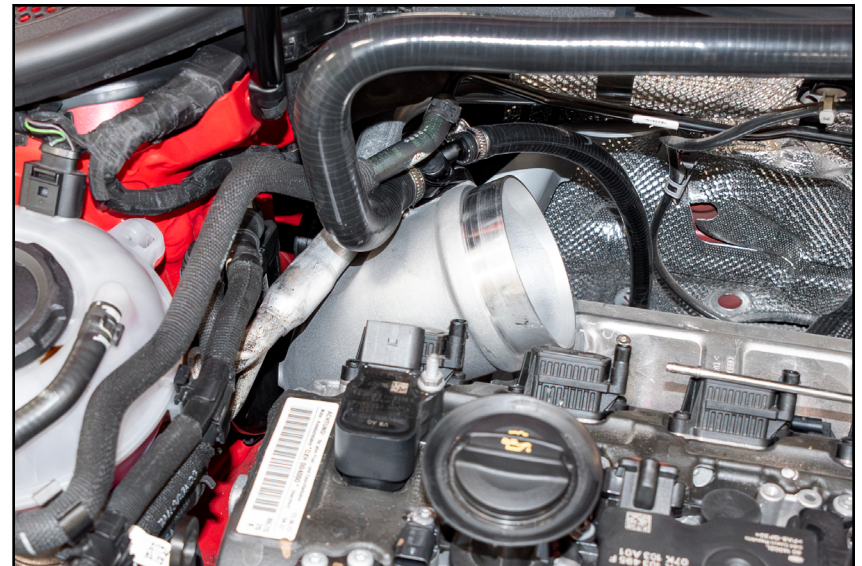
Step 5: 4mm Hex (Allen) Socket & Ratchet

Slide the venturi adapter into the other end of the venturi hose as shown, then secure the venturi valve to the new turbo inlet using the supplied M6 x 14mm screws and washers (arrows), torquing to 8 Nm (6 Ft-lbs).



Step 6:

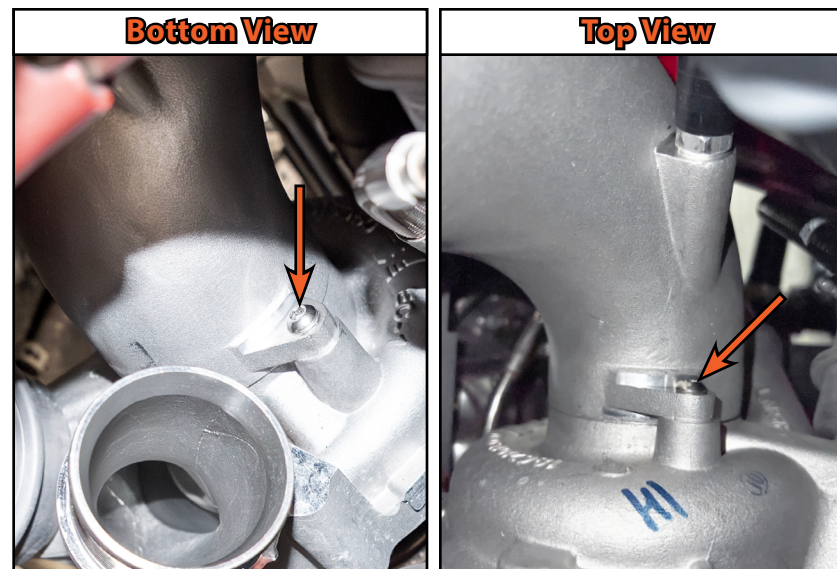
Carefully guide the turbo inlet assembly down onto the turbo as shown.



INSTALLING THE NEW TURBO INLET PIPE

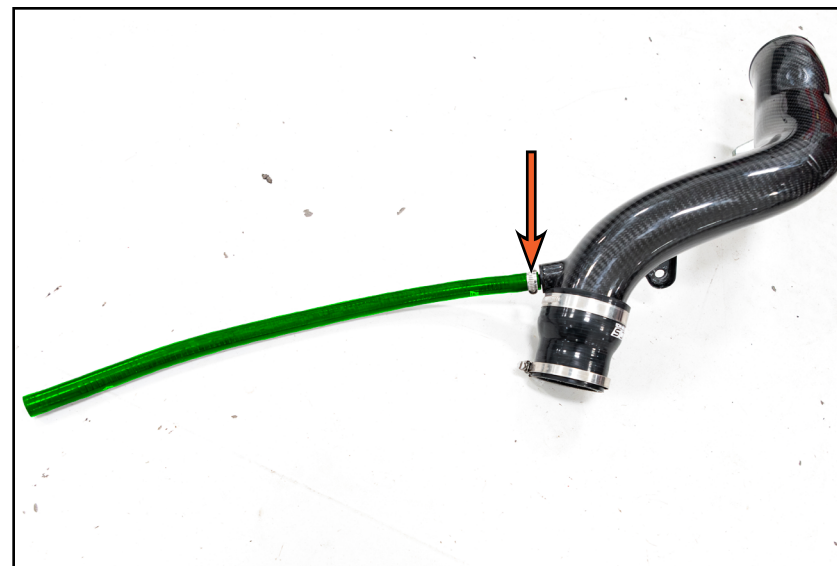
Step 7: 4mm Hex (Allen) Socket & Ratchet

Install the provided M6 x 18mm screws and washers (arrows) to secure the turbo inlet to the turbo at the top and bottom. Torque the screws to 9 Nm (7 Ft-lbs).



Step 8: 7mm Socket & Ratchet

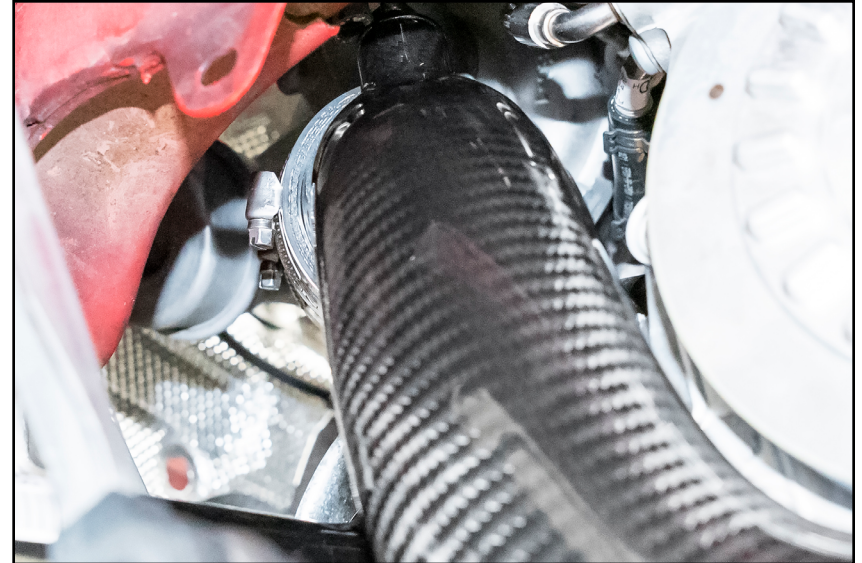
Slide the new PCV vent hose (highlighted in **GREEN**) onto the fitting on the top of the turbo outlet pipe, securing it in place with one of the supplied clamps (arrow).



INSTALLING THE NEW TURBO INLET PIPE

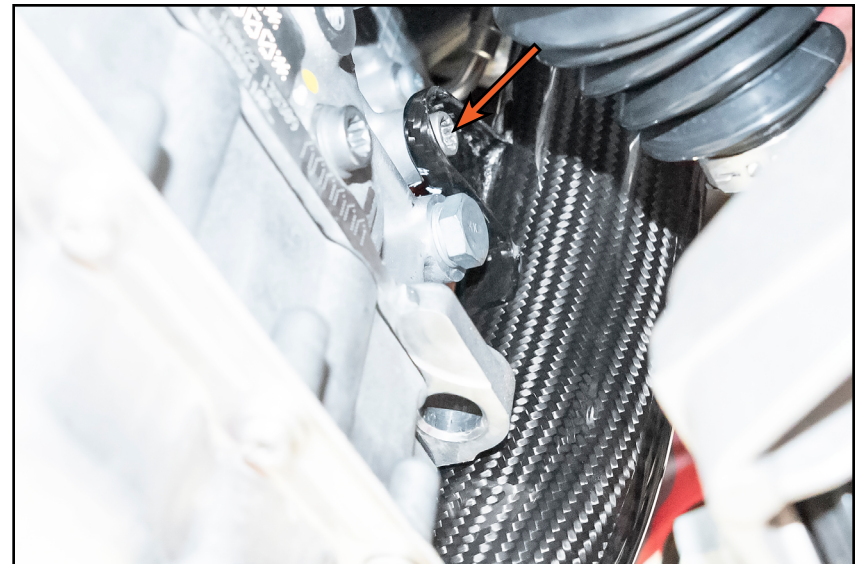
Step 9:

Feed the PCV hose up behind the turbo inlet, then slide the turbo outlet pipe back into the coupler as shown.



Step 10: M10 Triple Square Socket & Torque Wrench

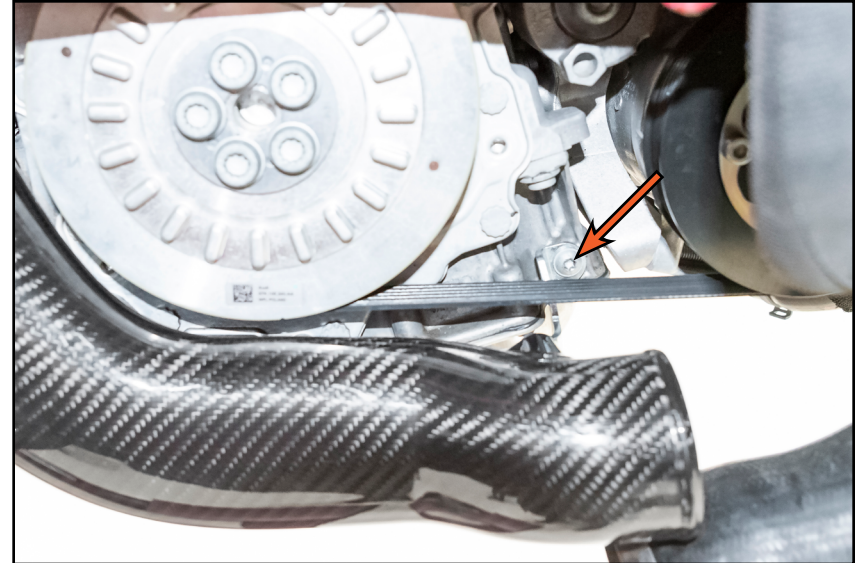
Replace the bolt (arrow) which secures the turbo outlet pipe to the back of the engine, torquing it to 20 Nm (15 Ft-lbs).



INSTALLING THE NEW TURBO INLET PIPE

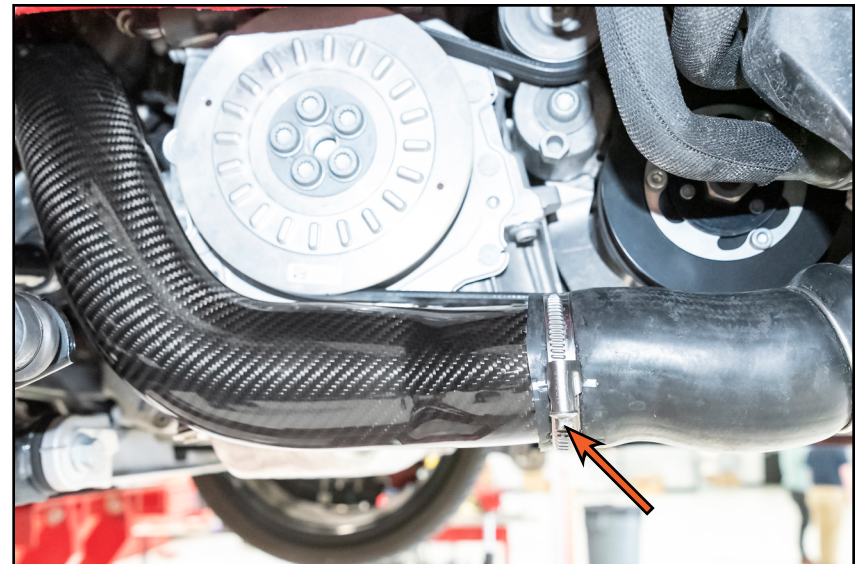
Step 11: T30 Torx Socket & Torque Wrench, 7mm Socket & Ratchet

Replace the bolt (arrow) which secures the turbo outlet pipe to the side of the engine, torquing it to 8 Nm (6 Ft-lbs). Go back and tighten the clamp on the turbo outlet coupler until fully snug.



Step 12: 7mm Socket & Ratchet

Slide the intercooler inlet hose onto the new turbo outlet pipe and tighten the clamp (arrow) until snug. Reinstall the fender liner and skid plate.



INSTALLING THE NEW TURBO INLET PIPE

Step 13: 7mm Socket & Ratchet

Slide the remaining clamp onto the end of the PCV vent hose (highlighted in **GREEN**) then slide the hose onto the venturi valve as shown. Tighten the clamp (arrow) until snug.



Step 14:

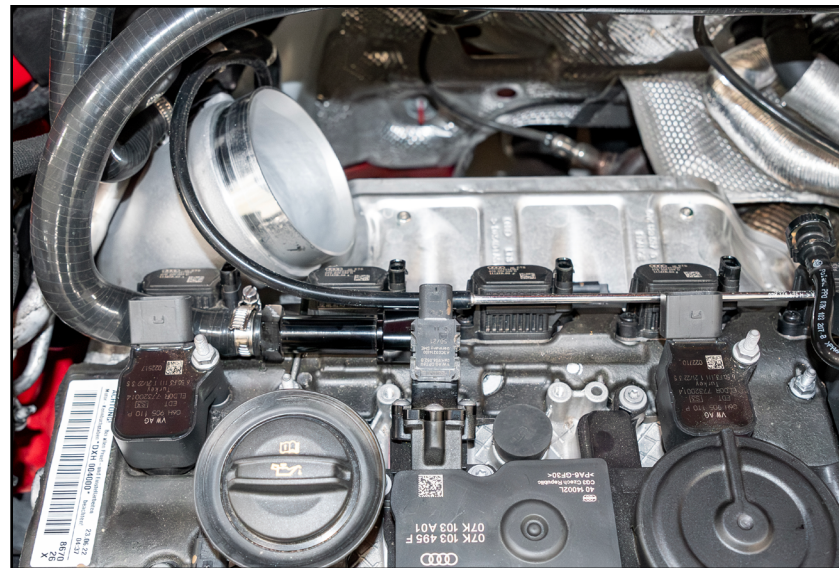
Install the provided wastegate vacuum hose (highlighted in **GREEN**) between the wastegate and the metal line as shown.



INSTALLING THE NEW TURBO INLET PIPE

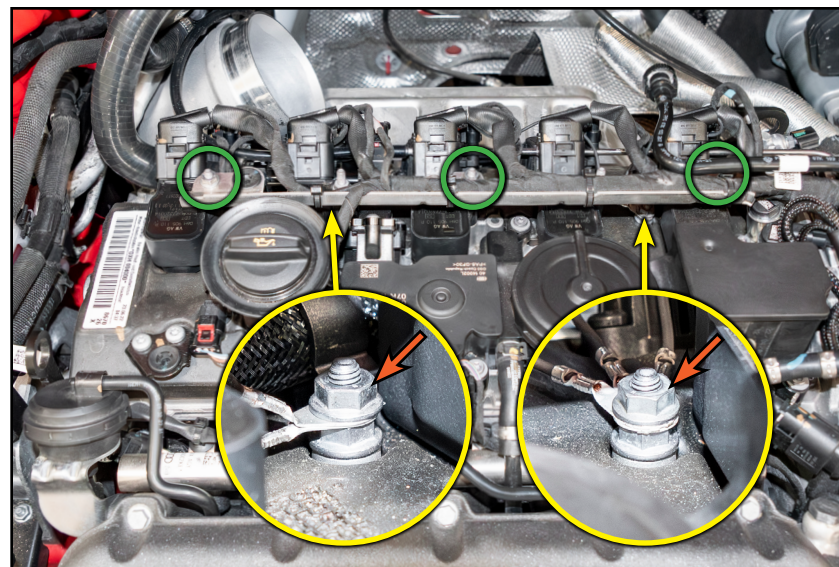
Step 15: T20 Torx Socket & Torque Wrench

Reinstall the PCV pipe onto the PCV valve on the valve cover and tighten the screws to 3.5 Nm (3 Ft-lbs).



Step 16: 10mm Socket & Torque Wrench

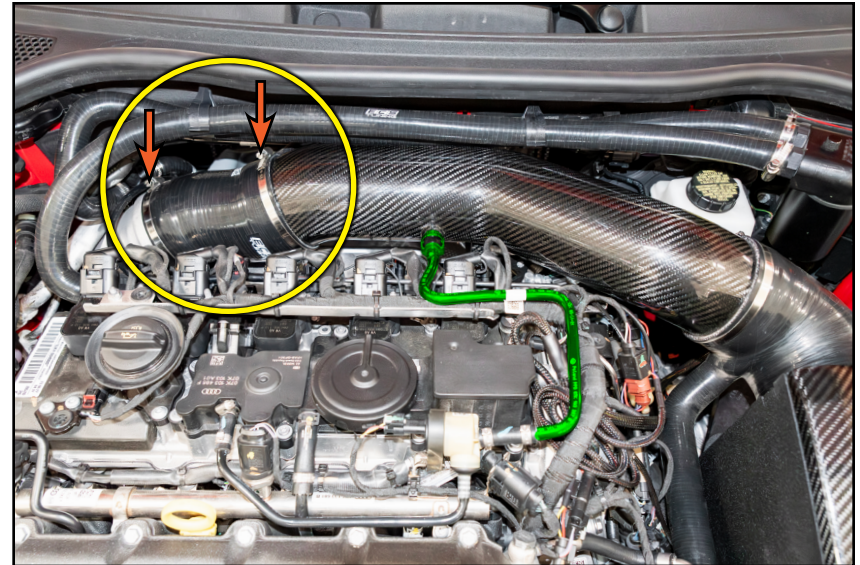
Reinstall the ignition coils and tighten the screws to 9 Nm (7 Ft-lbs). Reinstall the harness and bracket and tighten the nuts (circled in **GREEN**) to 5 Nm (4 Ft-lbs). Reconnect all the connectors as shown, then reinstall the ground terminals onto the studs on the top of the valve cover and torque the nuts (arrows in inset photos) to 5 Nm (4 Ft-lbs).



INSTALLING THE NEW TURBO INLET PIPE

Step 17: 7mm Socket & Ratchet

Slide the silicone coupler (circled in **YELLOW**) onto the end of the turbo inlet pipe, then reinstall the intake system and tighten the clamps (arrows) until snug. Reinstall the PCV vent pipe (highlighted in **GREEN**) onto the flange on the intake pipe as shown.



Step 18:

Reinstall the engine cover and reconnect the battery.

Congratulations, your installation is complete!



Your turbo inlet pipe installation is complete!



These instructions are provided as a courtesy by ECS Tuning

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

Although this material has been prepared with the intent to provide reliable information, no warranty (express or implied) is made as to its accuracy or completeness. Neither is any liability assumed for loss or damage resulting from reliance on this material. SPECIFICALLY, NO WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER WARRANTY IS MADE OR TO BE IMPLIED WITH RESPECT TO THIS MATERIAL. In no event will ECS Tuning, Incorporated or its affiliates be liable for any damages, direct or indirect, consequential or compensatory, arising out of the use of this material.