

Audi RS3 8V Turbo Elbow (LHD & RHD) Fitting Instructions

Tools Needed:

- Ratchet and Socket Set
- Torx Sockets
- M10 Spline Socket
- Jubilee Flexi-driver or Flat-Blade Screwdriver
- Sharp Knife (to cut the plastic breather)
- Cutting Tool (to trim **metal** brake master shield)
- Side Cutters (to trim cable ties ends)

Kit Contents:

- 1x AIRTEC Motorsport Cast Turbo Elbow
- 1x Pro Hoses Silicone Joiner
- 1x Pro Hoses 90-degree Silicone Hose
- 1x Vacuum Line
- 2x M6x15mm Socket Head Bolts
- 1x O-ring
- 3x CNC Rings (to suit standard turbo or hybrid turbo options)
- 4x Small Cable Ties
- 2x 120mm Jubilee Clips
- 1x 25mm Jubilee Clip

PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT

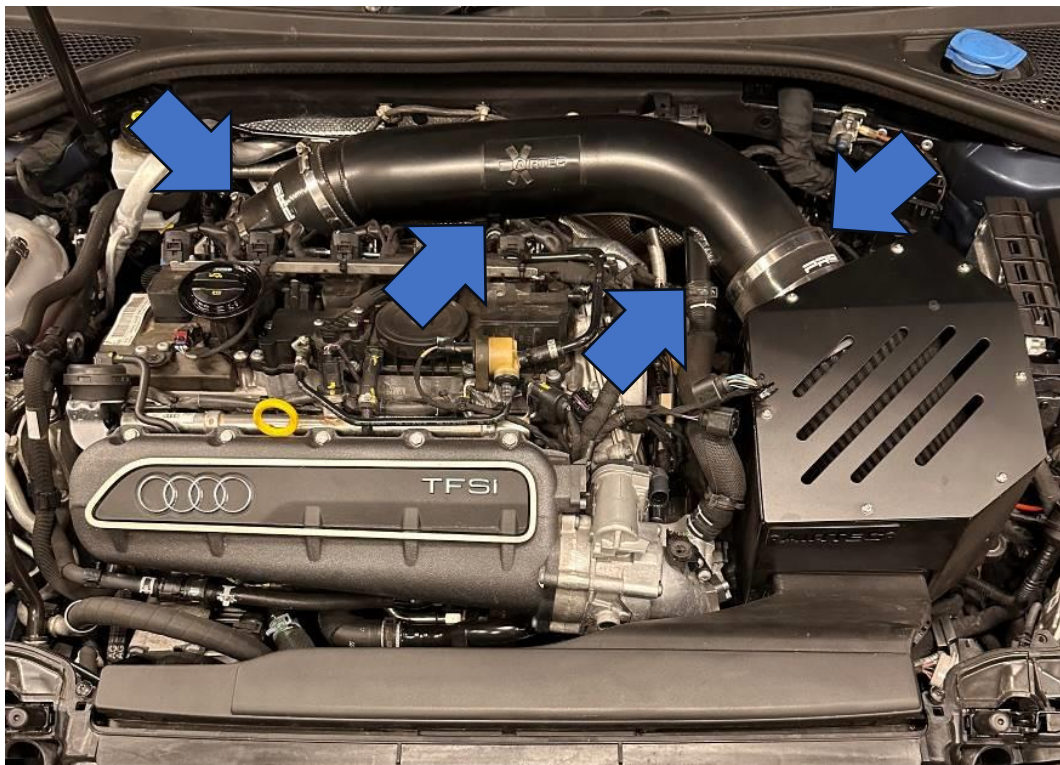


Instructions

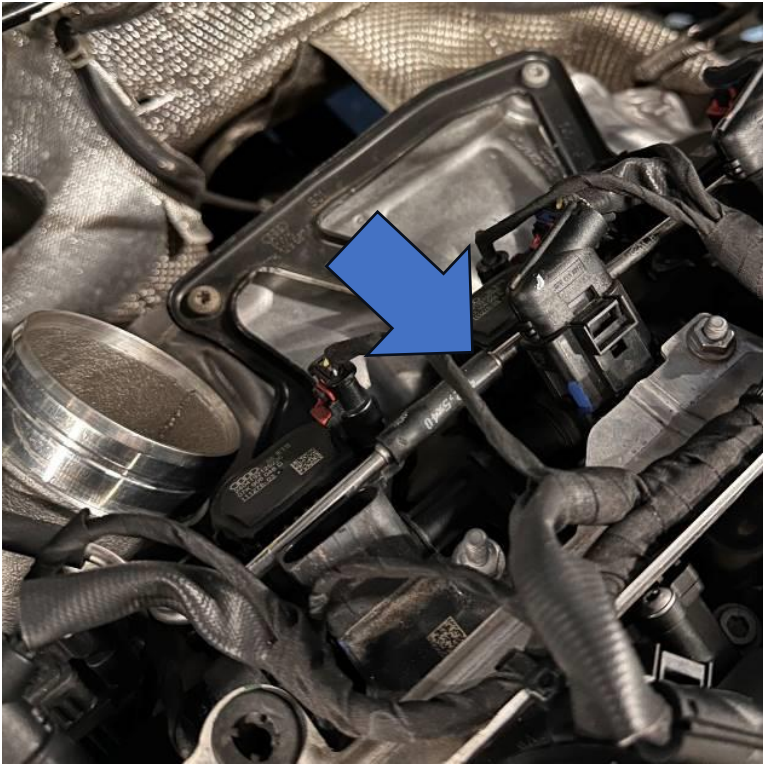
1. Open the bonnet and remove the engine cover by pulling it upwards from the lower right-hand corner.



2. Remove the rear induction pipe. The car pictured is fitted with our AIRTEC Motorsport induction kit and so to remove the rear pipe you will need to undo the jubilee clips highlighted. Then unclip the vacuum line and undo the bolt holding the bracket to the engine.



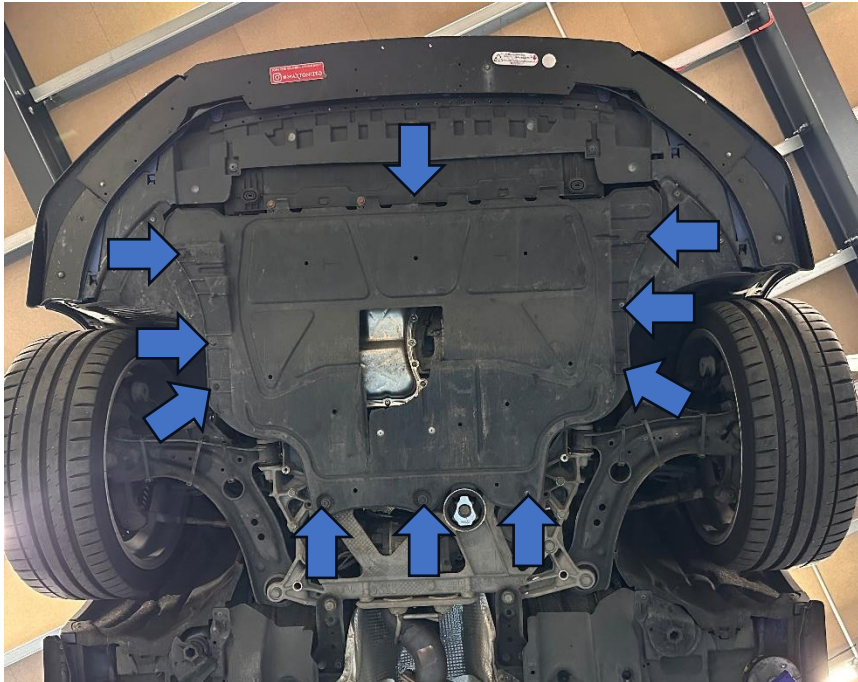
3. Disconnect the vacuum line from the top of the engine by firmly pulling it and then follow the line down to the turbo. There you will find a T27 Torx bolt holding the vacuum line to the turbo. Remove the bolt and then the vacuum line from the car.



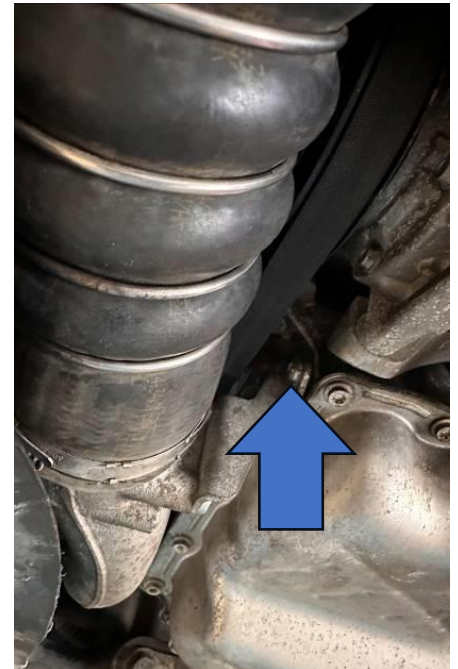
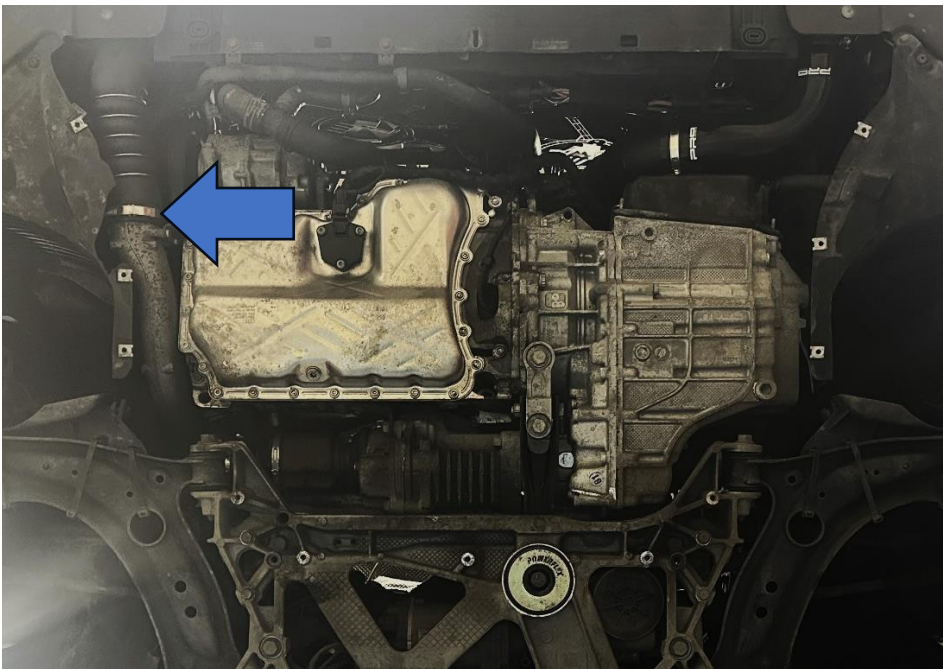
4. Locate the breather hose at the back left-hand side of the engine and undo the T25 Torx fitting holding it in place.



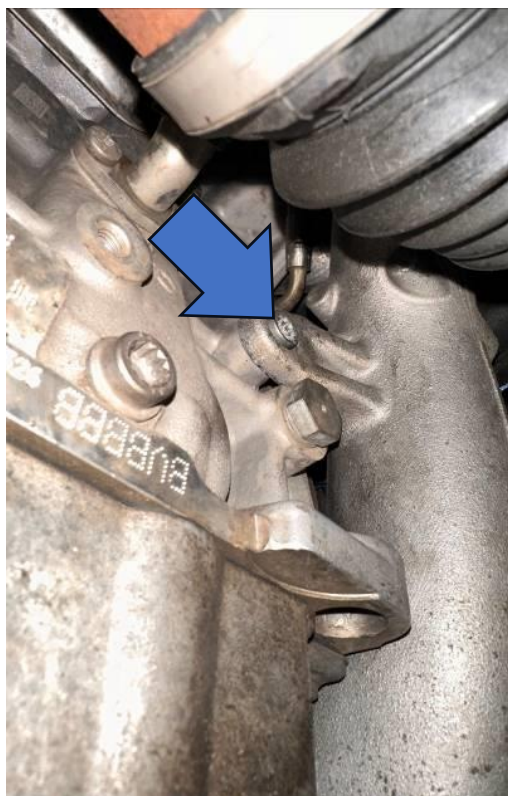
5. Working under the vehicle, remove the undertray by undoing the seven T25 Torx and three T40 Torx bolts.



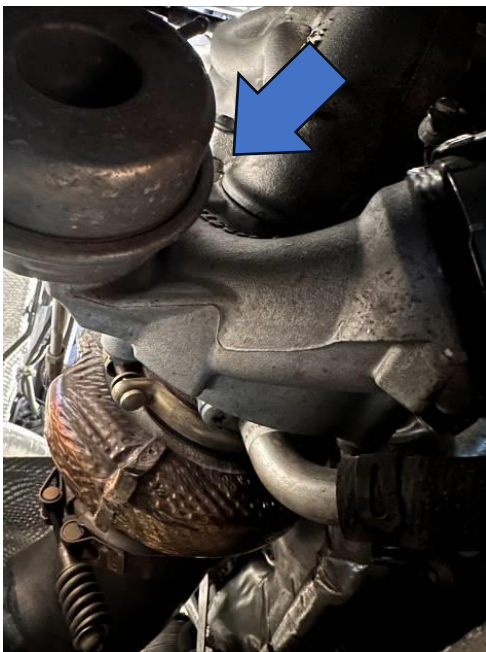
6. With the undertray removed, locate the cast aluminium boost pipe (blue arrow) and loosen the lower jubilee clip. Then you can remove the T27 Torx bolt holding the pipe bracket to the side of the engine



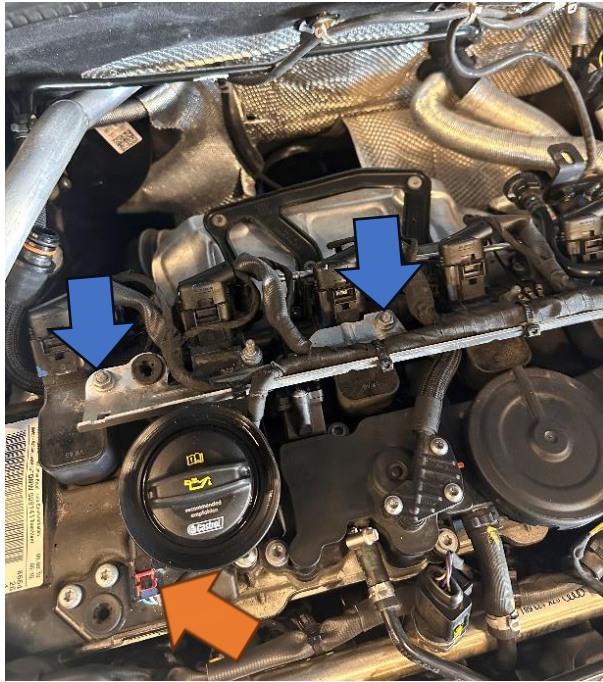
7. Follow the boost pipe up and remove the top jubilee clip. Then remove the M10 spline bolt securing the cast part of the pipe to the back of the engine.



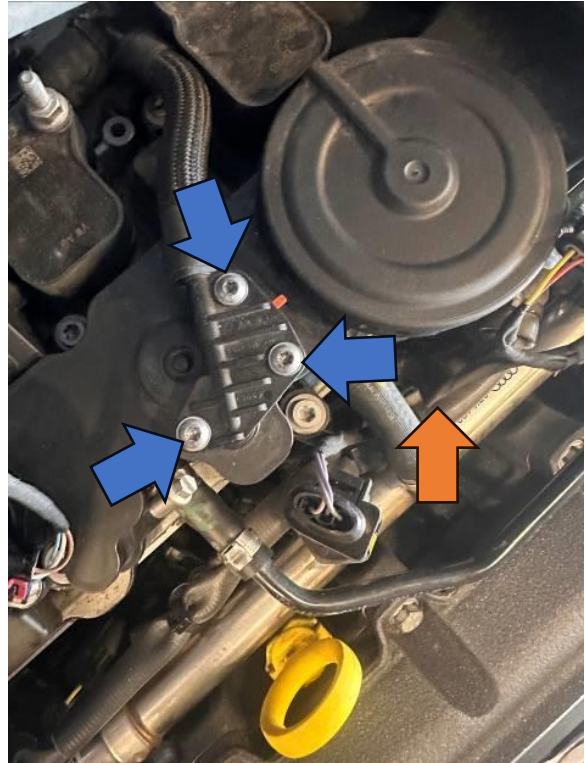
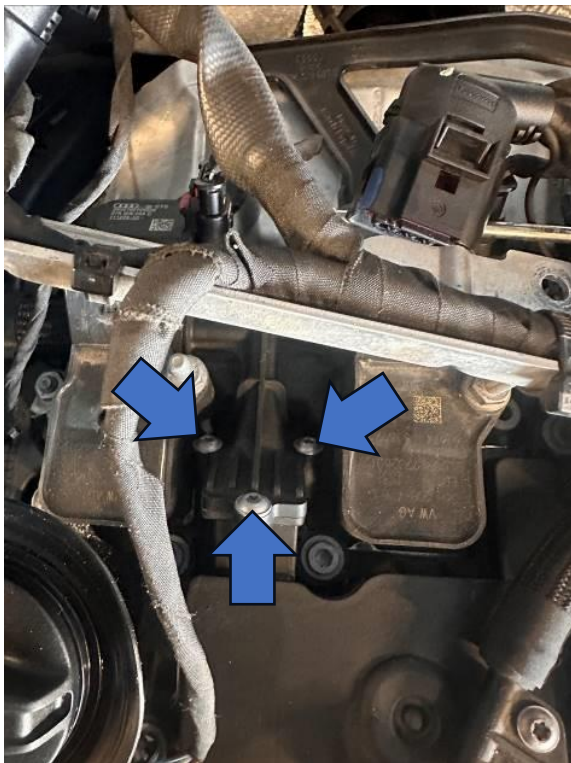
8. Remove the two T27 bolts holding the turbo elbow in place. The upper bolt (blue arrow) can be removed from above and the lower bolt (orange arrow) from underneath. The elbow can then be removed from above.



9. Remove the three coil packs by undoing the 10mm nuts (blue arrows), front wiring plug (orange arrow) and then unplug the three coil packs.



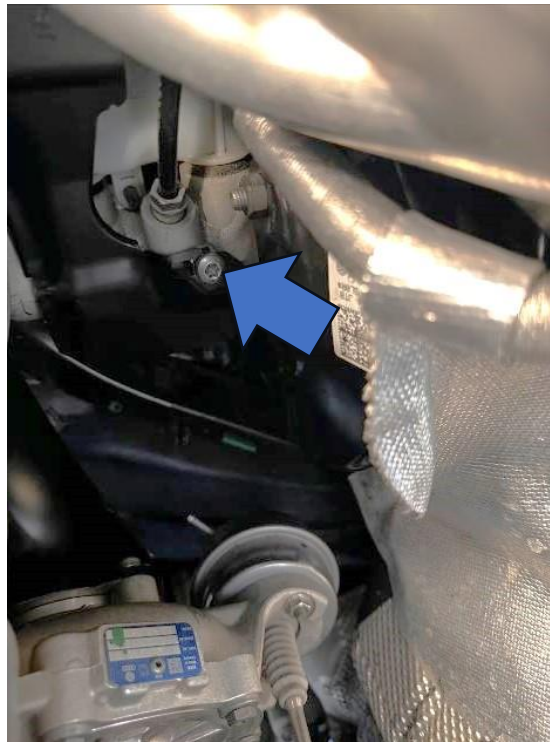
10. This will allow you to access the six Torx bolts below, which removes the breather pipework from the car.



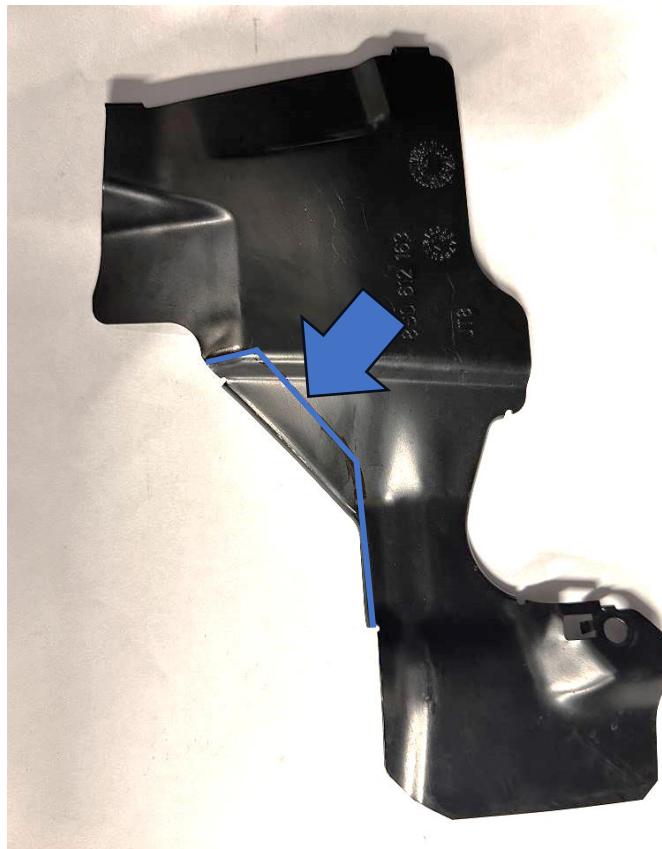
11. With the breather pipework in front of you, remove the wrap/tape by unwinding it and then use a sharp knife to cut along the edge of the plastic pipe in order to release it from the connector, as shown.



12. For right-hand drive cars only, at the back of the engine bay, locate the brake master cylinder and remove the shield around it by undoing the T25 bolt and lifting the shield upwards.



13. With the shield removed, mark out the section highlighted in blue and cut away using a suitable cutting tool. Then reinstall the shield onto the car.



14. Install the appropriate turbo insert with the supplied O-ring into the elbow. If you have a hybrid turbo please check which size adapter to use, as these can differ depending on turbo specification.



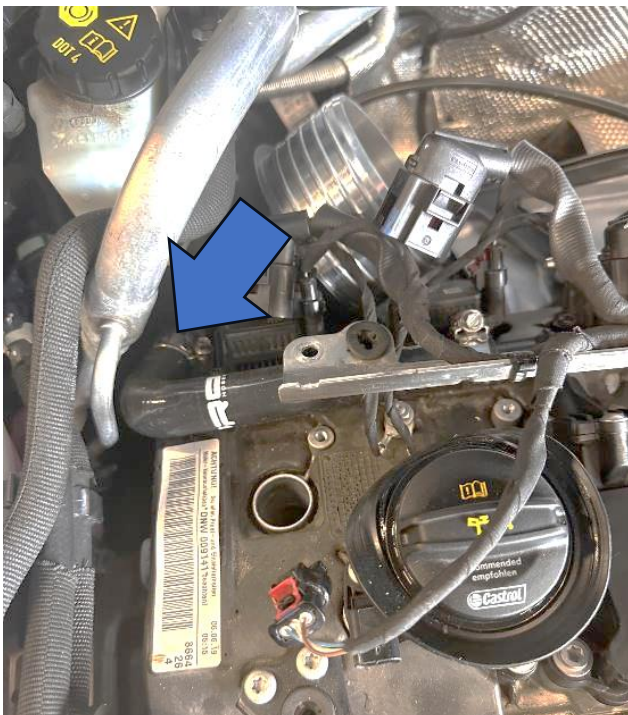
15. Now fit the new turbo elbow with the two supplied M6 bolts. Space is very limited to get the turbo elbow into position due to the increased size of the pipe, so be careful not to get it scratched when trying to install it. It is best to install it in the direction as shown and then rotate it into position once able.



16. Install the supplied vacuum line (blue arrow) to replace the line removed in Step 3 turbo using a cable tie to secure at each end. We recommend running the line above the elbow and loosely attaching it to the air-conditioning pipe (orange arrow) using the supplied cable tie.



17. Refit the breather system removed in Step 11 to the car reusing the original fixings and then install the supplied silicone hose and jubilee clip to secure back onto the turbo elbow. Use the supplied cable tie on the other end, as it is a low-pressure system operating under vacuum there would be no cause for it to ever come off.



17. Finally, reinstall the parts removed in Steps 1 to 10, making sure all jubilee clips are fully tightened and all connectors are plugged back in.

