

4" Turbo Inlet Pipe, 8S TTRS/8V.5 RS3



The 034Motorsport 4" Turbo Inlet Pipe for the 2.5 TFSI EVO in the Audi 8S TTRS & 8V.5 RS3 is an essential upgrade to optimize power by eliminating a critical flow restriction in the intake tract. The 4" Turbo Inlet Pipe is precision cast from A356 Aluminum and utilizes CNC-Machined 6061-T6 Aluminum Turbo Inlet Adapters that perfectly mate to allow smooth air entry into the compressor housing. This Turbo Inlet Pipe retains provisions for the factory PCV system fitting in the factory location.

***Be sure to clean out any intake related components to remove any possible contaminants.**

Installation Spiciness Rating: Medium



Installation of your 034Motorsport 4" Turbo Inlet is a straightforward process that will take approximately 2 hours to complete.

Supplied Parts:

- 034Motorsport 4" Turbo Inlet
- 56mm Stock Turbo Adapter ring w/ O-ring
- M6x14 Button-head screw

Tools Needed:

- T30 Torx bit
- T25 Torx bit
- T20 Torx bit
- 10mm Socket
- 8mm Allen
- Flathead Screwdriver
- Small Pick
- Pliers, or spring clamp pliers
- Cut-off wheel

Getting Started

Confirm you have received all the parts included with your purchase by reading the complete guide, if there are missing components, please contact:

customerservice@034motorsport.com

About This Guide

This Install Guide documents the installation process of the 034Motorsport 4" Turbo Inlet on an 8V.5 2018 Audi RS3 and an 8S 2017 Audi TTRS. There may be minor differences depending on specific vehicle, market, options, etc.

We also installed a [full 4" X34 intake system](#) during this installation, which we highly recommend for maximizing power gains, but this guide will focus on the turbo inlet itself.

Allow the vehicle to cool down before starting!

Install Steps

Step 1

Open the hood to access the intake system.



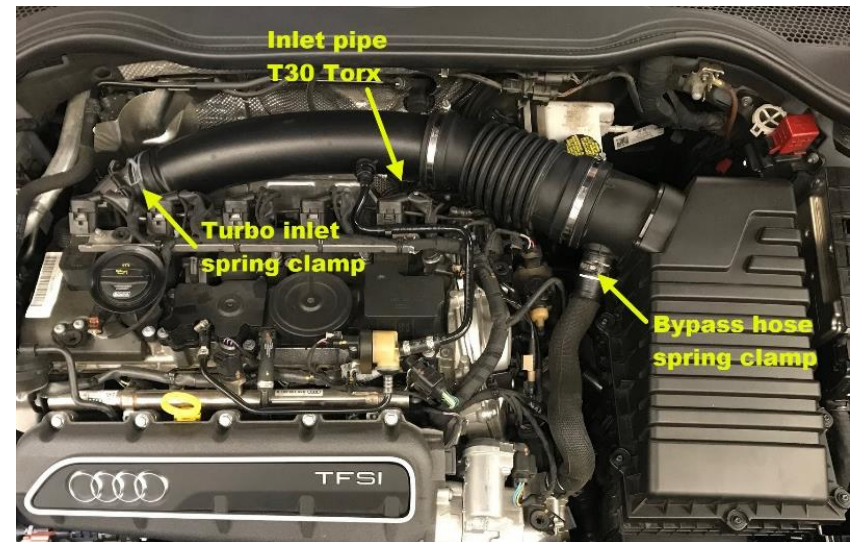
Step 2

Remove the engine cover.



Step 3

Using a pair of pliers, or spring clamp pliers, loosen the spring clamps on the bypass hose and disconnect hose from OE intake.



Step 4

Using the same set of pliers, loosen the spring clamp at the turbo inlet and slide the clamp up the inlet pipe and off the coupler.



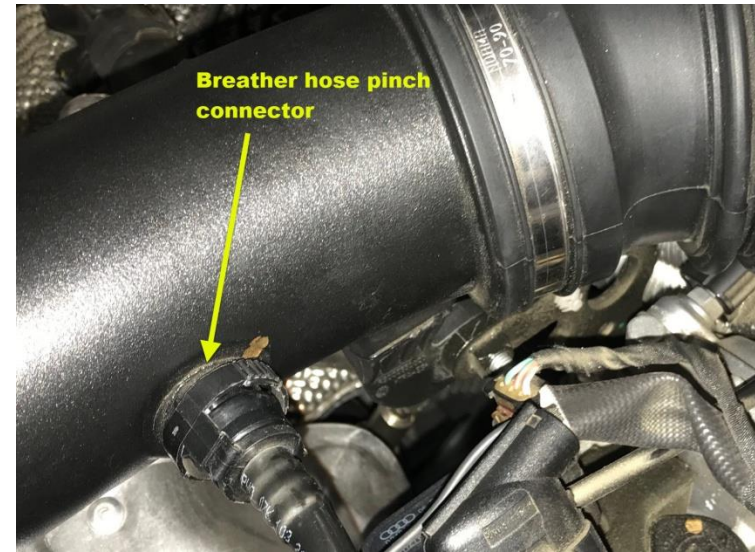
Step 5

Using the T30 Torx bit, remove the bolt securing the inlet pipe to the bracket above the exhaust manifold. This is accessible from the back, under the inlet pipe. Save bolt for heat shield installation.



Step 6

Disconnect the breather hose by pinching the connector and pulling it out of the inlet pipe.



Step 7

Unclip DSG vent from lower air box. The metal clip can be removed from the plastic mount. (It will not be re-used)
Be careful not to break the plastic stud!



Step 8

Remove the two T25 Torx screws securing the ends of the inlet air duct.



Step 9

Move duct back, and then up, to remove.



Step 10

The entire stock intake assembly (airbox and intake tube) can now be lifted out. A sharp pull upwards on the airbox will pop it off of the mounting studs.



Step 11

Using a set of pliers, remove the clamp from the coolant line near firewall. Lay down a rag to soak up any fluid.



Step 12

Using a small pick, unlock the sensor plug near the oil fill neck and disconnect.



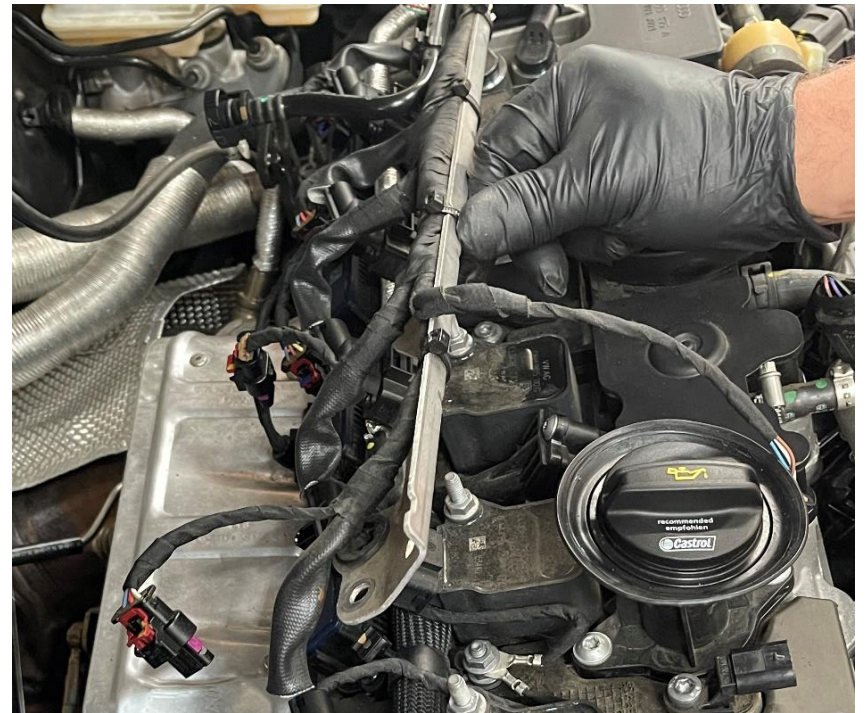
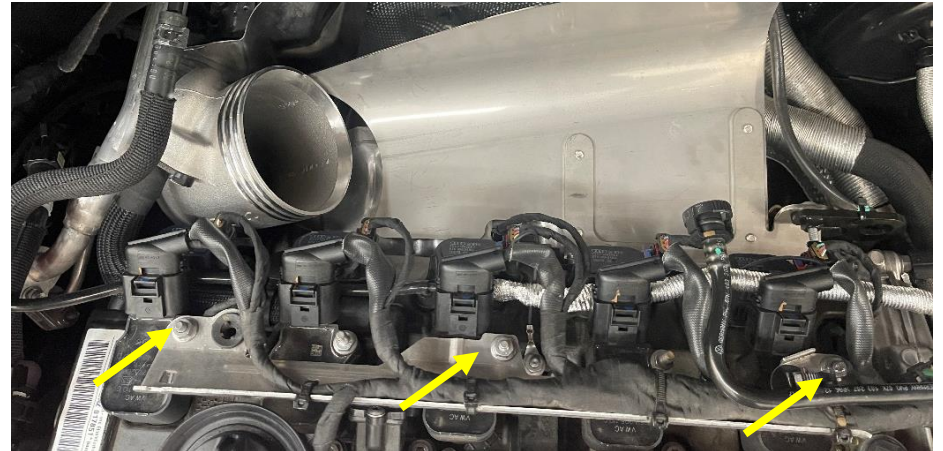
Step 13

Using the same pick, unlock and disconnect the plugs below the coils.



Step 14

Using a 10mm socket, remove the nuts from the loom bracket and move it to access the PCV.



Step 15

Disconnect the coil plugs from the coils.



Step 16

Using a T20 Torx, remove the 3 bolts from the PCV valve.



Step 17

Using a T30 Torx, remove the clip holding the wastegate hardline to the turbo inlet.



Step 18

Disconnect the hardline to the wastegate.



Step 19

Disconnect the wastegate hardline near the coils and set aside.



Step 20

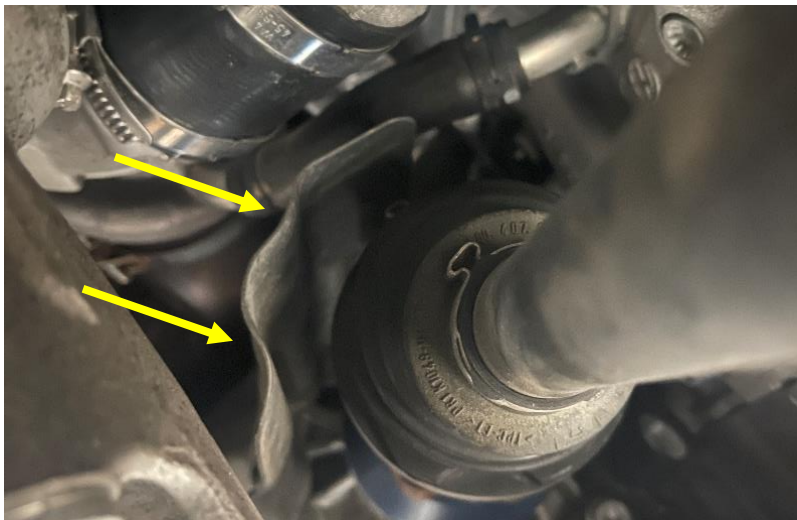
Lift the car and remove the wheel from the right side.

**Step 21**

Remove the right side wheel liner.

Step 22

Using an 8mm Allen, remove the 2 bolts from the right side axle shield and set it aside.

**Step 23**

Using a T30 Torx, remove the 2 bolts connecting the turbo inlet to the turbo.

**Step 24**

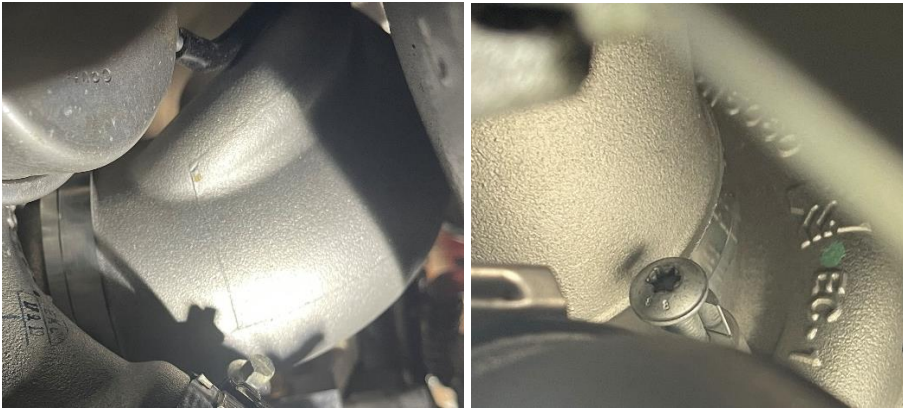
You will need to notch the bolt securing the PCV line to the turbo inlet. We used a compact cut-off wheel, and then used a flathead screwdriver to extract the bolt. Remove the PCV line and set it aside for now.

**Step 25**

You can now remove the factory turbo inlet pipe.

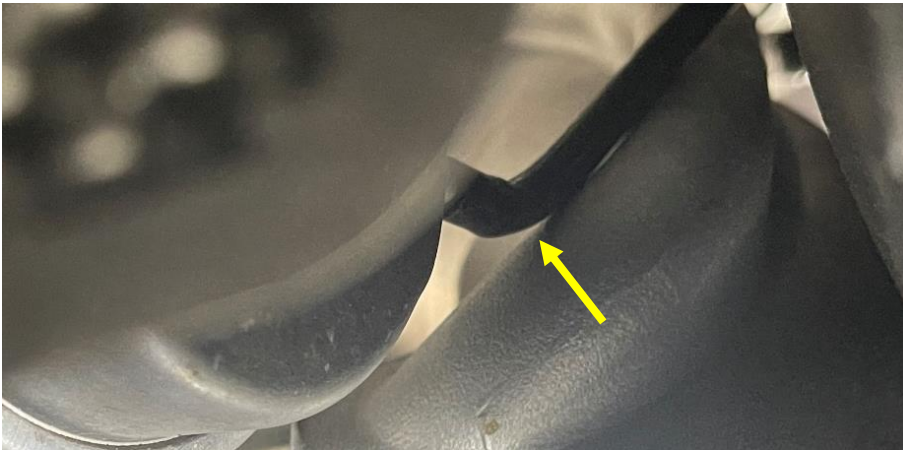
Step 26

Mount the 034 4" turbo inlet to your turbo reusing the factory bolts. **Hint:** Screw in the bottom bolt a couple turns first, then install the inlet.



Step 27

Reinstall the wastegate hardline to the wastegate.



Step 28

Reinstall the right side axle shield, wheel liner, and wheel. Lower the car back down to button up the remaining bits.

Step 29

Reconnect the wastegate hardline near the coils.



Step 30

Swap the PCV line to the 034 turbo inlet, and secure using the provided bolt. (We did some steps out of order and reused an old Torx bolt, but you get the idea)



Step 31

Using a T20 Torx, reinstall the 3 bolts to the PCV valve.



Step 32

Connect the coil plugs to the coils.



Step 33

Using a 10mm socket, secure the loom bracket back into place.



Step 34

Plug the connectors under the coils back into place.



Step 35

Reconnect the plug below the oil fill neck.



Step 36

Reconnect the coolant line, top off and bleed the system.

**Step 37**

The 034Motorsport 4" turbo inlet installation is complete.

Now install the intake system of your choice, pop the engine cover back on, and enjoy that high flowing turbo inlet!

