



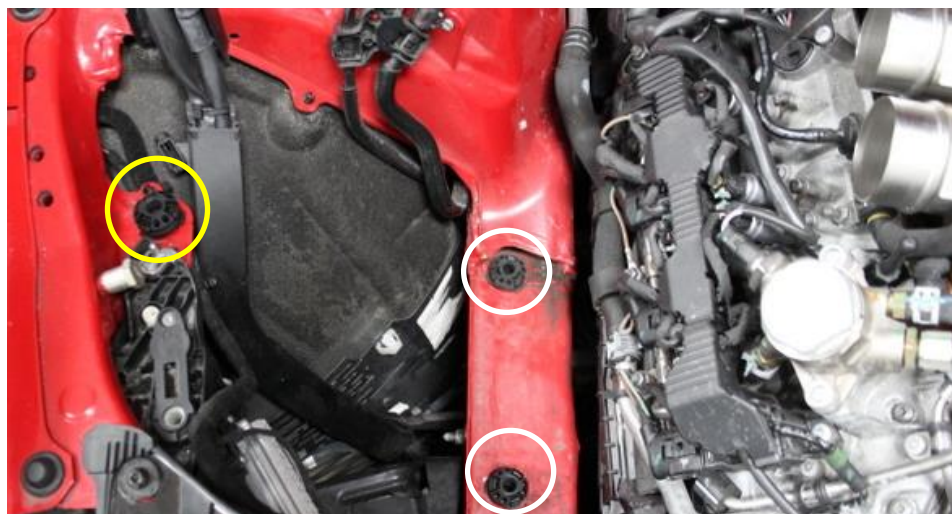
1. Remove Engine cover and loosen the clamps around the inlet hoses of the airbox.



2. Pull the hoses away from the turbo tubes.



3. Release the flexible connection between the airbox and the duct by pushing the tabs in and pulling the connector out from the duct. The airbox can now be fully removed from the engine bay by pulling it upwards. Make sure to remove the rubber airbox outlet hoses too (from step 2)

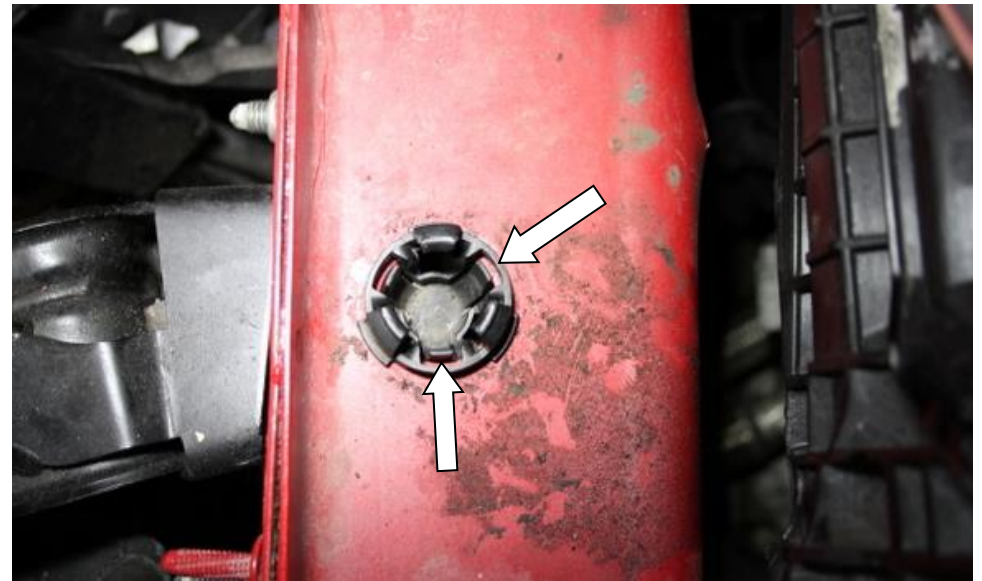


4. Stock Airbox is held in by 3 push mounts circled in the photo. Make sure the Left mount next to the wing is still in place including the rubber – circled in YELLOW.





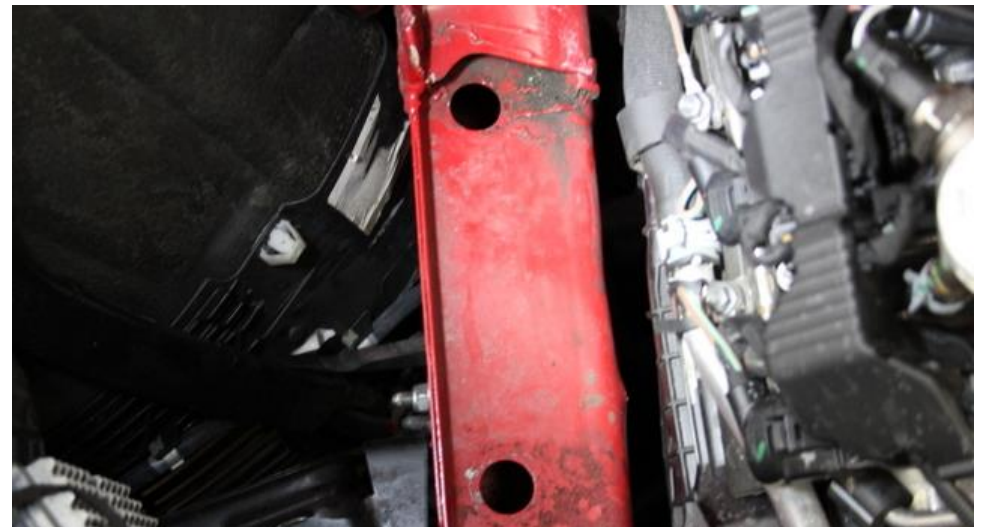
5. These 2 mounts on the chassis need to be removed. Start by pulling out the rubber inserts. (They might be on the stock airbox)



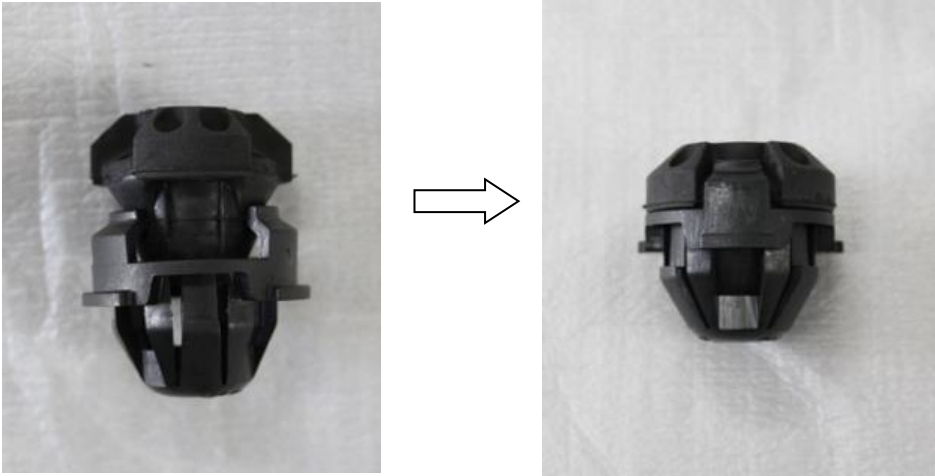
6. Now remove the plastic part of the mounts. Do this by pushing 2 of the inner tabs in and then pulling the part out as shown in next photo.



7. Remove the 2 plastic mount pieces.



8. You should be left with 2 holes as shown.



9. Re-assemble the mounts by lining up the rubber parts and pushing them back into the plastic parts.



10. Now push these 2 mounts onto the stubs at the base of the carbon airbox.



11. Push the mounts on as shown.



12. Make sure the mounts are pushed all the way down.





13. Remove the front slam cover by pulling out the plastic push rivets.



14. Now remove the duct by unscrewing 2 torx screws as indicated. You need to completely remove the right side screw. Left one can be left in place.



15. Now we will prepare the airbox. Start by taking the 2 inlet tubes and filters, you will notice one is shorter than the other.



16. Assemble the filter to the SHORTER tube only. Push the filter as far as possible onto the carbon tube – make sure it is even all the way around and tighten the clamp.



17. Push the carbon tube through the left hole in the airbox as shown.



18. Push the tube through the hole and rotate it so you can see the notch in the tube at the top. Shown in red.



19. For the remaining tube – first remove JUST the lower parts of the rubber edging from the airbox as shown.



20. Take the longer tube and carefully place into the airbox – push the tube through the hole.





21. Push the tube all the way back to allow space for the second filter.



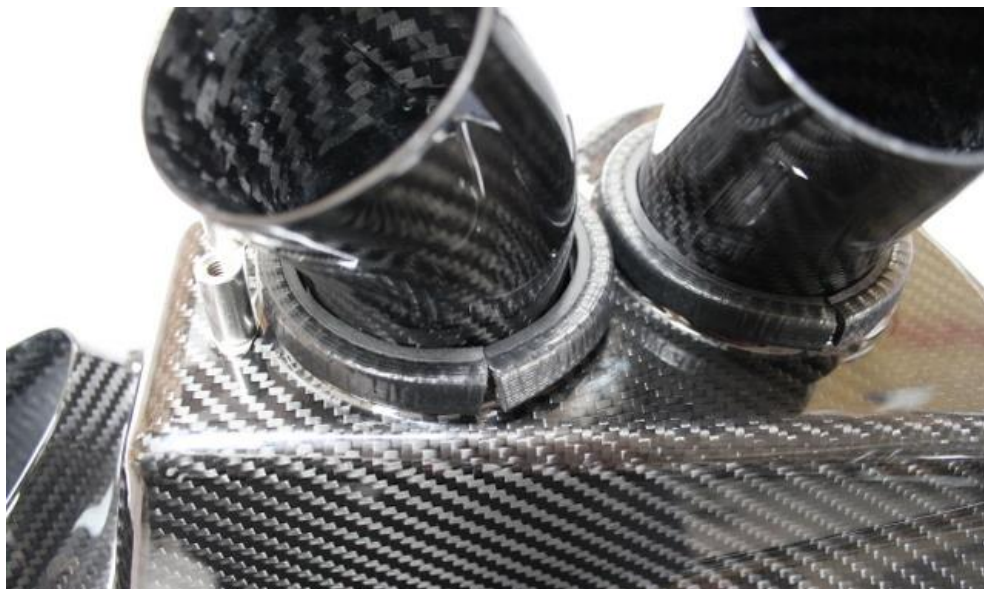
22. Push the filter onto the tube all the way and secure the clamp around the filter. It might be easier to pull the tube down for access to the clamp – see next step.



23. Ensure filters are secured.



24. Push the tubes through and rotate so you can see the notches in the tubes as shown.



25. Now push the rubber edging back onto the box firmly – make sure it is pushed on all the way around.



26. Take the 4 M6 screws and Toothed washers.



27. Place the shield over the box and fix with the screws and toothed washers. Position the shield as high as possible away from the tubes for now. Do Not Tighten the screws.



28. Now close the airbox with the lid and 5 black M5 screws.





29. We will now mark the holes required for the scoop. Take the scoop and place it behind the grill as shown in the next step.



30. The scoop should sit just above the RS6 badge almost touching the grill.



31. Push the scoop flat against the panel and mark the 2 holes. Now remove the scoop.



32. Remove the panel by pulling upward to release the clip and then out.





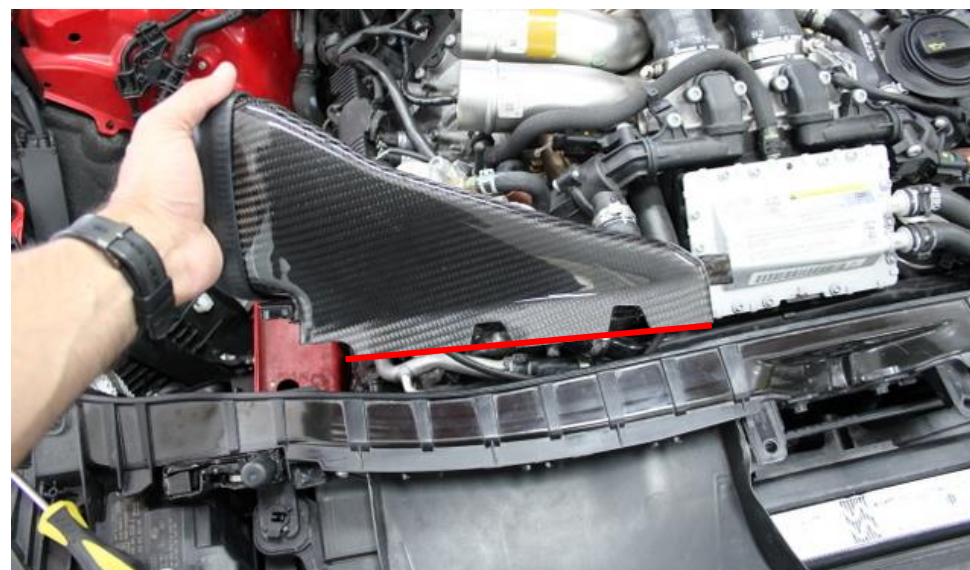
33. Drill 2 holes 6mm diameter.



34. Attach the panel back into place. Make sure it is located properly and pushed back down onto the radiator.



35. Re-position the scoop and secure with the 2 x 6mm plastic rivets as shown.



36. Take the carbon duct and position into place. Notice the top edge highlighted in red - see next steps for details.

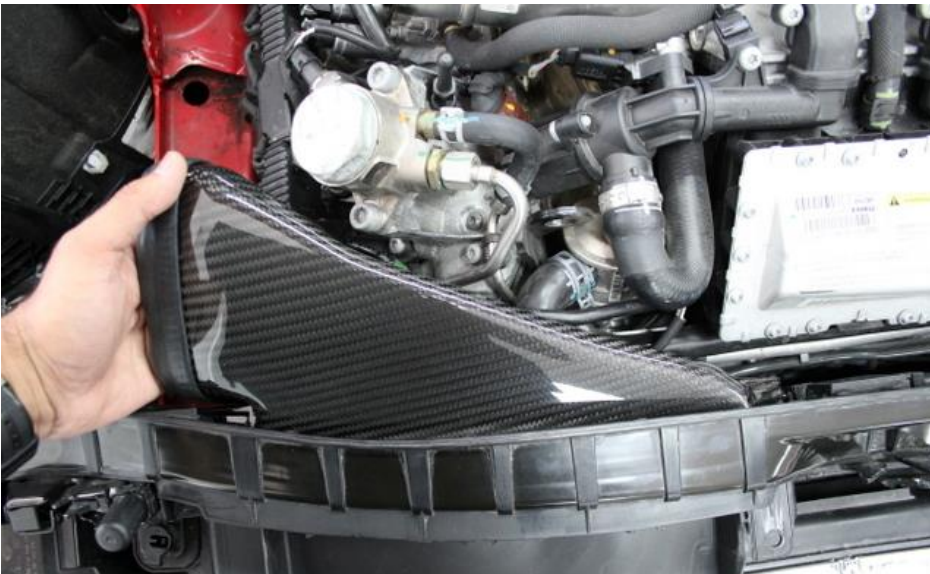




37. Ensure that the carbon duct top edge as highlighted in red previously, goes above this edge shown here.



38. Rotate the duct as shown and place into location – then rotate to fit (next step). Ensure the top edge of the carbon goes above the edge shown in previous step.



39. Rotate down to fit into place – the holes on the duct for the screws should meet the screw holes in the plastic panel.

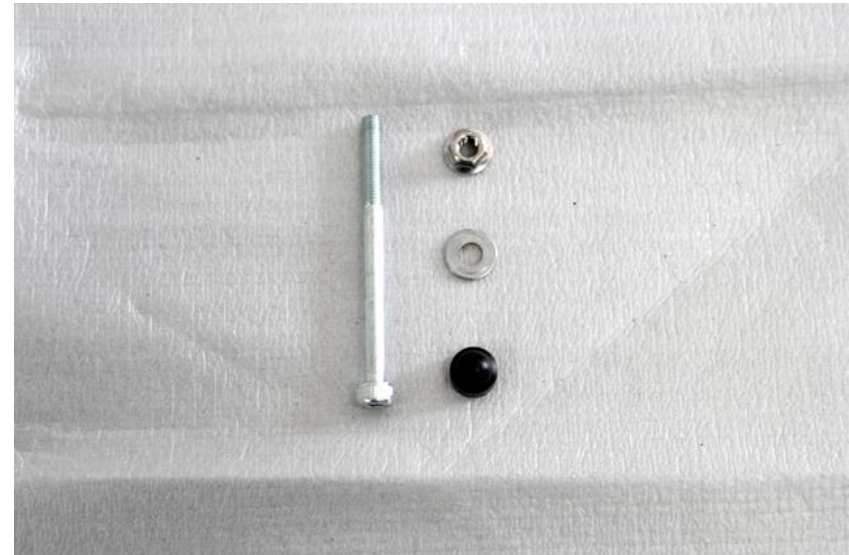


40. MAKE SURE the top of the carbon duct is above the plastic edge shown in step 37. This is important otherwise the duct will not be in the correct place.





41. Secure the left side closest to the rubber edging with the OEM screw. Do not let the screw contact with the carbon.



42. The other side of the duct will be secured with the supplied M6 bolt and nut assembly.



43. Push the bolt with washer through the panel and duct as shown.

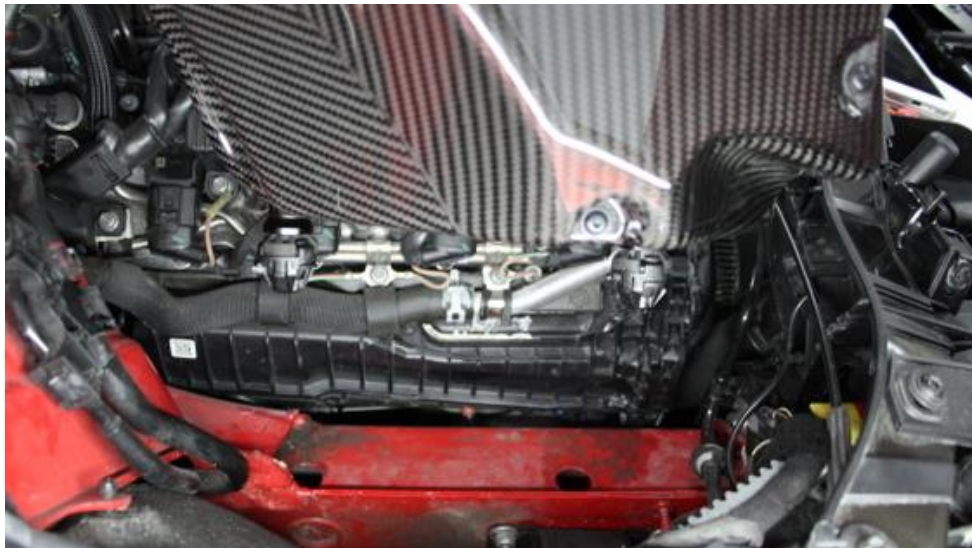


44. Secure with the nut – do not overtighten. Once the duct is unable to move stop tightening.

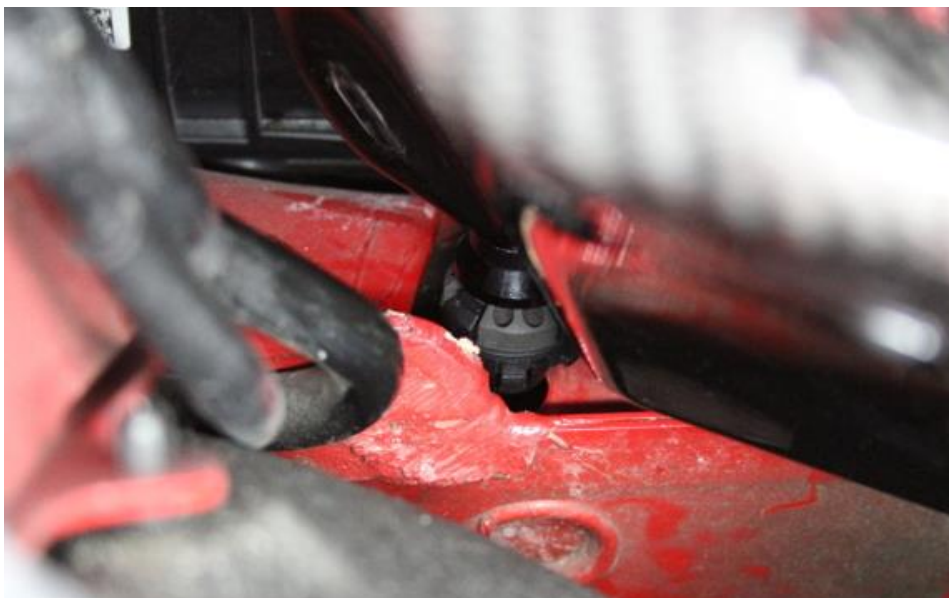




45. Push the nut cover over the nut.



46. Now take the airbox and carefully lower it into the engine bay – guide the 2 mounts towards the holes in the chassis.



47. You should be able to see the LEFT mount (furthest from front bumper) – guide into the hole.



48. You should be able to feel the second mount also going into the hole in the chassis. The airbox should line up as shown with the duct. We will seal it with the rubber on the duct later.





49. Push the OEM Rubber tubes onto the carbon tubes fully and secure the hose clamps – do not overtighten.



50. Rotate the longer carbon tube (left) so that the notch in the tube is visible and facing upwards.



51. Now push this rubber hose over the metal turbo tube fully and secure with the hose clamp. Make sure the notch in the carbon tube is still visible and facing upwards.



52. Repeat steps 50 and 41 for the shorter carbon tube.





53. Now pull the rubber on the duct back and position the airbox inside the rubber.



54. The rear bracket from the airbox should line up with the remaining rubber mount. Before securing this – check the clearance in the next step.



55. Check that the front of the box has a small gap above the plastic louver box.



56. Now secure the rear mount in step 51 with the supplied 10mm Push Rivet and toothed washer.





57. Push the rivet fully down and lock into place with the toothed washer underneath.



58. Push the shield down to lock the tubes (ensure the 4 screws are loose). Once in position, tighten the 4 x M6 screws.



59. Install the front slam cover again and secure with the original clips.

**You have now completed the installation of the Eventuri Audi C7 RS6 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.