



# Installation Instruction

## Performance Intake System

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Audi RS6 RS7 C8

4.0 V8 TFSI

PART NUMBER: LF - 300

## Description

This instruction shows how to replace the OEM intake with do88 performance intake.

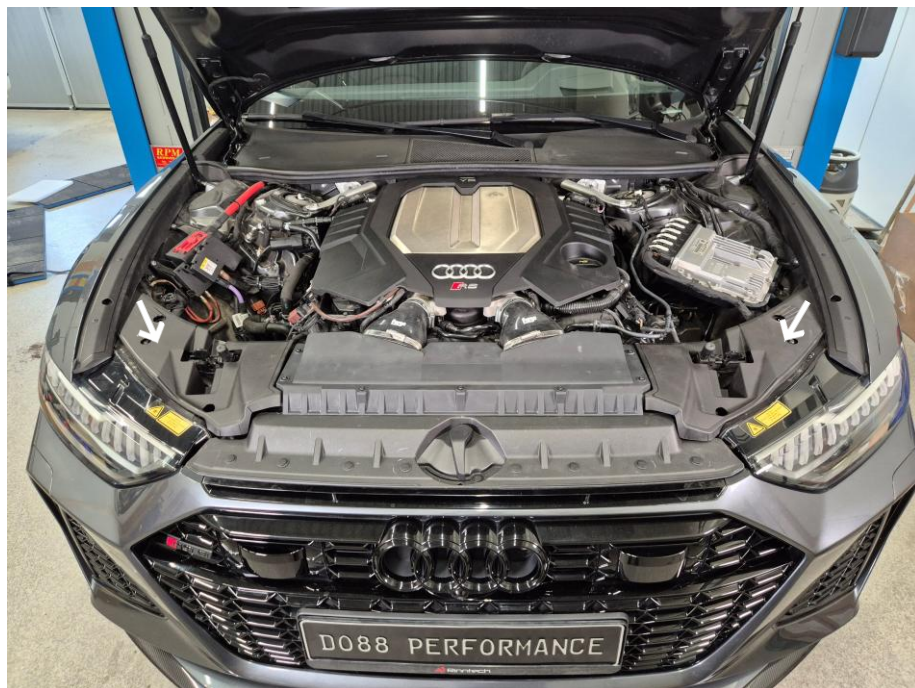
At this type of installation, we always recommend that you have mechanical experience and knowledge about safety during work on vehicles.

This installation instruction is performed on a Audi RS6 and the procedure for removal of panels and covers will differ a bit if the install is carried out on any other model this product fit.

## Parts List

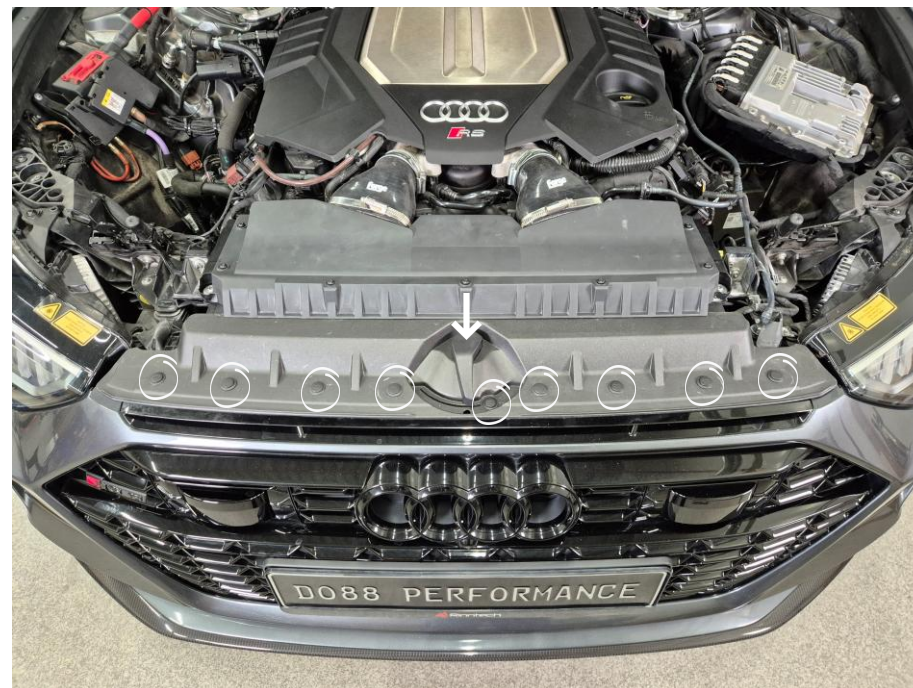


1. Carbon fiber air filter housing (Top)
2. Carbon fiber air filter housing (Bottom)
3. Turbo intake pipe (Left)
4. Turbo intake pipe (Right)
5. Silicone hose (Left)
6. Silicone hose (Right)
7. Air filter (BMC)
8. Bracket (Left)
9. Bracket (Right)
10. Adapter ring for OE Turbo (2pcs)
11. Adapter ring for Hybrid Turbo TTE 1020 / Power Division PD1200 (2pcs)
12. O-ring 62x2mm (2pcs)
13. O-ring 66x2mm (2pcs)
14. Nylon grommet nuts (11pcs)
15. Philips screw 4.2x22mm (11pcs)
16. Rubber washer 4.3x9mm (11pcs)
17. Allen screw M5x12mm (4pcs)
18. M5 nut (4pcs)
19. PCV hose CNC-adapter
20. Blanking plug
21. Hose clamp 70-90mm (2pcs)
22. Hose clamp 80-100mm (2pcs)
23. PCV spacer for MT 2023+
24. O-ring 22x3mm for PCV Spacer
25. Allen screw M6x25mm (2pcs)
26. Optional air straighteners Ø54 or Ø60mm (2pcs)



## Step 1

Remove the plastic covers on top of each headlight. Each cover is secured by two plastic tabs pushed into metal clips underneath, and two plastic hooks located at the outer edges near the air filter box.



## Step 2

Remove the front bumper cover, the 9x plastic clips, and the hood release handle (press the plastic tab inward and pull it straight up).





## Step 3

Remove the air filter box by loosening 2 hose clamps and 2 Torx T30 screws.



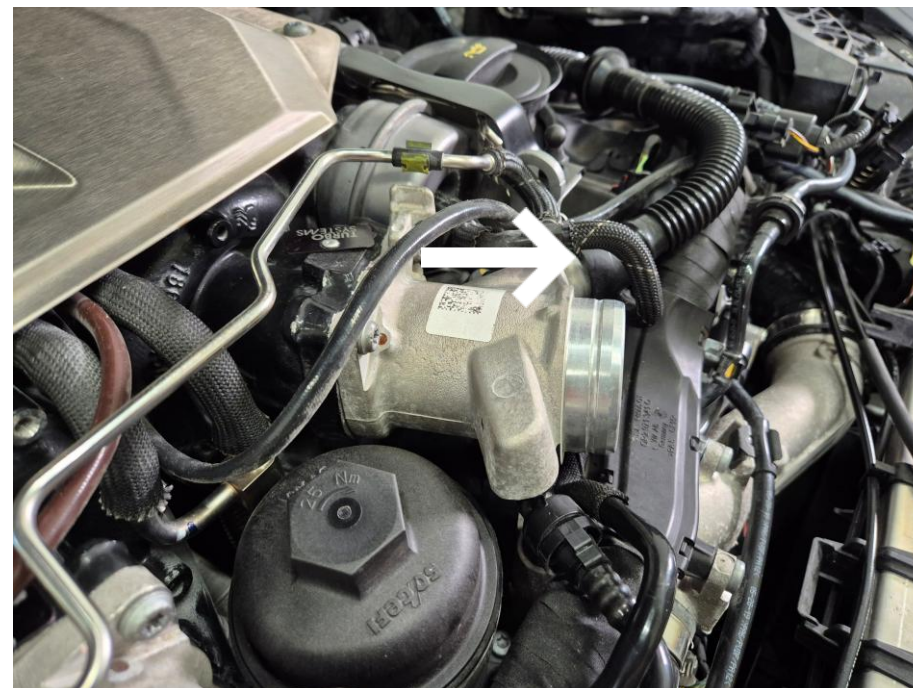
## Step 4

Remove the engine cover, (pull it straight up).



## Step 5

Release the small metal pipe from the turbo inlets by releasing the metal retaining clips.



## Step 6

Disconnect the PCV hose from the left-side turbo.

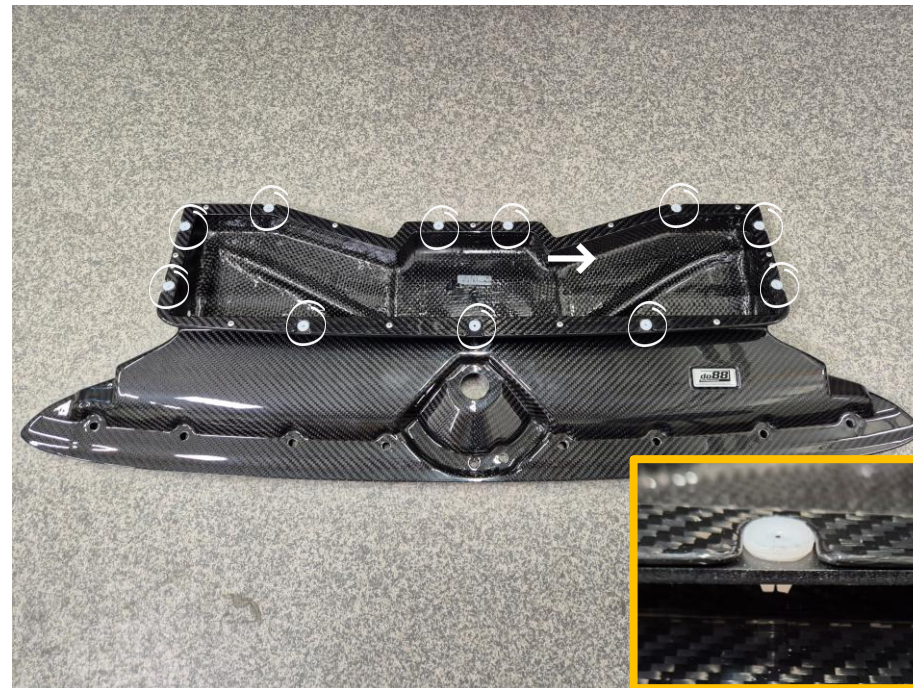
- For model years up to 2023, the hose is connected to the turbo inlet elbow. To disconnect it, gently work a pick around the edge of the connection while pulling the hose away.
- For 2023+ models, the PCV hose is secured directly to the turbo with 2x Torx T30 screws.





## Step 7

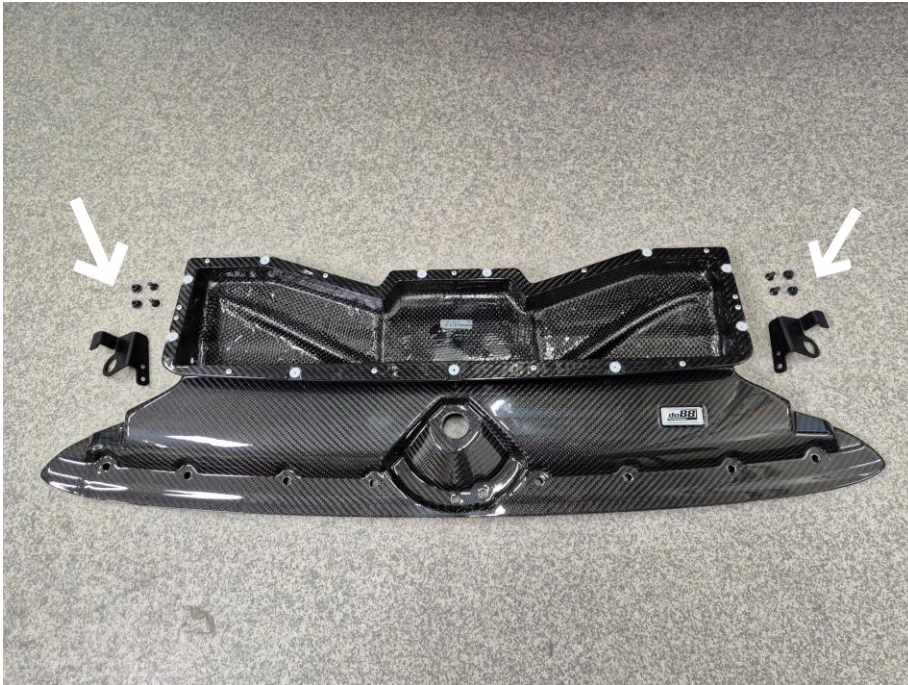
Remove both turbo inlet pipes by undoing 3x Torx T30 screws on each side.



## Step 8

Install the 11x included nylon grommet nuts into the square holes on the bottom part of the carbon fiber air filter housing.





## Step 9

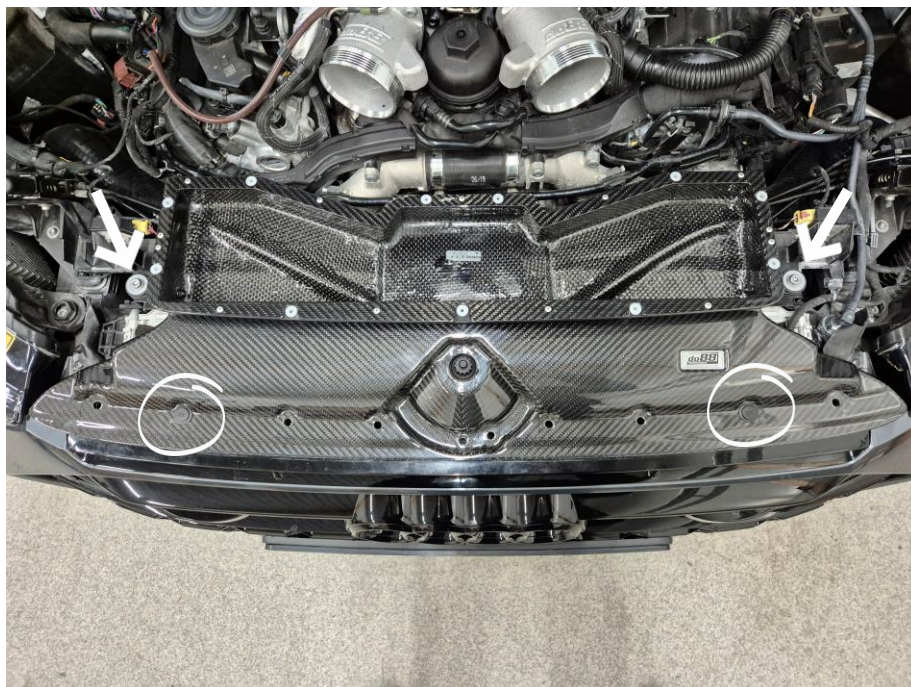
Install the included brackets onto the bottom of the air filter housing. There are two holes on each short end of the housing. Use the provided M5x12 screws and M5 nuts, but do not fully tighten them—**leave the screws slightly loose** to allow for adjustment.



## Step 10

Remove the T30 screws, sleeves, and rubber bushings from the OE air filter box, and transfer them to the do88 brackets.





## Step 11

Temporarily install the bottom section of the air filter housing in the car:

1. Reinstall 2x of the OE plastic clips removed in step 2 (marked with circles in the photo).
2. Tighten the 2x Torx T30 screws at the brackets.
3. Tighten the 4x M5 screws/nuts that were left loose in step 9.

Then remove the bottom section of the air filter housing from the car again.



## Step 12

Install the BMC air filter.

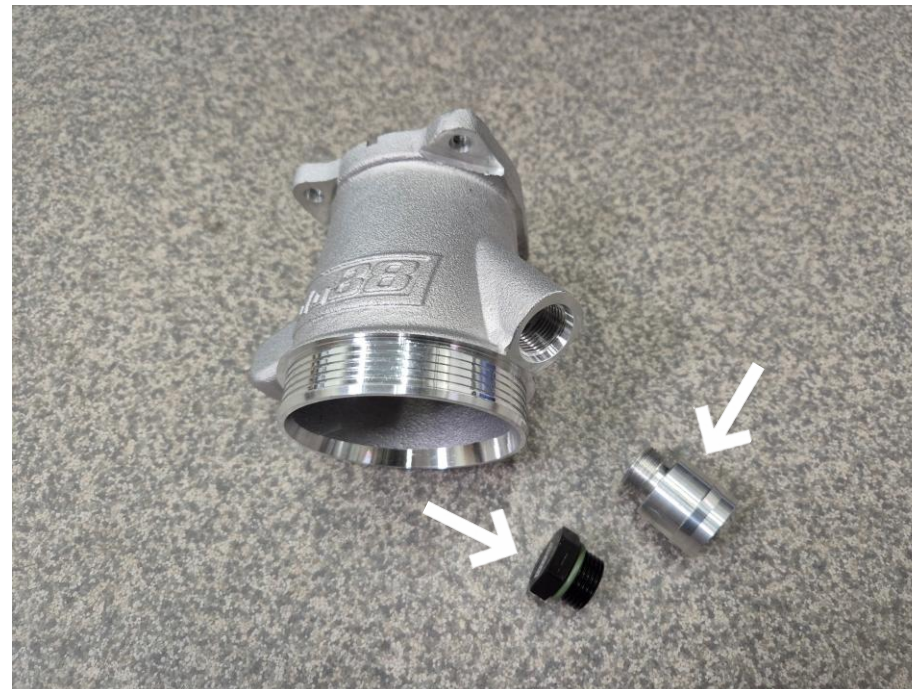




## Step 13

Install the top part of the carbon fiber air filter housing. Secure it using the 11x included Phillips screws (4.2×22 mm) and rubber washers (4.3×9 mm).

**⚠ Warning:** Torque the screws to a maximum of 1 Nm (9 in-lbs). Overtightening may crack the carbon fiber and void the warranty.



## Step 14

On the left-side do88 turbo inlet pipe, install the included PCV port adapter or plug. For model years up to 2023, use the adapter. For 2023+ models, use the plug.

Note: The PCV port adapter does not have an O-ring—remove and use the O-ring mounted on the plug instead.



## Step 15

Two different sizes of adapter rings are included—one set for OE turbos and one set for hybrid turbos. Select the correct size for your setup and install the included  $\varnothing 62 \times 2$  mm O-rings as shown in the photo.

Ensure the O-rings are fully seated in the grooves on both adapter rings.

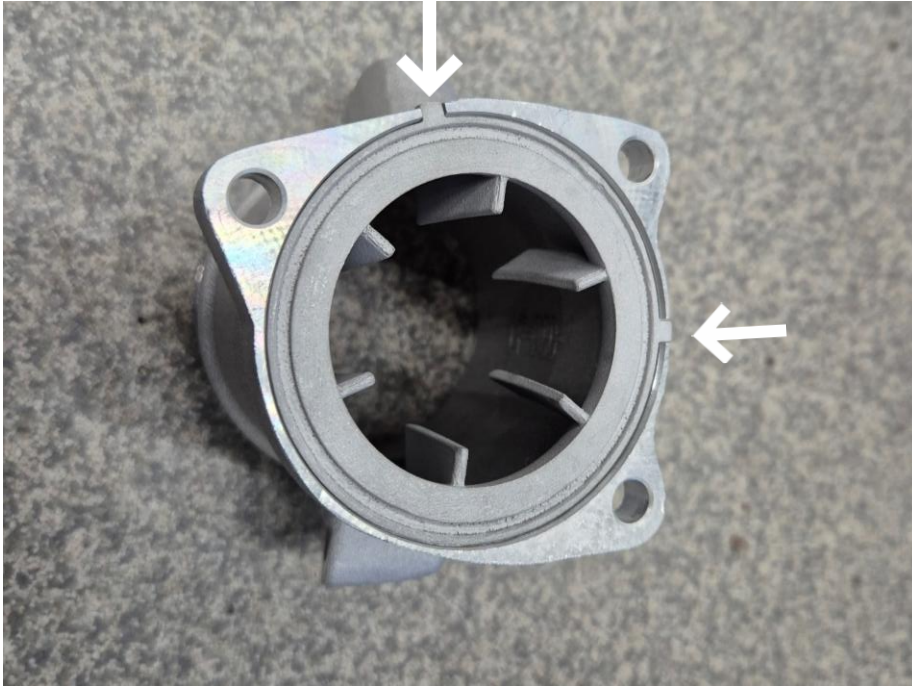
If you have bought the optimal air straightener install O-rings in same manner.



## Step 16

Push both adapter rings into the turbo inlet pipes, making sure to apply grease to the O-rings. It can be tricky to fully seat the adapters—placing the adapter ring against a solid surface (like a table) and pressing the inlet pipe firmly multiple times can help ensure proper fitment. Finally, install the included  $\varnothing 66 \times 2$  mm O-rings onto the outer face of the adapter rings. Apply a small amount of grease in the groove to help the O-ring stay in place during installation.





## Step 17

If you have purchased the optional air straighteners, please note that they are left- and right-handed. There are slots machined into the turbo inlet pipes, allowing installation only on the correct side. Refer to the photo for the slot positions.

Install the O-rings in same way as in step 15 and 16.



## Step 18

Install the turbo inlets in the car:

1. Use the OE screws and the black plastic retainers.(You may need to remove the retainers from the original turbo inlets.)
2. Apply grease to the green O-ring on the breather insert before installation.



## Step 19

Attach the small metal pipe to the right-side turbo inlet.

**\* Only for MY 2023+**

Install the included PCV spacer with the supplied O-ring and M6 screws (#23, #24, and #25 in the parts list).

Loosen the OE plastic PCV pipe located at the marked circle in the photo above.

Carefully remove the PCV valve and place it into the groove in the spacer.

Secure the spacer to the engine, ensuring the O-ring sits properly in its slot. Then fasten the OE pipe back into position using the M6 screws, with the spacer sandwiched in between.

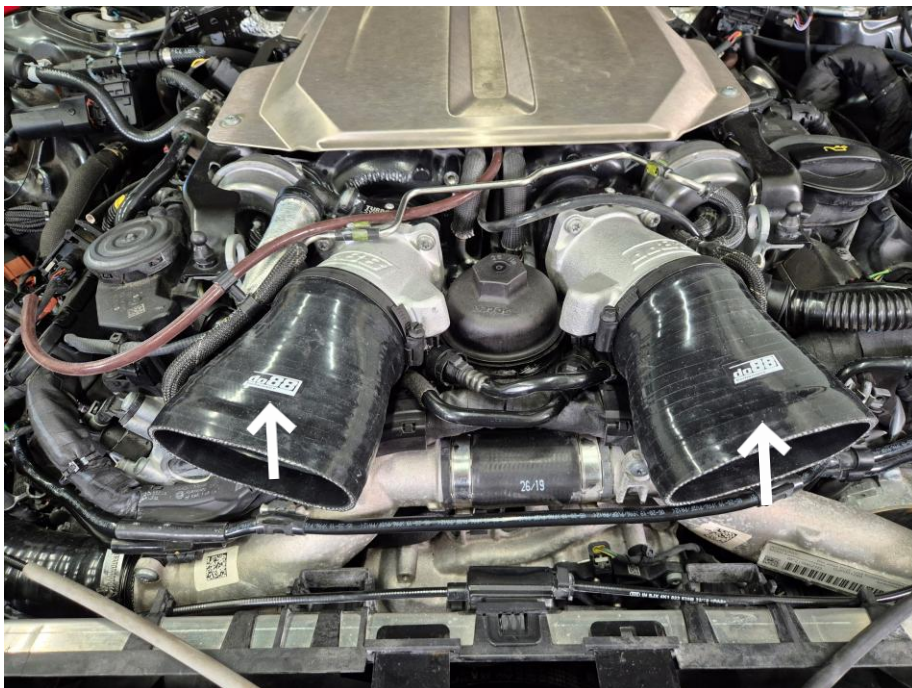
This modification creates the necessary clearance between the PCV pipe and the do88 turbo inlet.



## Step 20

Unscrew and reinstall both front engine cover studs, placing the thick included M6 washer in between. This provides the necessary clearance for the engine cover to fit over the new, larger turbo inlets.

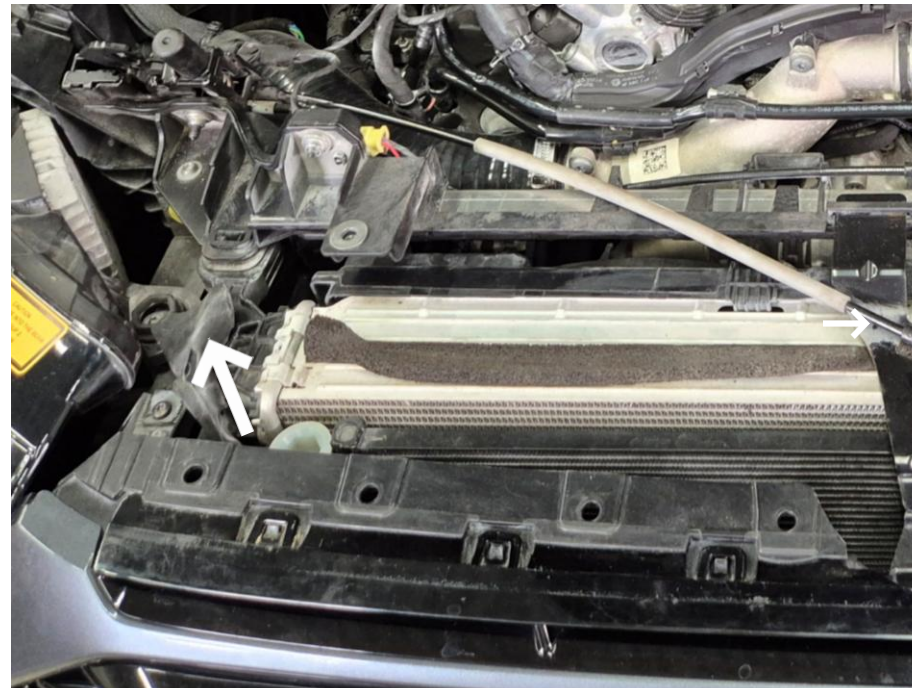




## Step 21

Install the included silicone hoses.

Each hose is labeled with a part number on the inside: -5 for the left side and -6 for the right side. Installing the hoses onto the turbo inlets can be tricky. To make it easier, hang the included 70–90 mm clamps on the connections before pushing the hoses into place. Don't tighten the hose clamps yet—leave them slightly loose so their position can still be adjusted.



## Step 22

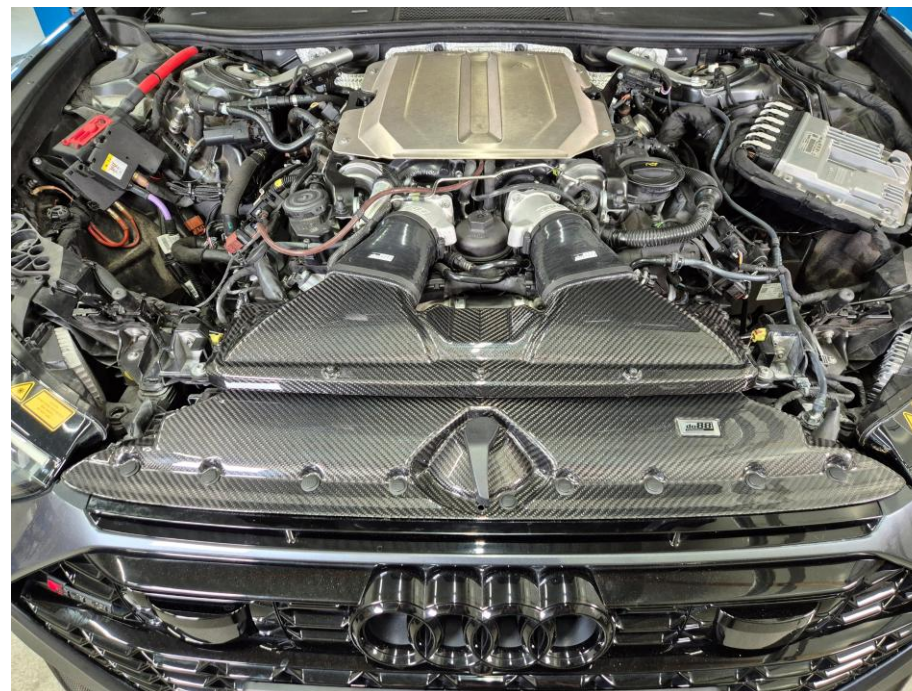
On both sides of the radiator, there are rubber flaps that must be folded down so they do not sit higher than the top of the radiator. This is necessary to provide clearance for the do88 air filter box.





## Step 23

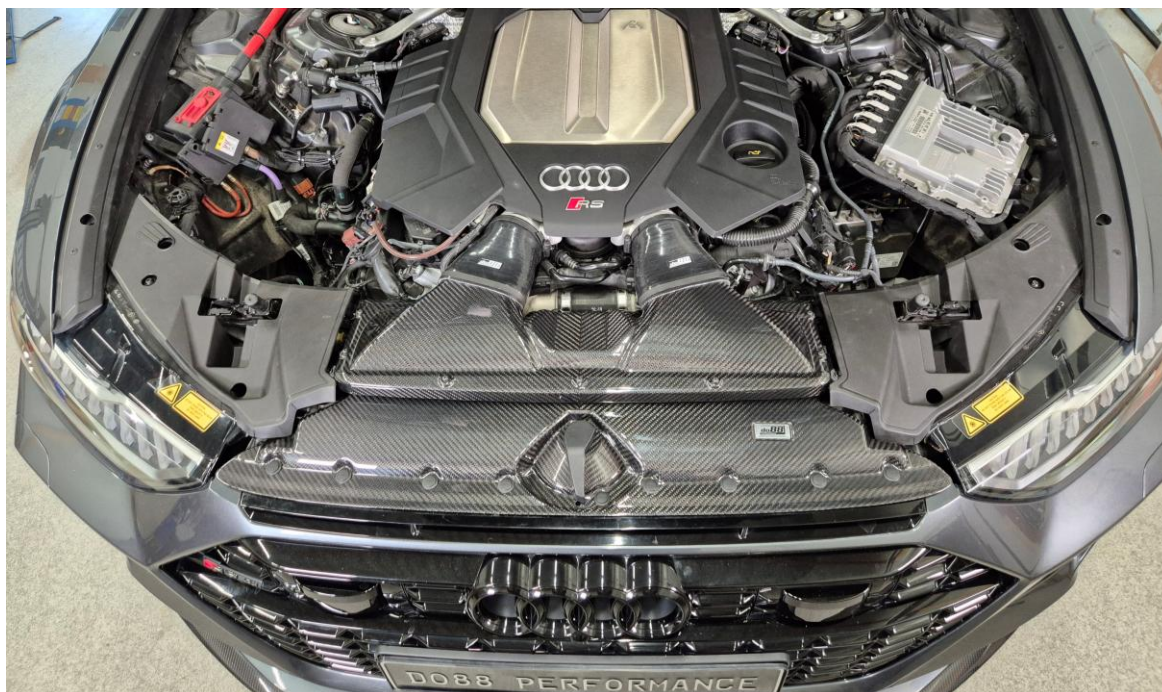
Shape the included large (80–100 mm) hose clamps into an oval form so they fit around the oval connections on the silicone hoses. Position the clamp housings on the underside, with the 7 mm hex screw pointing outward in the same direction as indicated by the arrow in the photo. Slide the clamps about 30 mm onto the hose connections (do not tighten them yet) to allow the carbon fiber air box to be inserted into the silicone hoses without interference from the clamps.



## Step 24

Install the carbon fiber air filter assembly into the car by sliding the oval connections into the silicone hoses. Do not overtighten the hose clamps on the carbon fiber connections—maximum torque is 5 Nm. Overtightening may crack the carbon fiber and will void the warranty.





## Step 25

Reinstall all remaining parts in the reverse order.



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