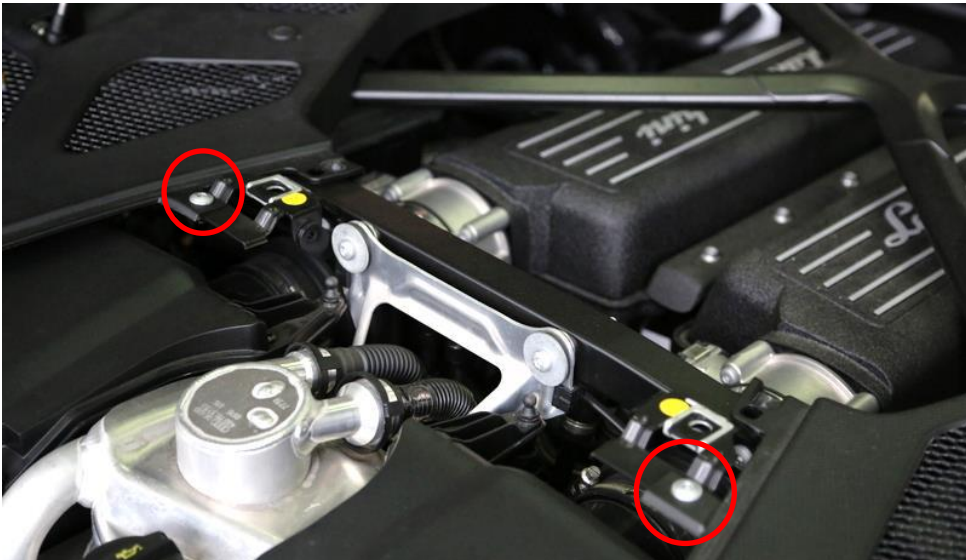




1. We will start by removing the engine covers - each cover has a number of securing screws which need to be unlocked.



2. Turn the securing screws anti-clockwise to release them. Start with the middle cover, release the screws and remove this cover from the car.



3. For the 2 large side covers, remove these screws.



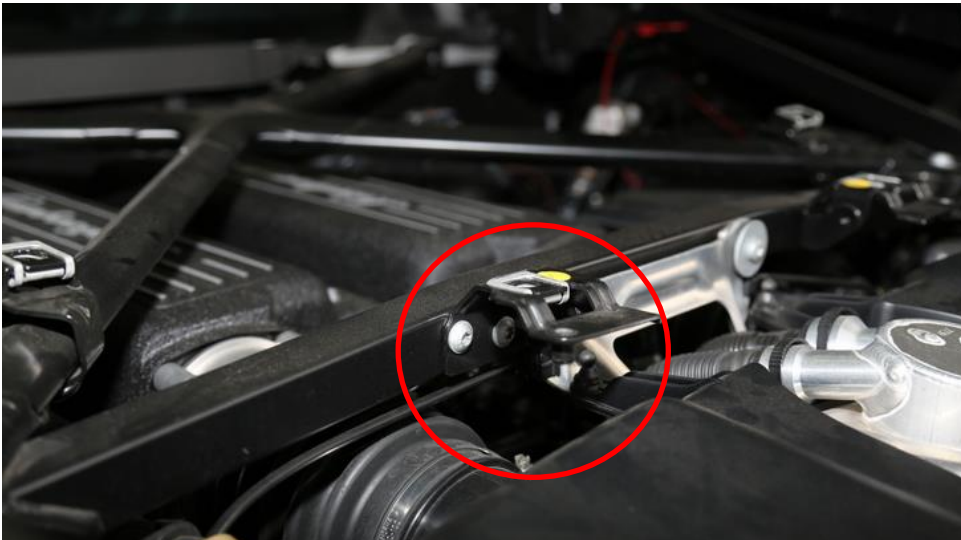
4. Now disconnect the strut by gently opening the clip over the top of it. Lever the clip out and push it down. Careful not to completely push the clip off the strut.



5. Once the clip has been unlocked – push the strut out from the ball joint.



6. Remove the side covers from the engine bay.



7. Remove this bracket which used used for the engine covers. There are 2 of these.



8. Remove the 4 screws holding each airbox in place. There is one screw on each corner.



9. Disconnect the MAF sensor plugs from both airboxes.



10. Push the plastic inlet duct connectors off the airboxes. They are located on the side of the airboxes nearest the wing.



11. Loosen the hose clamp around the inlet tubes and push them off both airboxes.



12. Now the airboxes can be pulled out. On the left airbox (as you look at the engine) there is a hose which needs to be removed from the airbox as shown. Remove both airboxes completely.



13. Now we will prepare the Eventuri intake for installation.



14. Remove the MAF sensors from the original airboxes. They are held in place with 2 screws.



15. Insert the sensors into the Eventuri intake tubes. Make sure the orientation is correct. See next step for using the supplied spacers under the sensors.



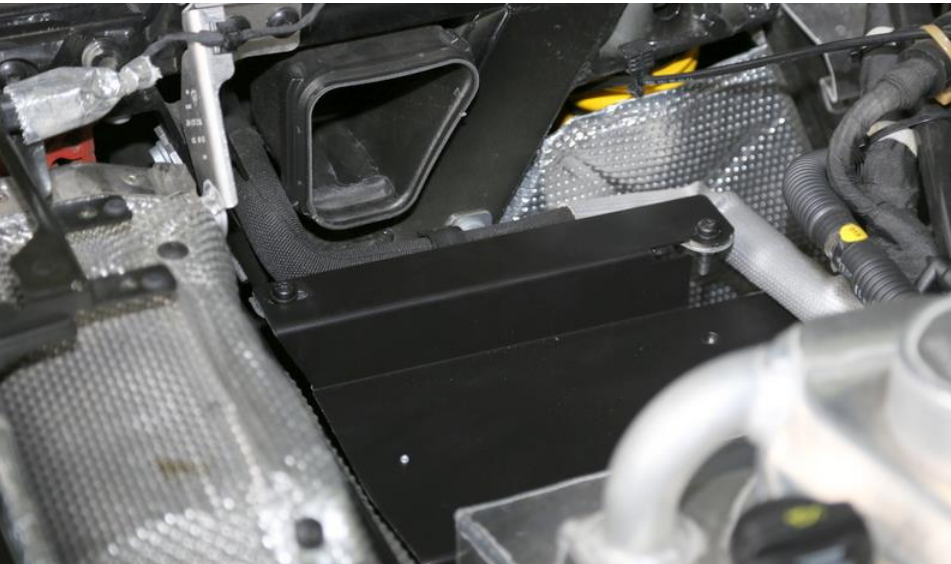
16. Take the 2 supplied M4 spacers and place them between the MAF sensor and the mount, under the securing holes.



17. With the spacer in place as shown – secure the sensor with the supplied M4 screws.



18. Take the smaller heat shield and lower it into position on the left side as shown.



19. Secure the shield using 2 of the screws which were removed from the stock airbox.



20. Take the other shield and position into the right side of the engine bay. The hose near the engine circled in red should go over the top of the shield as shown. Secure this shield using 3 screws previously removed from the airbox.

21. Identify the LHS and RHS parts as shown. LHS duct and housing will be installed on the left side of the engine – as you look at it from the rear of the car. RHS duct and housing will be installed on the right side.



LHS Housing

LHS Duct



RHS Housing

RHS Duct



22. Take the RHS Duct and push it over the stock duct entry. It will slot into place but will still have some movement which is required.



23. Now take the RHS housing and pull the stock rubber intake tube over the carbon tube. Make sure the hose clamp is sufficiently loose. The housing will need to be pointing upwards to clear the carbon duct.



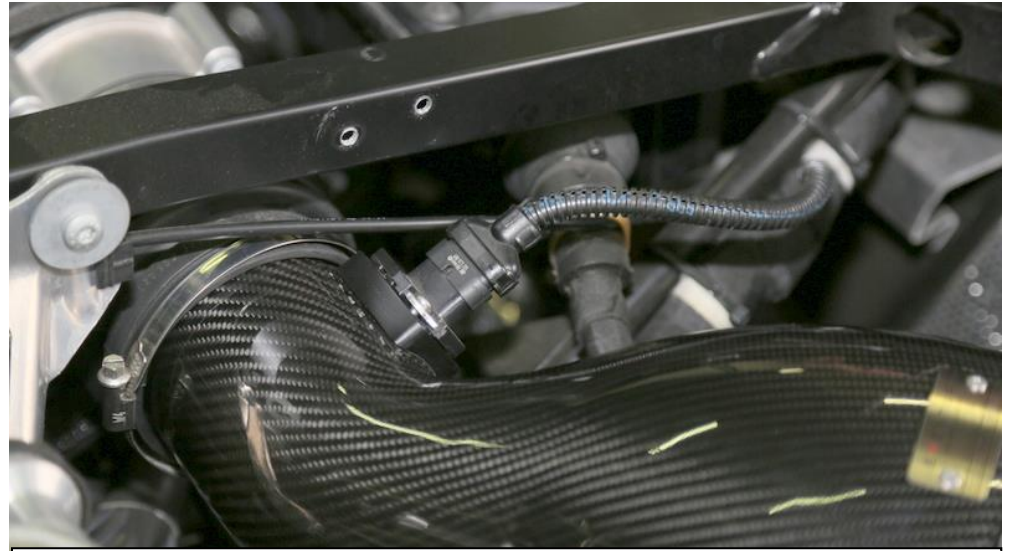
24. Now carefully rotate the housing so that the bracket attached to it is flat with the heat shield and also to allow the housing to be positioned inside the duct. When rotating – be careful with twisting the stock rubber inlet tube – you might need to use a small amount of lubricant to allow the carbon to rotate easier inside the rubber tube.



25. Make sure the rubber tube is pulled over the carbon as far as possible. It should almost meet the metal MAF sensor mount. Make sure it is evenly aligned all the way around.



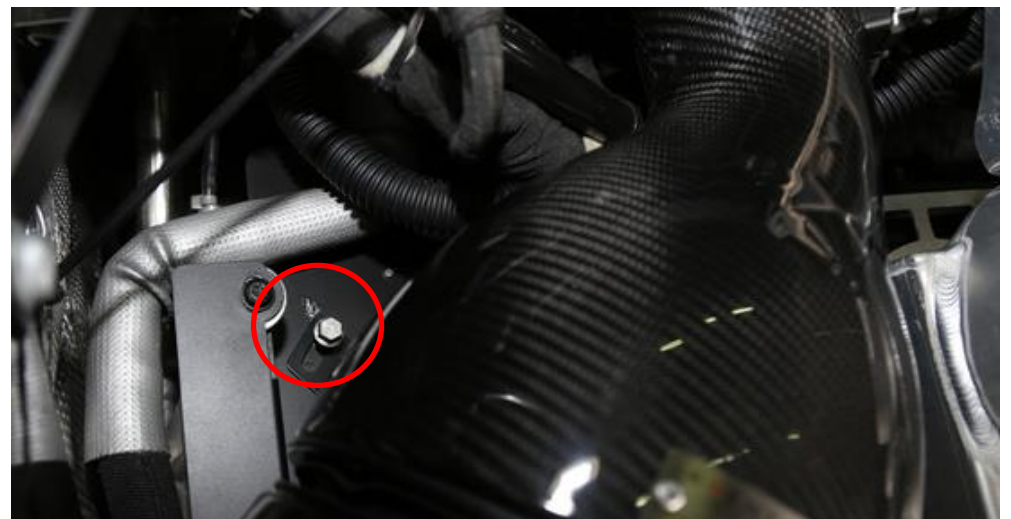
26. Align the bracket with the mounting hole in the heat shield and secure with the supplied M6 bolt. The rubber seal on the duct should be touching the filter housing. It does not need to be tightly pressed against it.



27. Push the MAF sensor plug back into the sensor. Make sure it is fully inserted. Tighten the hose clamp around the stock rubber tube.



28. Repeat the same process for the LHS duct and housing.



29. Secure the bracket to the heat shield with the supplied M6 bolt again.

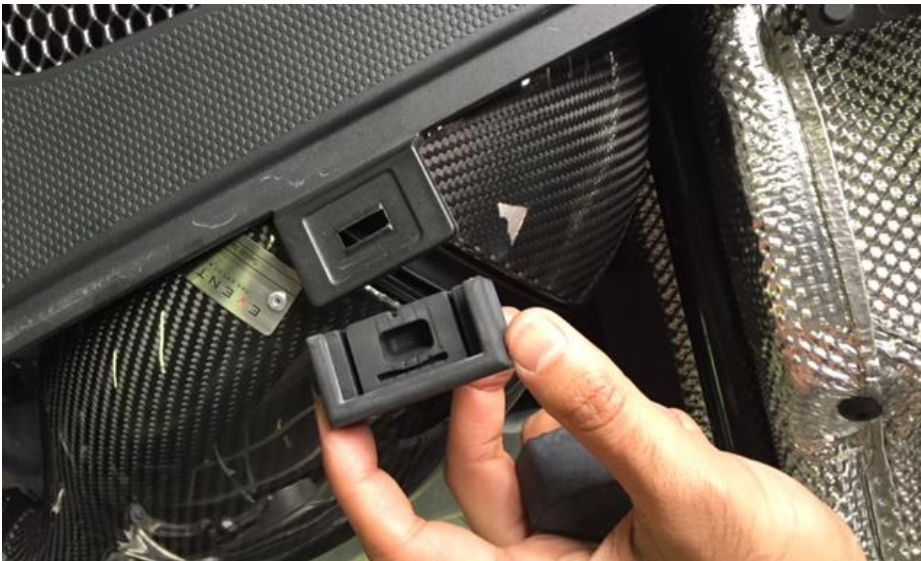




30. Push the MAF sensor plug back into the MAF sensor – ensure it is fully inserted. Tighten the hose clamp around the stock rubber tube.



31. Installation of the intakes is now complete. The brackets removed in step 7 for the engine covers can now be re-installed.



32. The intakes will sit very close to the covers – you will need to remove these rubber blocks from the covers – they are only used with the stock airboxes.

33. We have also supplied some rubber self-adhesive pads. When lowering the covers over the intakes, please use these pads where required to prevent the covers from scratching the carbon.

Eventuri cannot take responsibility for an incorrectly installed intake or any damage caused during installation.