



1. We will start by removing the stock airbox system. Remove the 2 screws holding the inlet duct in place. Then push the duct into the airbox to release the mounting points and remove duct from engine bay.



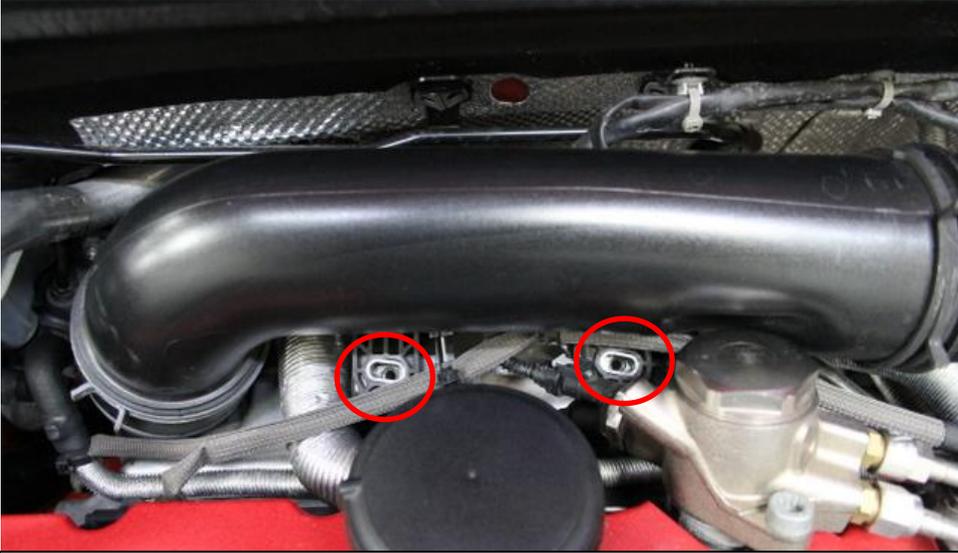
2. Remove the sensor pot from the airbox – it is held in place with a panel clip – use a small flat head screwdriver to prise the clip open if required.



3. Remove spring clamp from flexi hose at the turbo pipe connection – use an appropriate spring clamp tool. Pull out the flexi hose from the turbo tube. Also remove the small engine cover and breather hose from the airbox.



4. Remove entire airbox by pulling upwards. It is held in place with rubber push mounts.



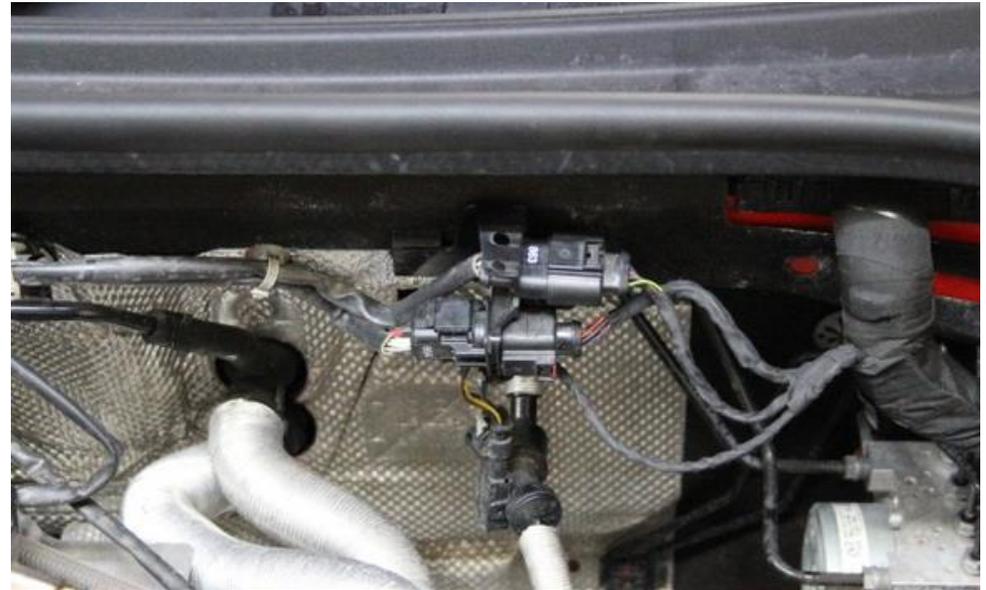
5. Remove the 2 Torx screws securing the Turbo Tube.



6. Remove the spring clamp holding the turbo tube to the rubber joiner and pull the tube out.



7. Also remove the remaining rubber joiner to the turbo.



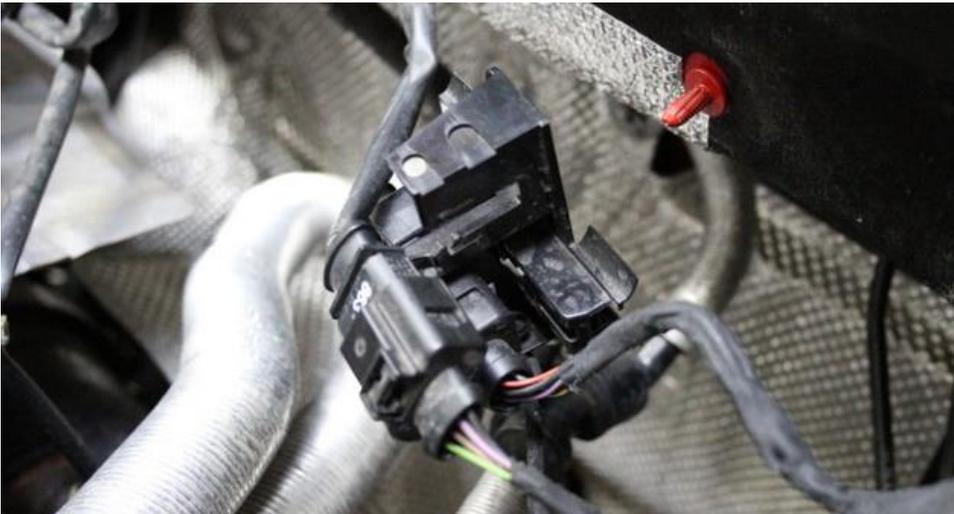
8. We now need to relocate this wiring harness located behind the engine.



9. Remove the harness bracket from the chassis by using a small flat head screwdriver and carefully lever it off – one side is pushed onto a threaded stud and the other side has a plastic clip pushed into a hole on the chassis.



10. We need a bit more slack in the wiring – carefully pull the wiring through the cable ties to allow the pugs to drop down a little more. You only need a few centimetres extra.



11. Slide the upper plug out of the bracket as shown. We will use the circles hole in the bracket to secure it to the relocating bracket.



12. Remove the plastic bracket completely.



13. Install the new bracket onto the threaded stud as shown and secure with the supplied M6 Nut.



14. Place the wiring plugs into the bracket and secure with a cable tie. Cut the excess off.



15. Remove the 2 Torx screws at the front of the engine on the inlet tube where the breather is also located. Pull the bracket off the mount.



16. Install the new bracket for the intake as shown. Put the original bracket from the previous step on TOP of the new bracket and secure with the same 2 Torx screws.



17. Carefully lower the duct as shown into the right side corner of the mounting area first. Don't line up the mounting hole yet – push it as far as possible to the right for clearance to lower it.



18. With the duct pushed as far as possible into the right of the mounting area – lower it and position the top surface of the carbon panel into the mounting area.



19. Keep lowering carefully positioning the carbon into the mounting area.



20. Push the hose shown away slightly to allow the left side of the duct to be positioned into place. Lower the duct and place into the mounting area as shown in next step.



21. This is the final position of the duct – line up the hole on the panel with the threaded insert on the carbon. Secure with a supplied M5 Screw DO NOT use the original screws.



22. Do the same for the other side and secure with another new M5 screw.

Reducer

50mm Length

40mm Length



23. There are 3 different Silicon couplers provided. 1 x Reducer, 1 x 50mm Length Hose, 1 x 40mm Length Hose.



TURBO SIDE

TOP SIDE

24. Prepare the Turbo Tube (carbon or metal version). Insert the reducer to the lower (turbo) side and insert the 50mm length hose to the top side. For the top side – leave about 30mm of the silicon hose coming out of the tube. For the reducer please see next step.



25. Push the tube down into the silicon so that it meets the start of the reduction part of the silicon. Make sure it is even all the way around and secure the clamp around the tube only.



26. Push the silicon reducer onto the turbo – make sure it is pushed all the way down and the silicon is even around the turbo.



27. Ensure the hose clamps are evenly positioned around the silicon on both sides. It is easier to position the screw parts at the back facing the right – you have access behind the tube. Do NOT secure the clamp around the turbo yet.



28. Assemble the remaining tube (LOWER TUBE) with the filter housing as shown. Do NOT secure the hose clamps yet. They must be loose enough to allow rotation of the housing.



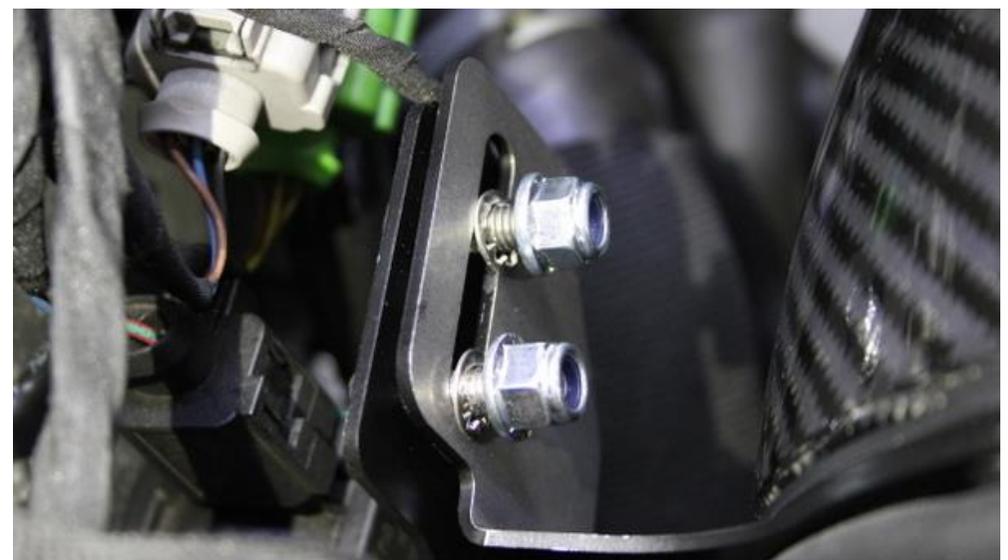
29. Insert the lower tube into the silicon on the turbo tube. Ensure the hose clamp is loose enough. Position the housing so that it sits behind the duct.



30. Rotate the housing so that the brackets line up – see next step. Ensure the rubber cushion on the duct is sitting squarely on the housing.



31. Rotate and position the housing so that the slot on the housing bracket lines up with the holes on the bracket previously installed.



32. Install the 2 supplied M6 bolts with the toothed washers and M6 Lock Nuts as shown. Do NOT tighten them yet. Toothed washers should be on the slot side as above.



33. Pull the housing towards you so that the rubber cushion on the duct compresses. Ensure it is compressed evenly all around and while maintaining pressure – tighten the 2 lock nuts on the bracket.



34. Rubber cushion should be evenly compressed. There will be some movement in the silicon hoses to allow correct orientation before tightening the 2 lock nuts ensure hose clamps are loose.



35. Orient the turbo tube so that there is approximately a 10mm clearance gap above this engine component as shown. Now ensure the silicon reducer is still squarely on the turbo and tighten the hose clamp around the turbo.



36. Check the clearance above the reservoir again (LHD only) and then tighten the hose clamps on both sides of this lower tube. Do not overtighten.



37. Tighten the remaining hose clamps between the lower tube and housing. Ensure the clamps are evenly positioned. Do not over tighten.



38. Push the breather onto the carbon tube and secure with the original spring clamp.



39. Push the sensor pot onto the small bracket extending from the housing.



40. Put the engine cover back into place. Installation is now complete. Eventuri cannot take responsibility for an incorrectly installed intake or any damage caused during installation.