

1. Make sure you have at least 250ml of DOT 4 brake Fluid. This is required to refill the brake fluid reservoir after relocation.



2. Remove the sensor wiring harness from the airbox – push the green tabs inwards to allow you to pull the clip out. Unplug the MAF Sensor plug.



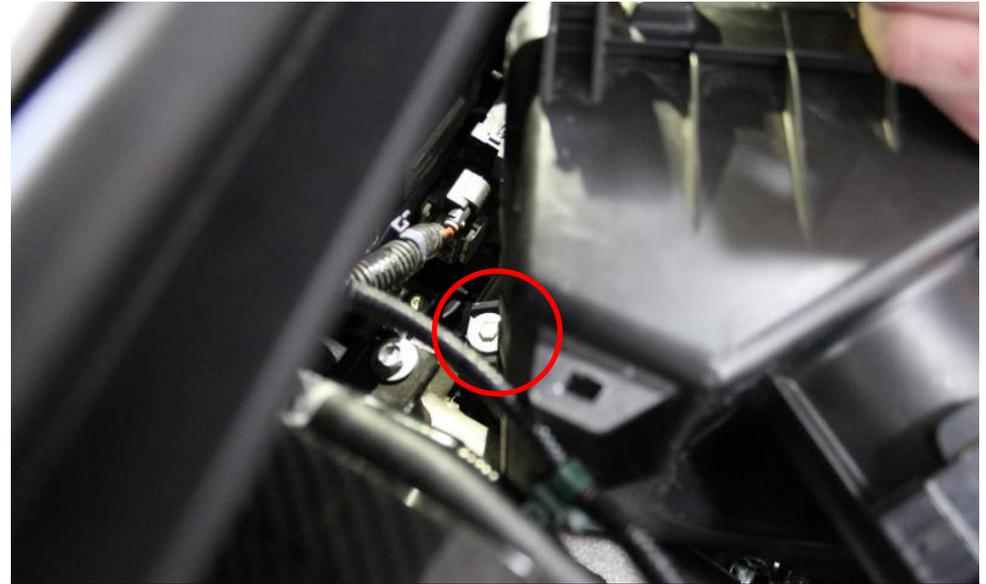
3. Loosen and remove the rubber intake hose from the airbox.



4. Remove the 2 10mm bolts from the intake duct.



5. The Airbox is held in with 2 10mm bolts. Remove the front one as shown behind the battery.



6. Remove the remaining bolt which is located at the back of the airbox. Now pull the entire airbox assembly out.



7. Remove the MAF sensor by unscrewing the 2 screws holding it to the airbox.



8. Now we will relocate the brake and clutch fluid reservoirs.



9. Remove the bolts holding both reservoirs to the bracket.



10. Remove the 2 bolts holding the bracket to the chassis.



11. Remove the brake fluid reservoir from the bracket – it is hooked into the bracket from underneath.



12. Empty the brake fluid reservoir using a pump or simply pouring into a container. Wipe away any spillage in the engine bay.



13. Compress the spring clamp around the brake hose and push further down the hose to allow the reservoir to be removed.



14. Place a cloth under the assembly to catch any fluid and carefully remove the reservoir from the hose. Now compress the other clamp near the cylinder and pull it away to allow removal of the brake hose.



15. Remove the hose completely. Now transfer the spring clamps to the new longer brake hose supplied.



16. Push the new brake hose onto the brake cylinder fully and secure with the original spring clamp. Then push the other side into the brake reservoir and secure with remaining spring clamp. We will now install the cold air duct and intake housing assembly before completing the relocation procedure.



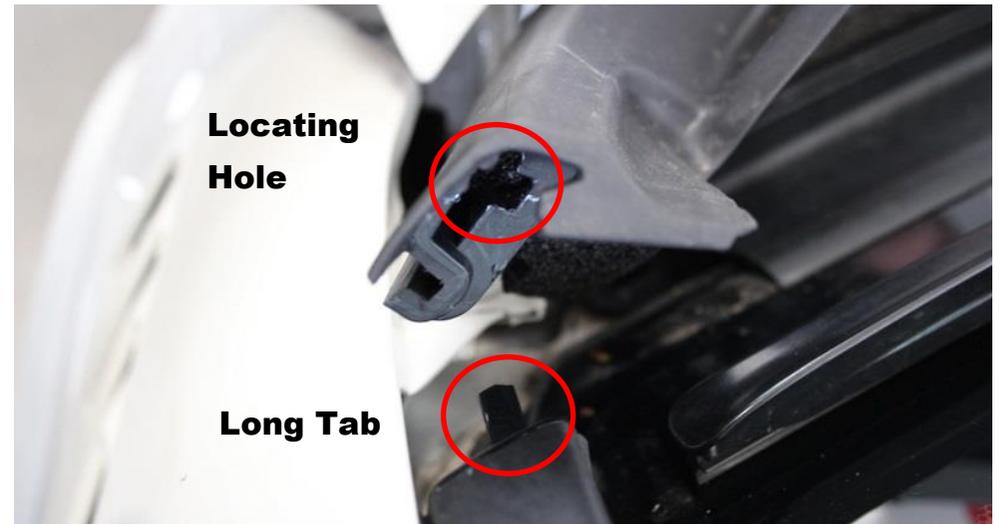
17. Pull rubber trim off the left side plastic panels in front of the windscreen. The left one as you look at the engine.



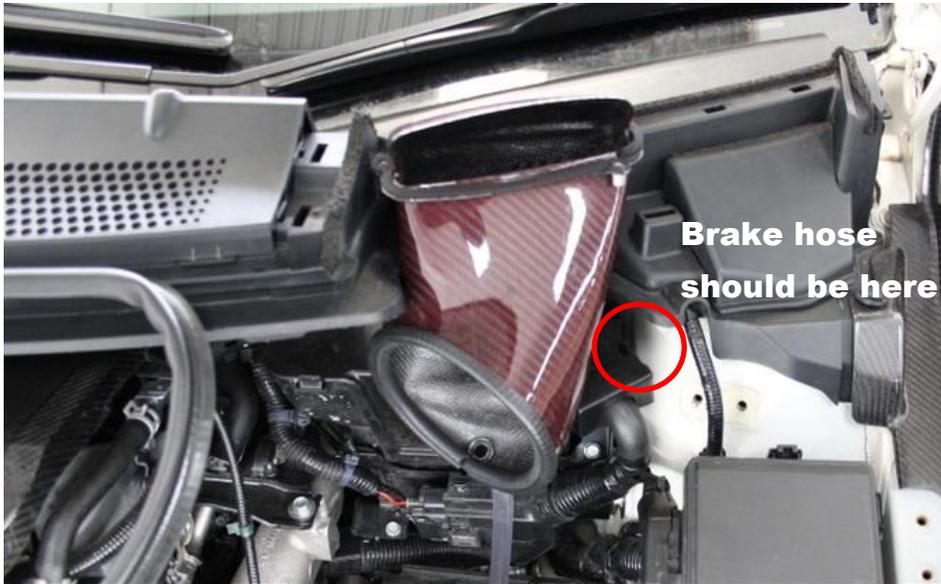
18. Pull the plastic panel upwards to unclip it.



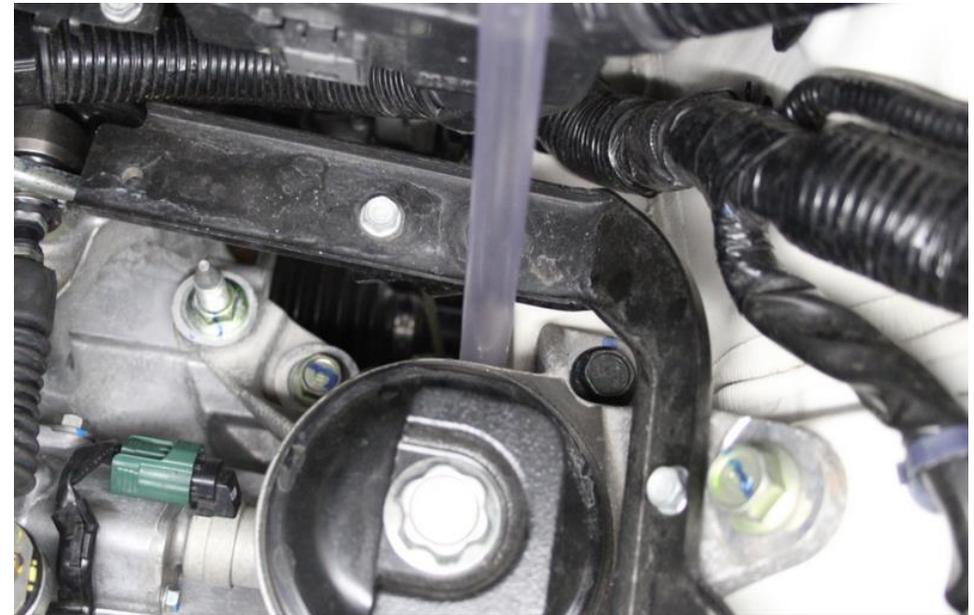
19. Unclip the 2 tabs holding the panel into the wing. Push the panel down to unclip them.



20. Now pull the panel down to unclip from the windscreen panel. There is a long tab which locates into the hole in the panel as shown. Remove panel completely



21. Place the carbon duct into the space revealed under the removed plastic cover. This will be secured in the coming steps. Ensure the extended brake hose is routed around the side of the duct. Hose not shown in the photo.



22. Position the drain tube as shown.



23. Now take the supplied plastic panel which has been pre-cut and install by firstly clicking the side tabs into place.



24. Now push the locating tab from the windscreen panel into the hole of this new panel as shown.



25. Now click all the tabs into place – make sure they go into the correct positions. There are tabs at the back too. Push the panel down all around to click into place.



26. We will use the supplied countersunk screws and washers to secure the duct to the plastic panel.



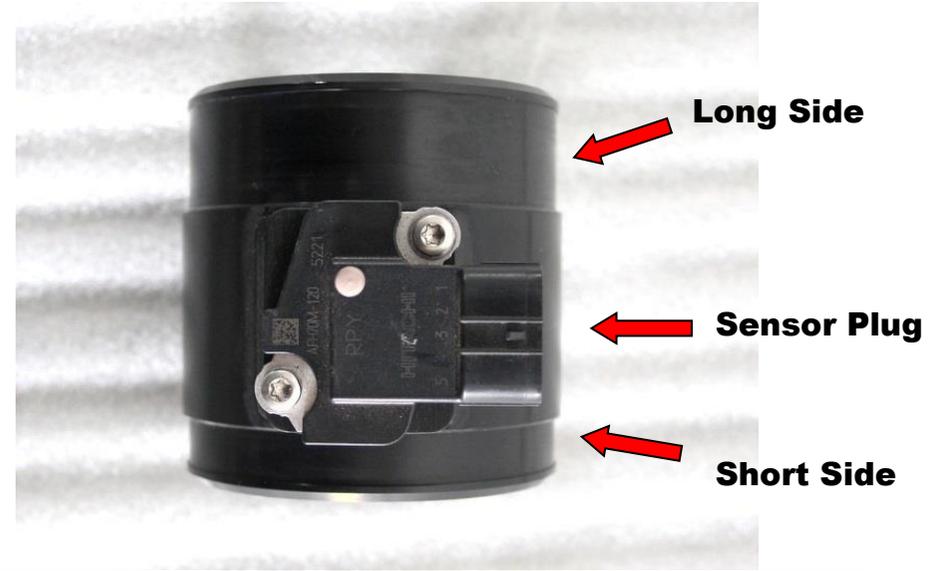
27. Position the duct to line up the threaded inserts with the holes on the panel and secure with the supplied screws. Do not over tighten them. Location of the holes may vary depending on LHD or RHD version.



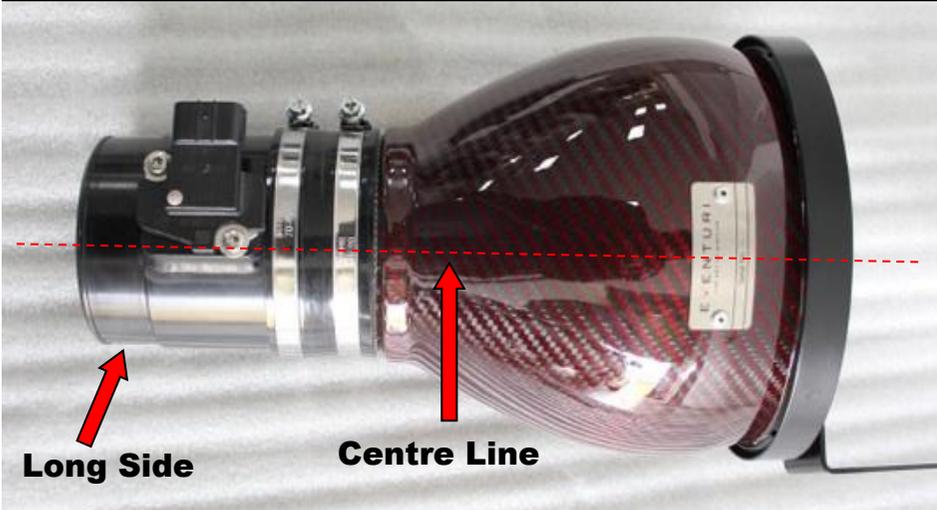
28. Be careful with the left side screw, push the washer away from the duct as you tighten to avoid scratching the carbon.



29. Push the rubber trim back into place.



30. Install the MAF sensor onto the supplied sensor tube as shown with correct orientation. Secure with the two supplied M4 screws.



31. Assemble the tube to the carbon filter housing with the supplied silicon hose as shown. The short side of the MAF tube should be inserted into the silicon. This leaves the long side exposed. The sensor should also be oriented slightly off-centre as shown here and in the next step.



32. Orientation of the MAF sensor with the metal badge on the housing facing upwards.



33. Position the bracket which is attached to the housing over the 2 threaded holes on the arch DO NOT secure with the supplied bolts yet. Duct and brake fluid reservoir removed for illustration purposes.



34. Push the stock rubber hose onto the MAF tube – make sure the clamp is loose. Support the housing while pushing the hose on.



35. Tighten the hose clamp around the rubber tube. Click the MAF sensor plug into place. If the MAF sensor wire is tight, loosen the hose clamps around the silicon coupler and rotate the MAF tube further to give the wire slack.



36. Now secure the intake using the 2 supplied M6 bolts. Duct and brake fluid reservoir not shown for illustration purposes.



37. identify the 2 spacers, lock nuts and bolts which will now be used for the reservoir relocation. The thicker spacer will be used for the brake fluid reservoir.



M6 Bolt

Spacer

Lock Nut

38. Using the thinner spacer – secure the clutch fluid reservoir to the housing bracket as shown.



39. Use the remaining thicker spacer for the brake fluid reservoir and secure to the housing bracket in the same way.



40. Fill the brake fluid reservoir with DOT 4 fluid. Do this slowly to allow the fluid to flow down the new hose. Continue to top up until fluid settles at the top of the yellow chamber. Secure the cap back onto the reservoir.

41. Ensure all clamps are secured and the MAF plug is properly connected.

**You have now completed the installation of the Eventuri FK2 Type R System.**

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

**E**  **VENTURI**  
THE ART OF AIRFLOW