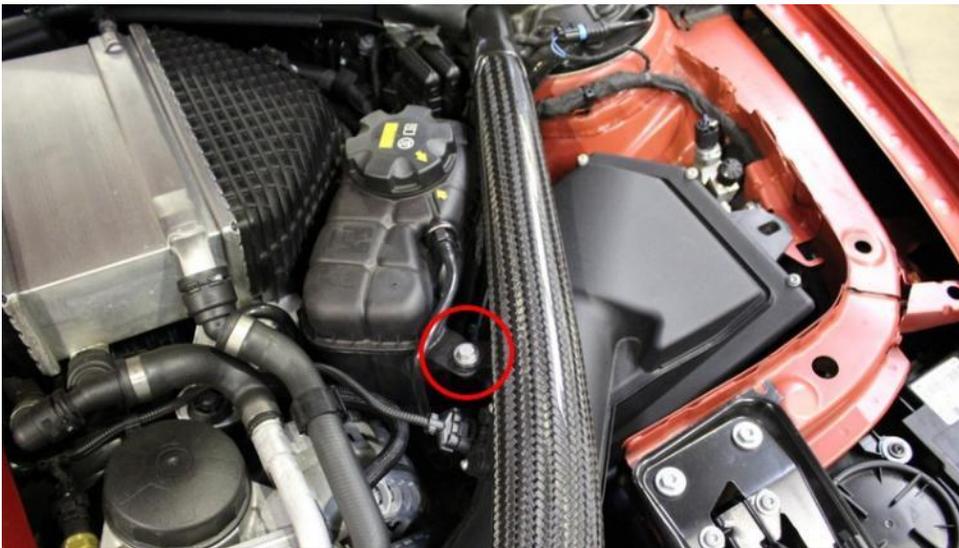


1. Remove the two plastic panels at the back of the engine bay by removing the plastic tab and rotating the 3 plastic nuts 90 degrees.



2. Remove the 8 13mm bolts holding the strut brace down. There is also a 10mm bolt secured to the coolant tank – see next photo.



3. Remove the 10mm bolt secured to the coolant tank.



4. Loosen hose clamp on the left side (looking at the engine) airbox.



5. Disconnect MAF sensor plug from left hand side airbox.



6. Push the intake tube off the airbox and then pull the back of the airbox upwards to remove. It is held in place by 2 rubber grommets. Remove the airbox from the engine bay.



7. The front grommet is placed on a thin metal plate which can bend upwards with the removal of the airbox – if so, push it back down so that it is horizontal again.



8. Loosen the remaining hose clamp on the intake tube and remove from engine bay.



9. Remove engine cover to reveal MAF sensor plug wiring for the left side. Using a flat head screw driver, open the wire holder and take the loom out.



10. Remove MAF plug from right side airbox.



11. Pull the rubber hosing out of the long intake tube.



12. Remove the centre mount from the tube by pushing the two tabs together and down. Then remove this mount from the engine bay completely by rotating rubber head 90 degrees.



13. Remove Breather hose from tube. Pinch the sides of the plastic ring inwards and pull out.



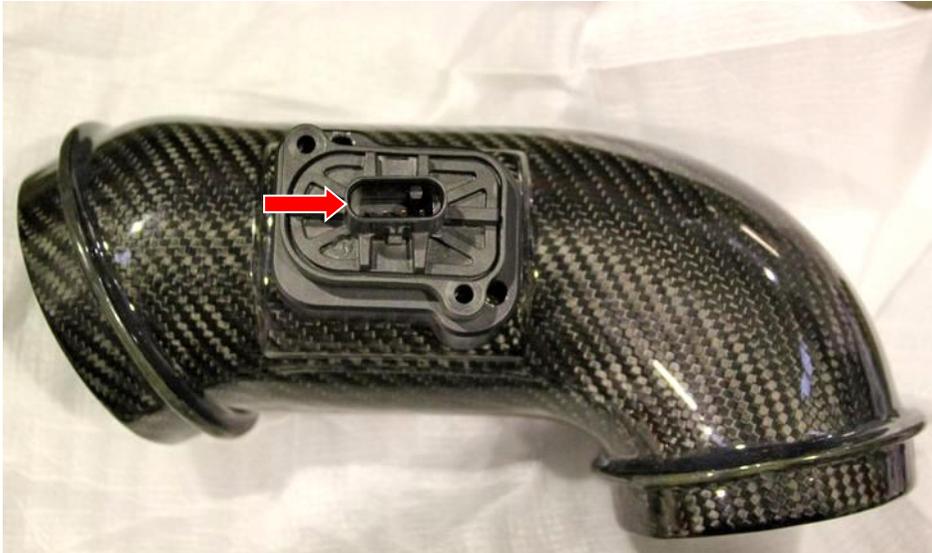
14. Loosen hose clamp and pull the tube out from the intake pipe.



15. Pull the right side of the airbox upwards and out of the rubber grommet as can be seen here. Remove the airbox and tube assembly completely from the engine bay.



16. Using a Torx T20 – remove MAF sensors from both left and right side airboxes.



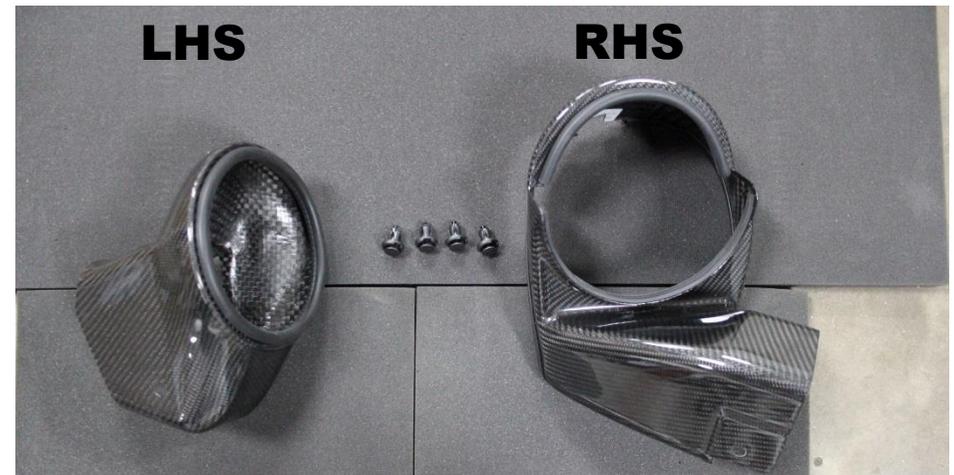
17. Insert MAF sensor into LHS tube – **ensure that the sensor is oriented correctly**. There is an arrow on the sensor indicating direction of airflow which is highlighted here in red.



18. Insert MAF sensor into RHS tube – **ensure that the sensor is oriented correctly**. There is an arrow on the sensor indicating direction of airflow which is highlighted here in red. Secure both sensors with the supplied M4 torx screws.



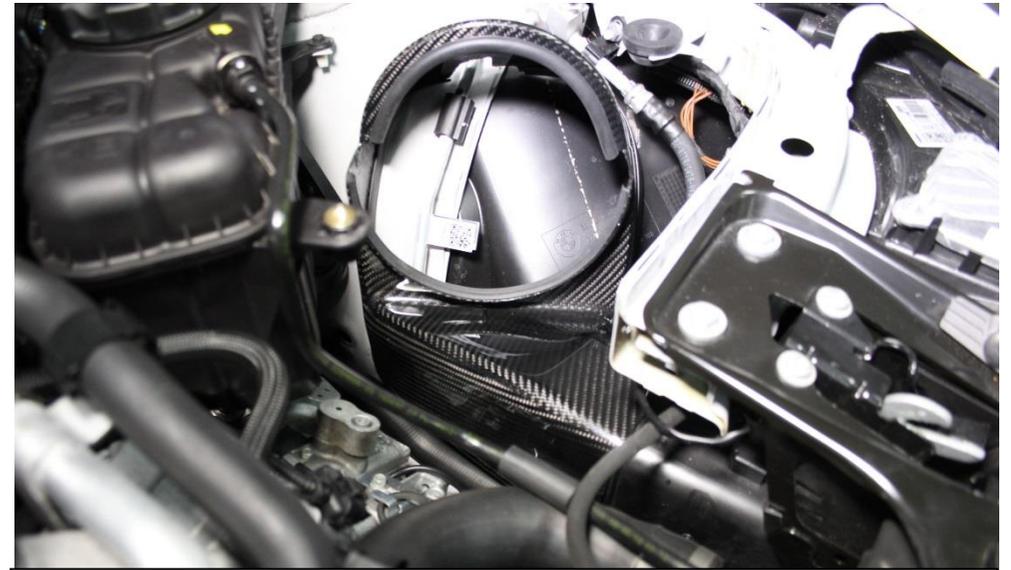
19. We will now install the ducts which direct cold air into the intakes. These 4 push rivets will be used for the installation.



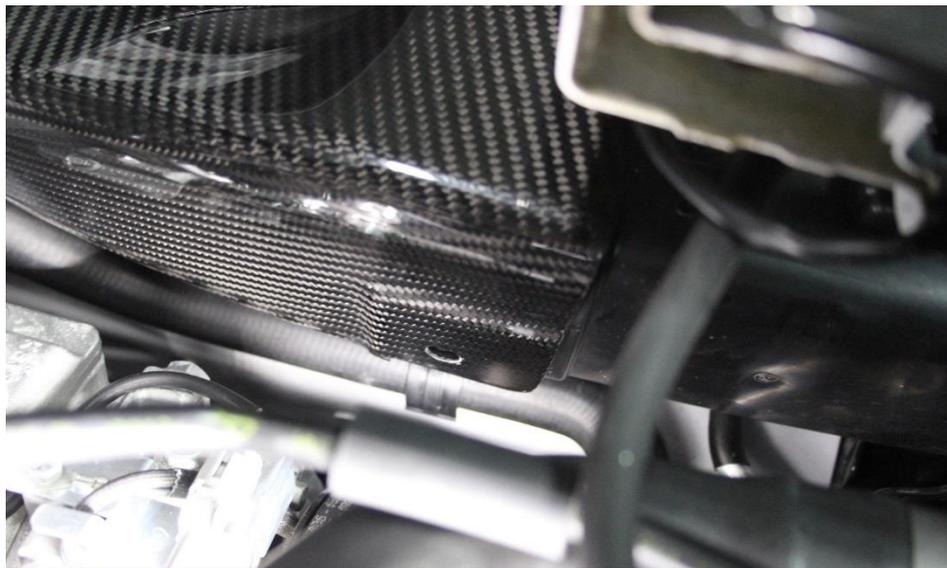
Identify the LHS and RHS ducts.



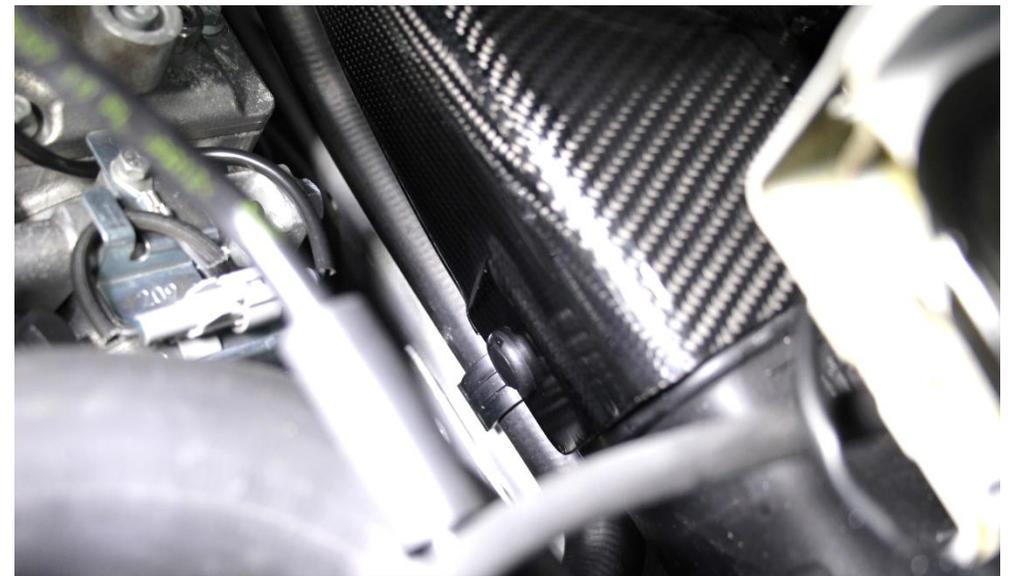
20. Starting from the right hand side (as you look at the engine) the stock duct opening has two holes which will be used to locate and secure the new duct.



21. Take the right side duct (larger one) and locate the holes at the back over the holes shown previously on the stock duct opening. The new duct should go OVER the stock one.



22. The right side duct should sit like this. Now secure it using 2 push rivets.....



23. Starting on the side closest to the engine - align the hole on the new duct with the hole on the stock opening and push the rivet through. Secure by clicking the head in fully.



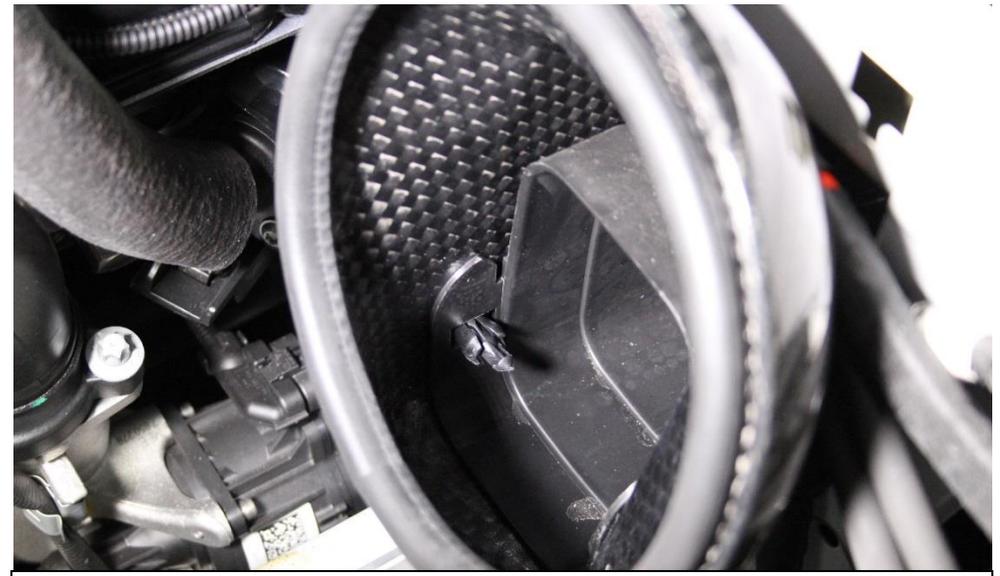
24. Now do the same with the other side. You will need to push the duct away from the chassis metal work to get access to the hole. Once secured – you will notice that the duct still has some movement – this is required for allowing adjustment on the intake housing.



25. Looking at the other side – identify the 2 holes on the stock opening which will again be used for location and securing the left side duct.



26. Locate the left duct onto the stock opening. The stock plastic opening should go INSIDE the new duct.



27. Use the 2 push rivets to again secure the duct in place. Press the rivet heads in fully to lock. Again, there will be some movement in the duct - which is required.



28. There are 3 silicon couplers in the kit. 1 x 76mm and 2 x 80mm inner diameters.



29. Taking the shorter 76mm coupler, push over the intake tube on the LEFT side of the engine. Make sure the coupler is pushed down fully and put two hose clamps around the coupler as shown. Tighten the LOWER clamp only.



30. Identify the left and right side intakes. The left side has the mounting bracket secured around the bottom of the opening. The right side has it secure around the top as shown. The brackets are also a different shape.



31. Assemble the LHS intake with the LHS tube (shorter tube) with the 80mm silicon coupler and 2 hose clamps. Orient the tube as shown here and in the next photo. When pushing the silicon coupler onto the intake – **DO NOT PUSH ON THE FILTER ITSELF**. Ensure airflow arrow on sensor is as shown.



32. Orient the tube as shown. Tighten Hose clamp on the housing, leave the clamp on the tube loose enough to allow the tube to still be rotated.



33. Lower the intake assembly into the left side and push the tube into the silicon coupler installed previously. Locate the opening of the intake into the duct installed previously



34. Push the tube all the way into the silicon so that the flange on the tube meets the silicon all the way around. Don't tighten yet.



35. Push the boss on the mounting bracket into the stock rubber grommet fully. Ensure the housing is positioned evenly into the seal of the duct.



35. Now tighten the clamp on the tube as shown – ensure there is no gap between the flange on the tube and the silicon.



35. Now tighten the lower clamp on the tube – ensure there is no gap between the flange on the carbon tube and the silicon. **MAKE SURE THIS CLAMP IS CLOSE TO THE CARBON TUBE AND STRAIGHT ALL THE WAY AROUND.**



36. Finally – reconnect the MAF sensor plug – there should be enough slack in the loom from removing it from the clip earlier. Ensure the connector is clicked in all the way.



37. Assemble the right side intake with the long carbon tube as shown using the remaining silicon coupler and hose clamps. When pushing the silicon coupler onto the housing **DO NOT PUSH ON THE FILTER ITSELF**. Tighten the clamp on the housing, leave the clamp on the tube loose to allow it to rotate.



Another view of the assembly.



38. Lower the assembly into the engine bay – locate the carbon tube into the stock intake tube and push in.



39. Push the stock rubber hose into the metal clip on the carbon tube.



40. Place the mouth of the intake into the duct.



41. Locate the mounting boss over the stock rubber grommet. If required, rotate the mount and filter assembly in the housing. Band clamp should be loose enough to allow this – otherwise loosen to allow rotation. (Photo shown without the duct)



42. Push the mount all the way into the grommet. (Photo shown without the duct)



43. Insert breather tube into place – it should click into place. Reconnect MAF sensor plug ensuring it has engaged fully.



44. Rotate the carbon tube to allow a gap over the fan shroud. The hose clamps on either side of this tube should still be loose to allow rotation.



45. Place the strut brace into position to check for clearance above the carbon tube. Rotate tube if necessary. There should be a small gap between the tube and the strut brace and between the tube and fan shroud below. Remove strut brace.



Carbon Flange

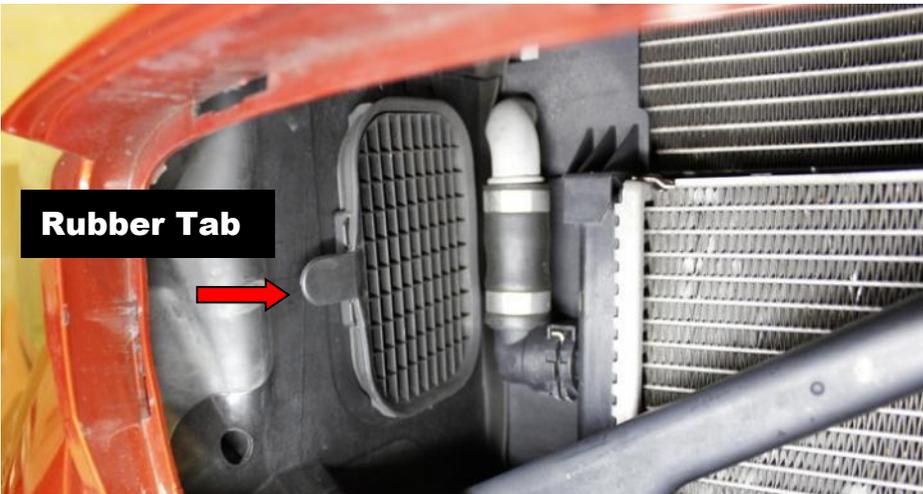
46. Once positioned correctly, tighten the hose clamps on both sides of the carbon tube. Ensure there is no gap between the flange on the carbon and the silicone as shown. Reinstall strut brace with all 13mm bolts and the 10mm bolt.



47. Remove the front grills. There are 8 tabs per grill – see next photo. The lower tabs need to be pulled up and the upper tabs to be pulled down. Start with the lower tabs - use a small screwdriver passed behind the grill to pull the centre of the tabs up. Pull the grill towards as you do this to release it. Once the lower tabs are released, use your fingers to pull the upper and side tabs down. Again – do this while pulling on the grill.

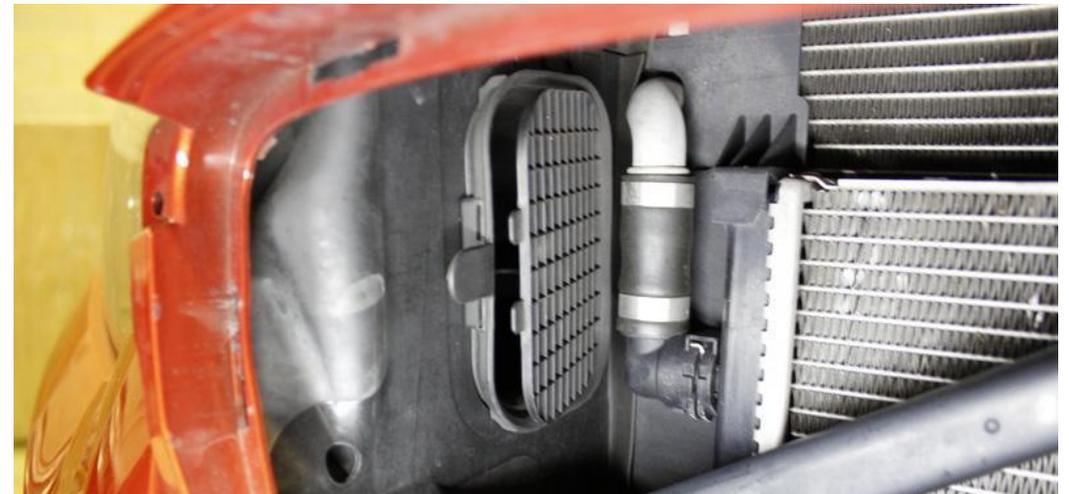


Here is the removed grill with tabs shown. If you cannot release the tabs as shown, you will need to remove the Torx screws holding the top of the bumper in. They are under the rubber strip. You can then pull the top of the bumper out and gain access from the top.

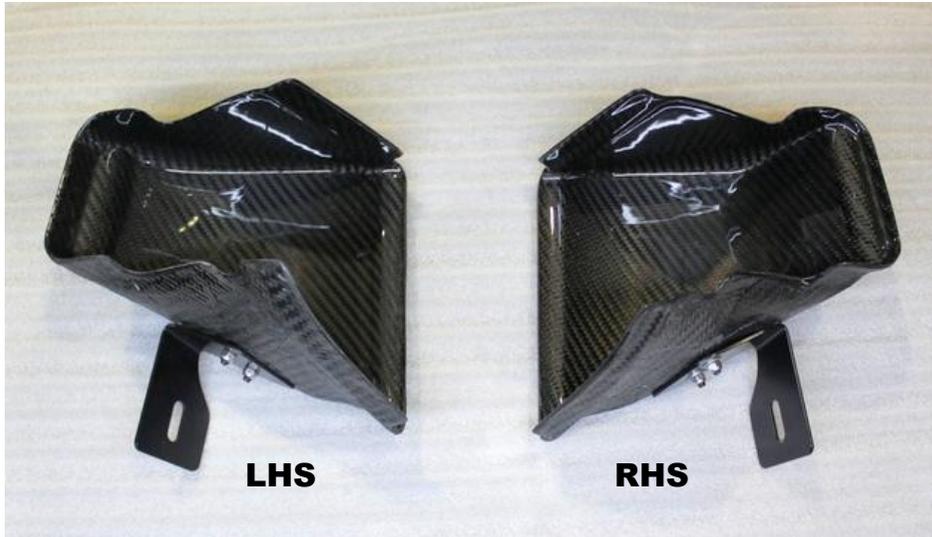


Rubber Tab

48. With the grills removed, you will see these inner grids which need to be removed. Simply pull the rubber tab to release the grid and remove completely. See next photo.



49. Here you can see the front of the grid has been released and can now be removed. Do the same for the other side.



50. Identify the left and right side scoops.



51. Insert the LHS scoop into the left side as shown with the bracket towards the left headlight. Once inside, rotate 90 degrees counter clockwise so that the bracket faces down. The scoop should be positioned as shown in the next steps.



52. The scoop should be as shown with the lower lip against the top of the grill panel.



53. The back of the scoop should be sitting inside the stock duct opening as shown.



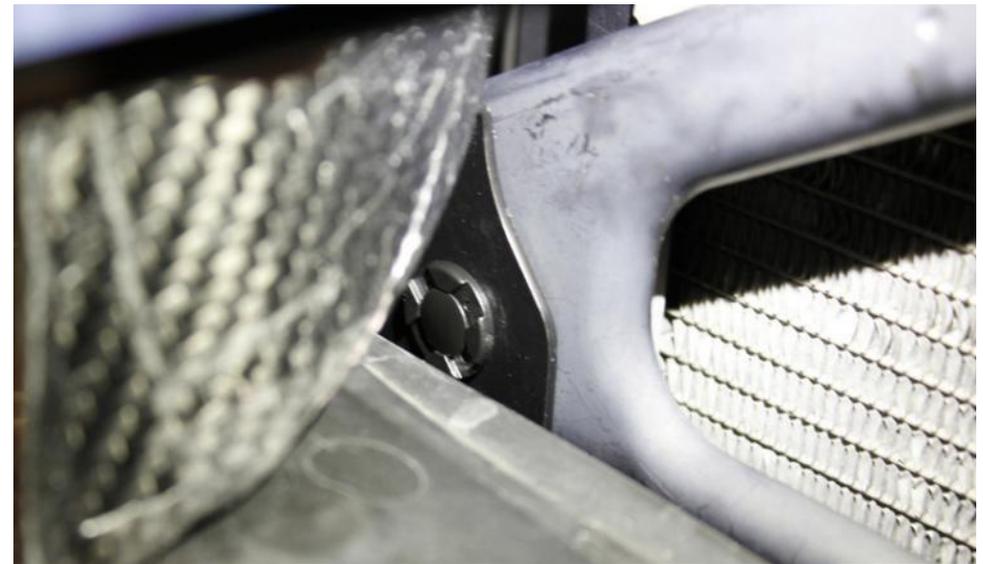
53. Now pull the bumper area at the bottom of the grill out to allow the lower lip of the scoop to locate underneath.



54. The bracket should line up with the hole in the strut brace as shown.



55. Using one of the smaller push rivets supplied, insert into the aligned bracket and lock into place by fully pushing in the head as shown next.



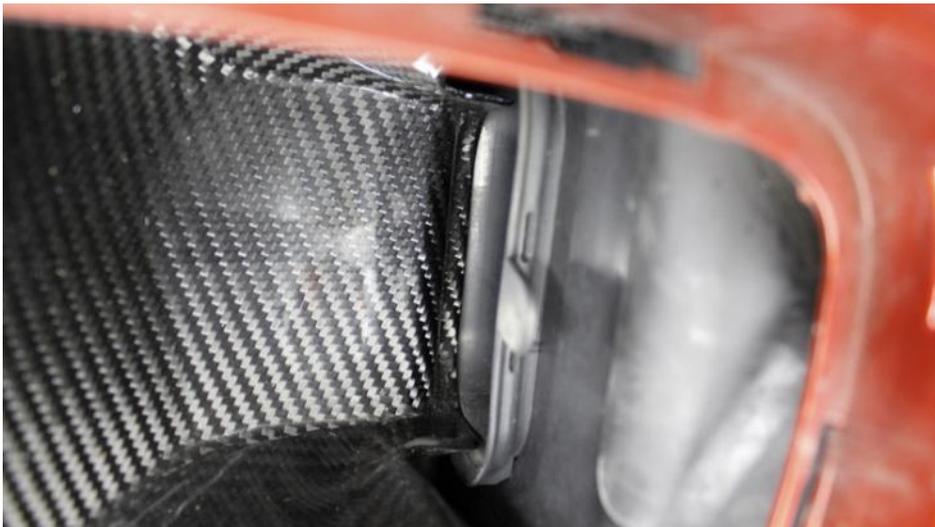
56. Push rivet fully secured in place.



56. Take the RHS scoop and insert as shown with bracket facing the right side headlight. Once inside, rotate 90 degrees clockwise so the bracket faces down.



57. Lower lip should rest on the bumper grill panel. The scoop still needs to go further to the right to be in correct position. See next steps.



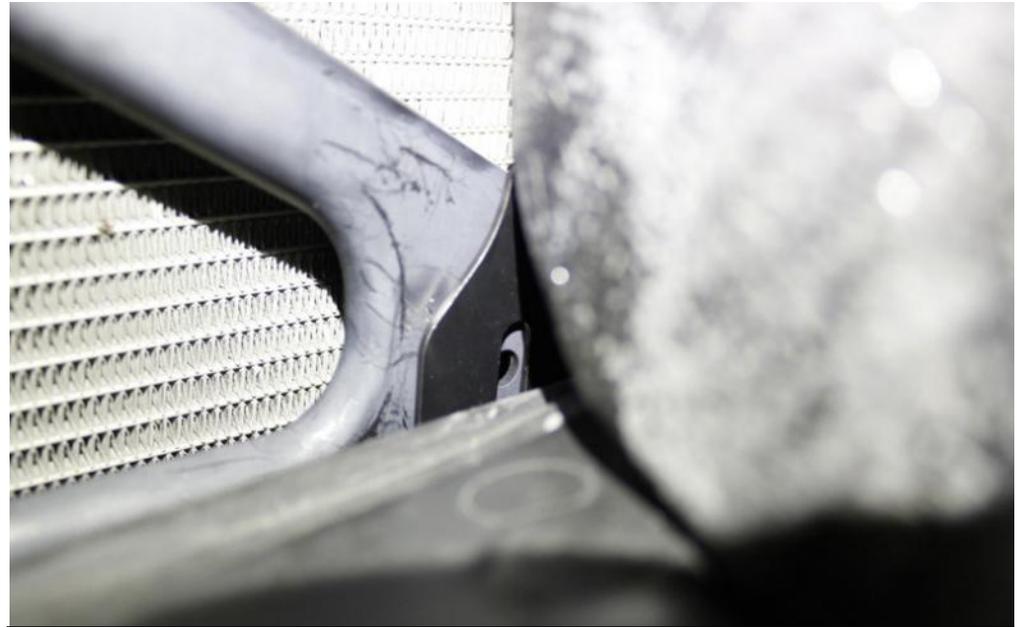
58. The rear part of the scoop should sit inside the stock duct opening, this side can get caught at the bottom of the stock duct, align as shown.



59. Pull the bumper area around the bottom of the scoop out to allow the lower lip of the scoop to go underneath as shown. The scoop should now locate as shown.



60. The back of the scoop should be positioned as shown inside the stock opening.



61. As previously, align the bracket with the hole on the strut brace and secure with the push rivet.

You have now completed the installation of the Eventuri F8X M3/M4 System.

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

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