EVENTURI

THE ART OF AIRFLOW

EVE-G8XMV2-CF-INT
EVE-G8XMV2-CFM-INT

BMW G8x M3, M4

Installation Guide

All directions referring to left and right are based on looking at the engine from in front of the car.

Please take care when removing parts and fasteners. Contact your Eventuri dealer or email info@eventuri.net for any further information.

Tools Required:

- 6mm, 7mm, 10mm, 13mm, 15mm
- 1/4” and 3/8” Ratchets and Extensions
- 1/4” Swivel attachment
- E8 E-Bit Socket
- T20, T25, T30 Torx Sockets
- H3 Hex Bit

Estimated Installation Time: 2 to 3 hours

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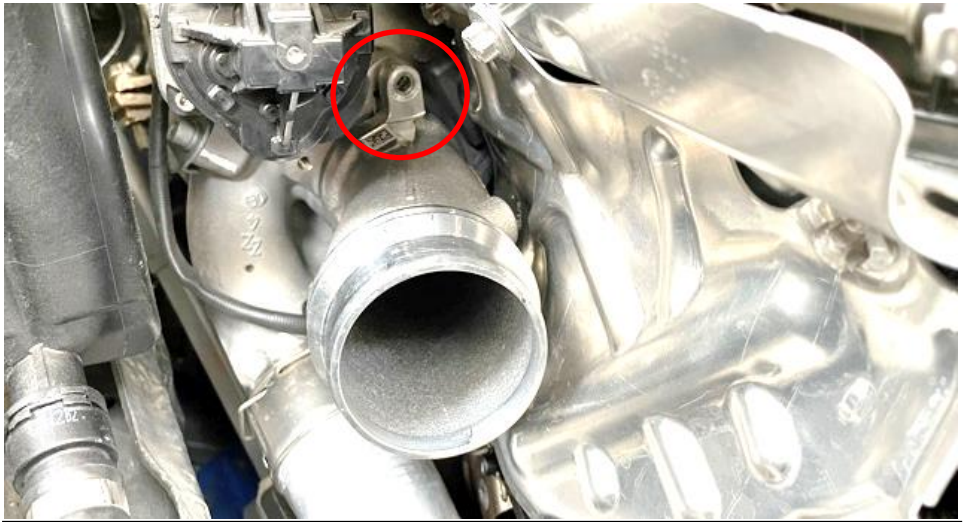
Installation Instructions : G8X M3/M4 Intake System : Page 1

1. Remove the strut braces and engine cover

2. Starting with the left side (as you look at the engine from the front of the car) loosen and remove the flexible tube from the airbox. The Pull the airbox out - it is held in with rubber grommets.

3. Pull out the retaining clip around the back of the tube and remove the tube from the metal turbo inlet.



4. Remove the 2 screws holding the turbo inlet in place and pull the inlet out. One screw is circled and the other is on the opposite side hidden from view.

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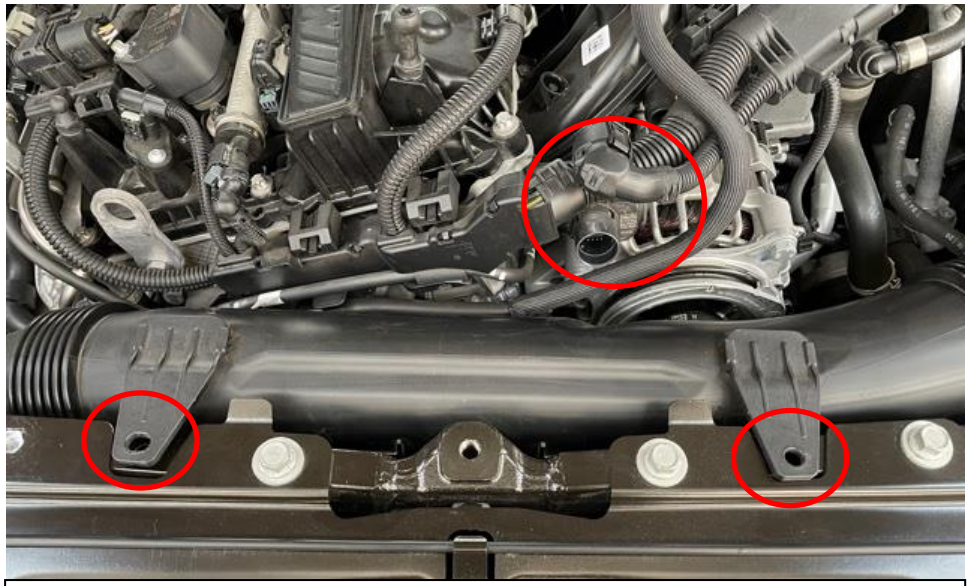
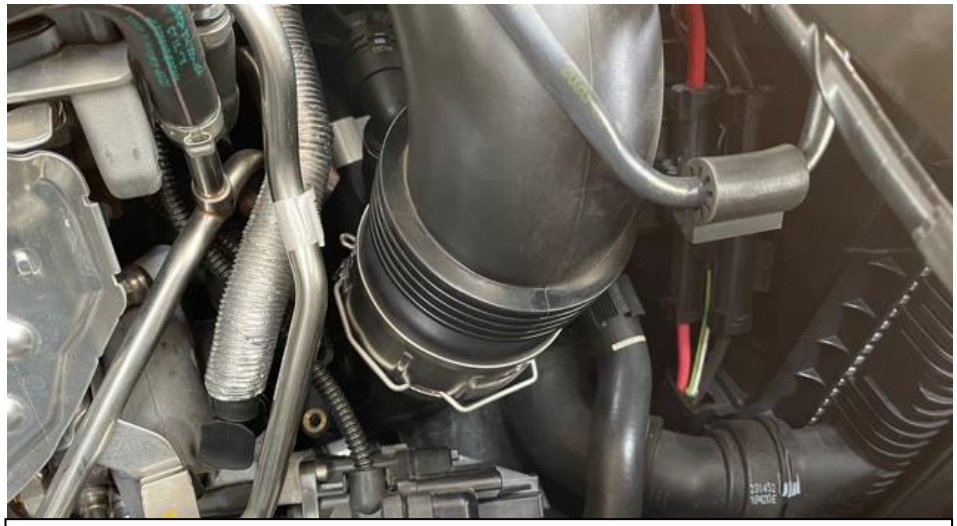
Installation Instructions : G8X M3/M4 Intake System : Page 2

5. Remove the air duct and also the rubber grommet circled. The air duct simply pulls out.

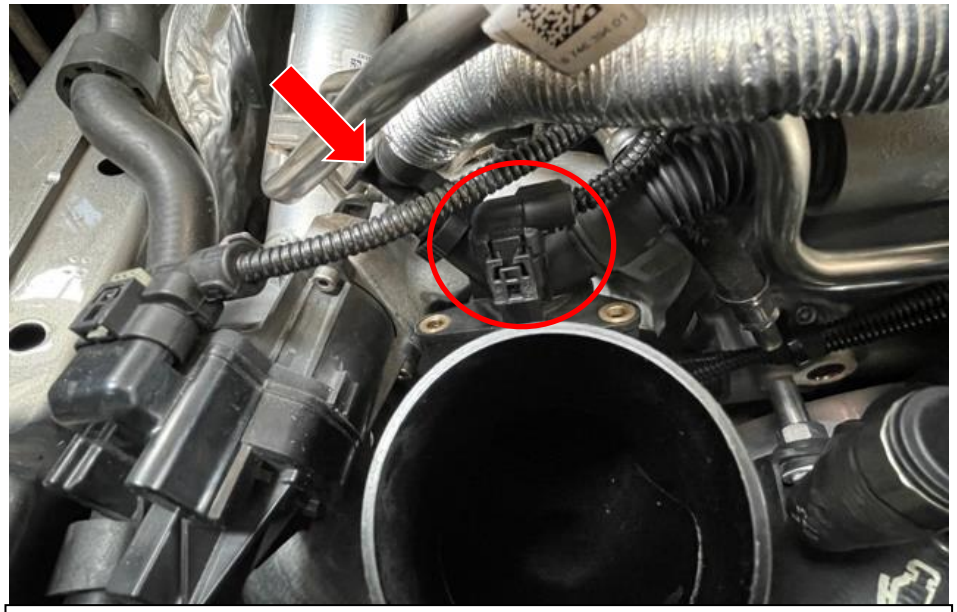


6. Unclip the plug shown to allow more clearance for the tube. Also remove the 2 plastic push clips in the tube brackets.



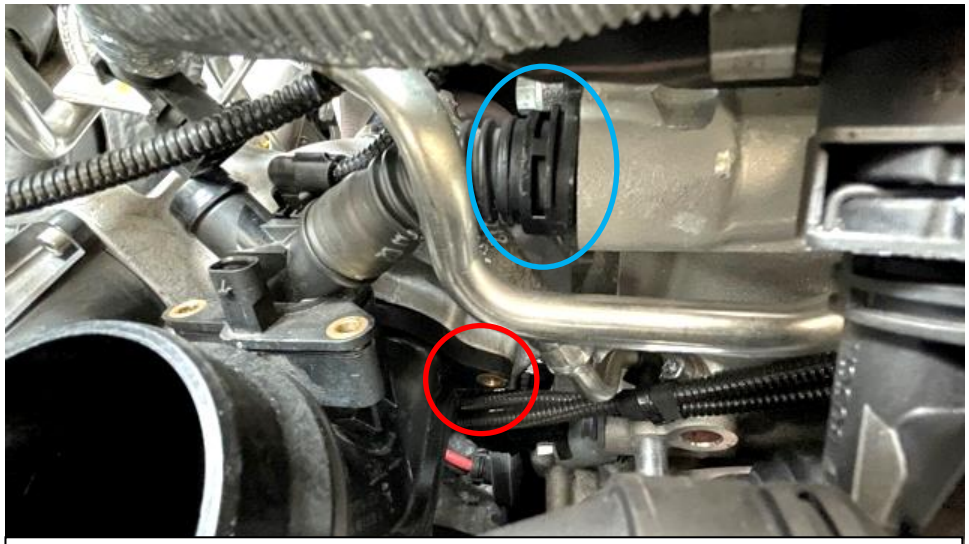
7. Pull out the retaining clip on the bottom of the intake tube to release it from the turbo inlet. Now pull the tube out.

8. You can now remove the entire tube/airbox assembly from the car. The airbox pulls out.



9. Remove the sensor plug on the turbo inlet and also the breather shown by the arrow. Breather is held in by a clip which can be squeezed to release.

10. For better access, remove the bracket shown around this module. Bracket is held in place by a 10mm nut. You can then move the module away from the inlet for better access to the screws.



11. Inlet is held in place with 2 screws, one circled red and the other on the opposite side. Remove the screws. There is also a breather hose going into the engine (circled blue) - unclip from the engine side and you can pull this out as the inlet is removed.

12. Remove the breather assembly from the inlet. There is also a metal shim inside the breather hole of the inlet.

13. Insert the metal shim into the new inlet as shown. The notch should line up with the tab on the inside.

14. Secure the breather assembly onto the inlet using the OEM screws**. If the O-ring on the breather is too thick – please replace it with the one supplied in the kit.**

15. Lower the inlet into place - the breather needs to go back into the engine as the inlet is positioned.

16. Push the breather back into place and secure with the clip. Push the inlet into the turbo fully.

17. Reconnect the sensor plug and the breather tube.

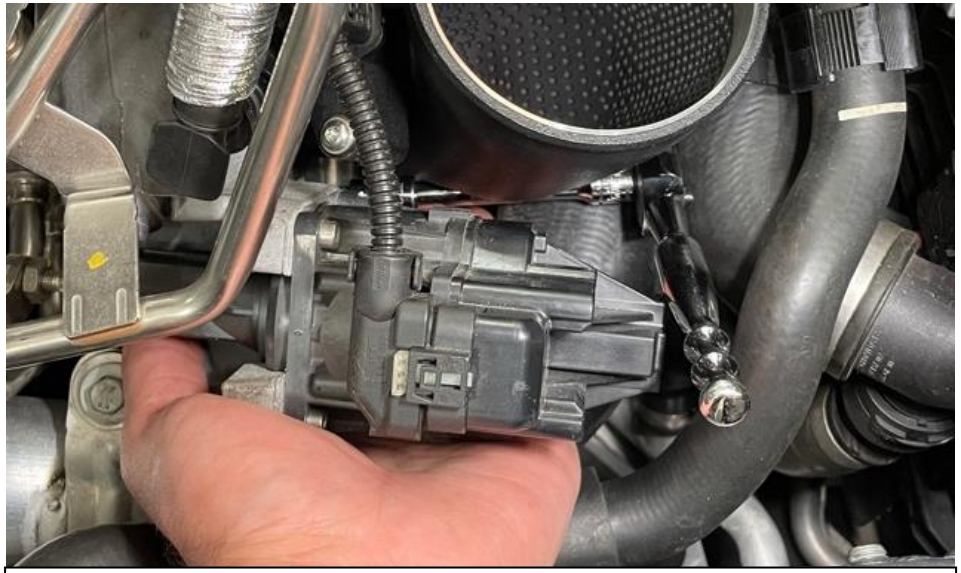
18. Take 2 of the supplied M6 T30 Torx screws to secure the new inlet.

19. Line up the inlet and use one screw on the right side - turn it by hand to ensure you do not cross thread the turbo. DO NOT fully secure yet - leave it loose.

19b. The other side is more tricky to get to - you can reach under the turbo module as shown to support the screw on this side and get it into place.

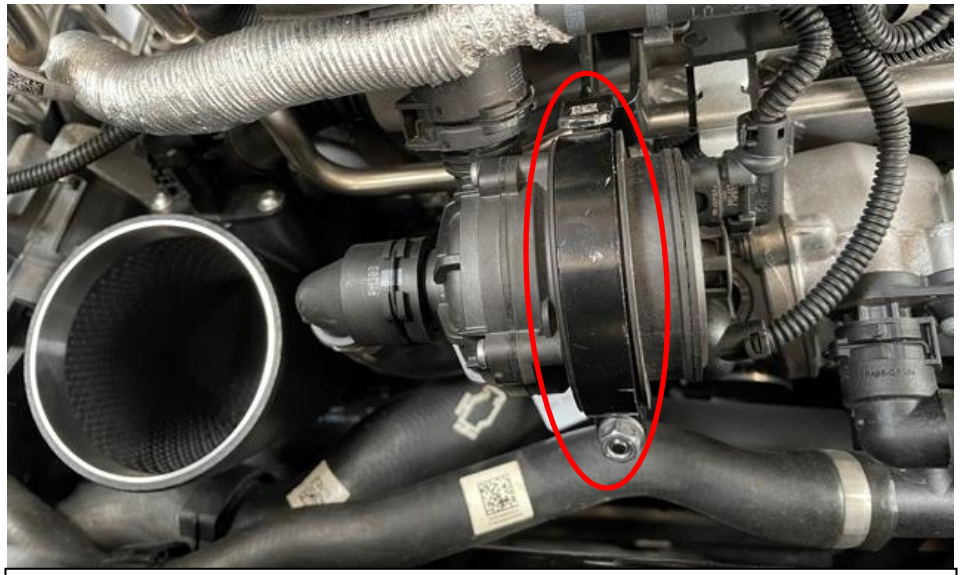
20. Position the screw into the hole and then using an appropriate extension, start to turn it carefully to catch the threads.

21. An example of how to turn the screw using an extension.



22. Once the screw has caught the thread - use a ratchet to tighten - again you can support the extension as shown. Tighten to 15Nm.

23. Now secure the right side screw to 15Nm.



24. Secure the module from step 10 and re-attach the bracket with the 10mm nut.

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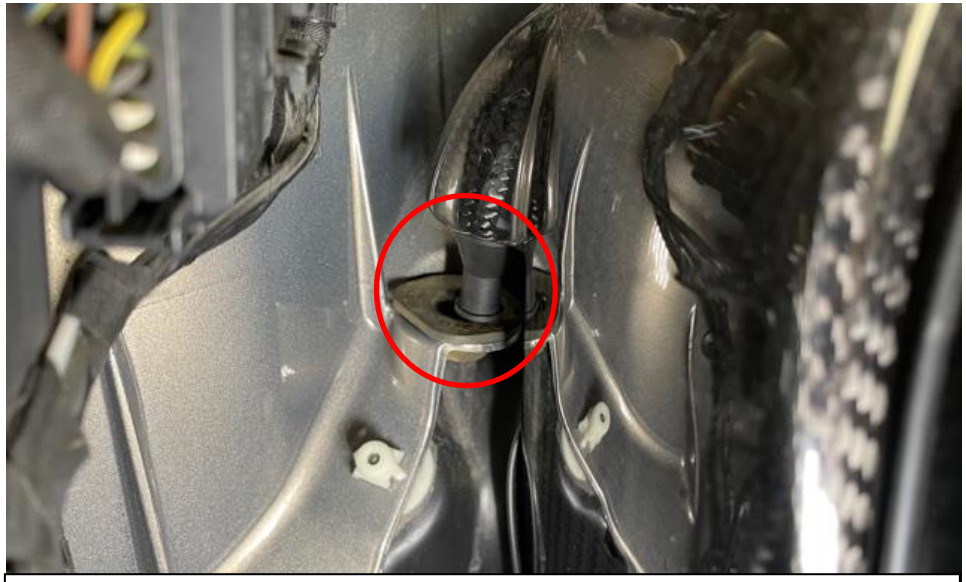
25. Take the new flexible rubber hose and identify the TOP as printed on the hose shown.

26. Push the hose onto the inlet making sure the TOP stays on top. Push it down fully so the inlet ends where the flexible portion starts.

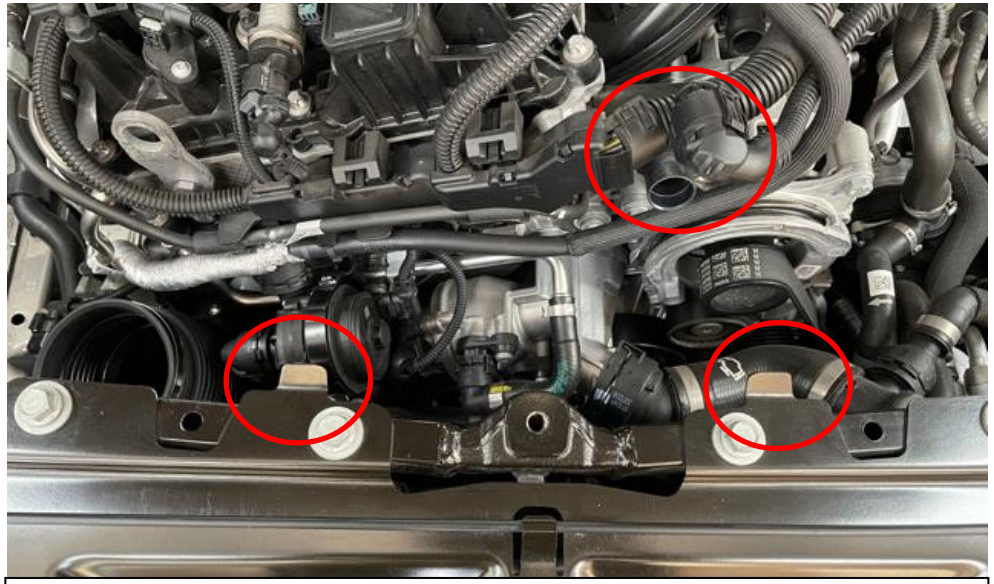
27. Position 2 x 80-100mm hose clamps as shown and tighten the lower one around the inlet. Do not over tighten.

28. Identify the RHS carbon duct as shown.

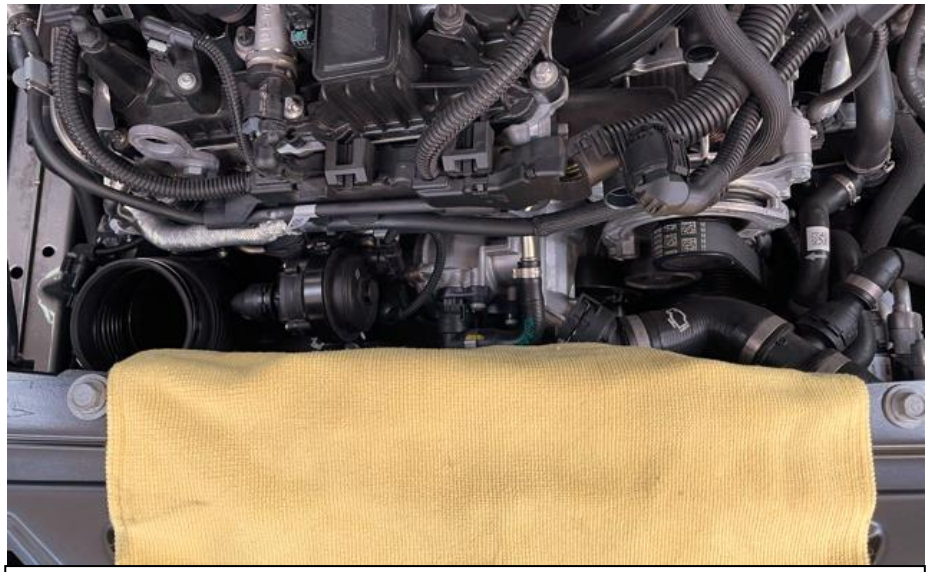
29. Lower the duct into place - it should connect to the OEM air duct as shown.



30. The back of the carbon duct secures into the OEM rubber grommet shown. Push the mount into the grommet.



31. Before lowering the carbon tube int place - we need to cover the metal tabs shown and also make sure the plug removed previously is out of the way.



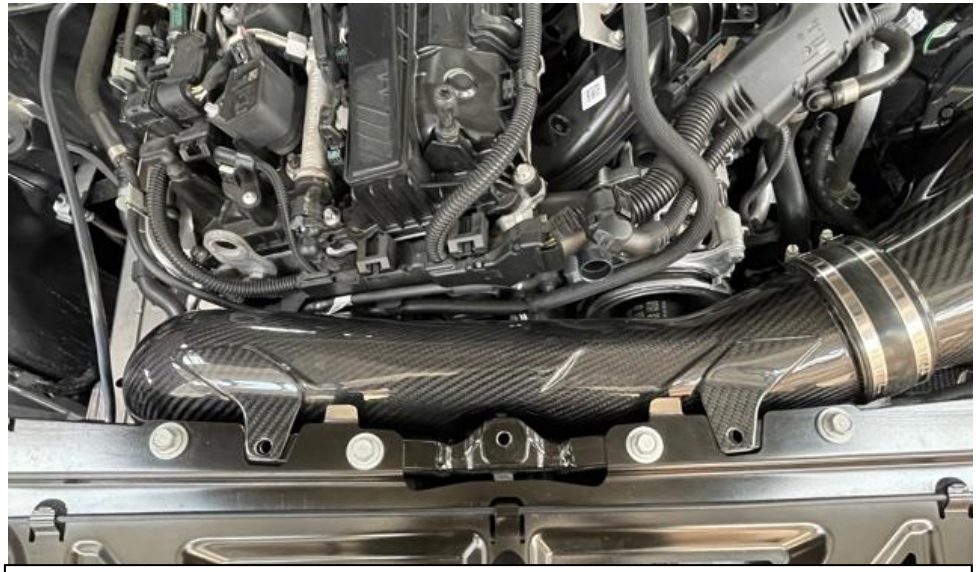
32. Cover the metal tabs with a cloth to protect the carbon tube.

33. Assemble the carbon tube and RHS housing as shown using the supplied silicon hose and 2 x 100-120 clamps . The RHS housing has a bracket attached to the front and curves

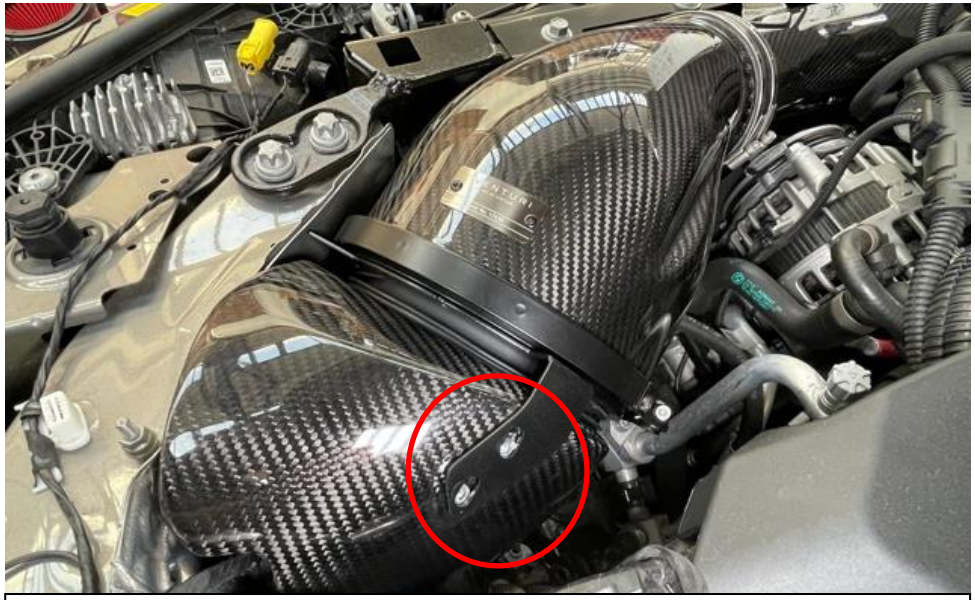
34. Another angle of the housing and tube. Leave the clamps loose to allow the housing to be rotated.

35. Carefully lower into position.

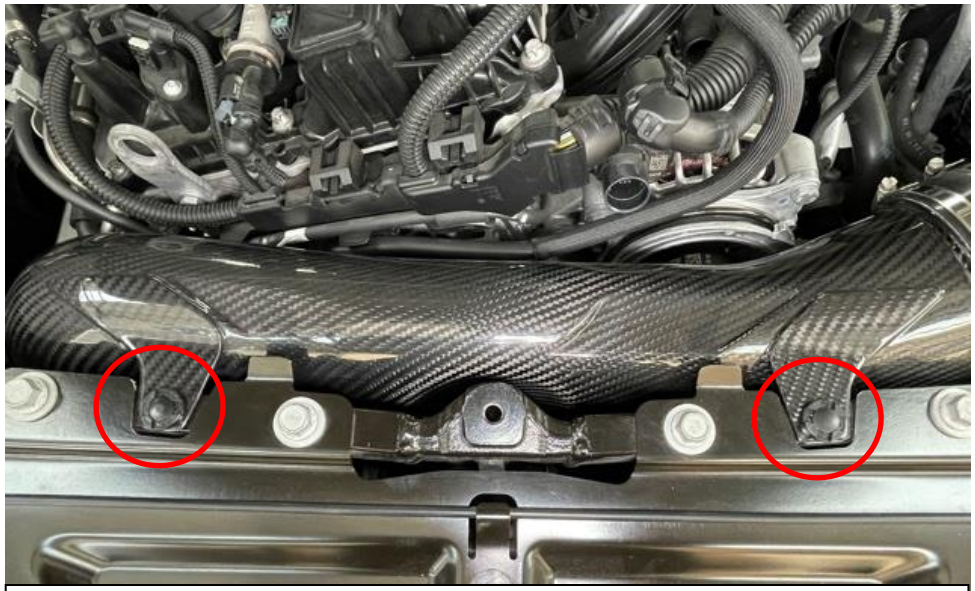
36. Push the carbon tube into the flexible hose ensuring it goes in all the way around.



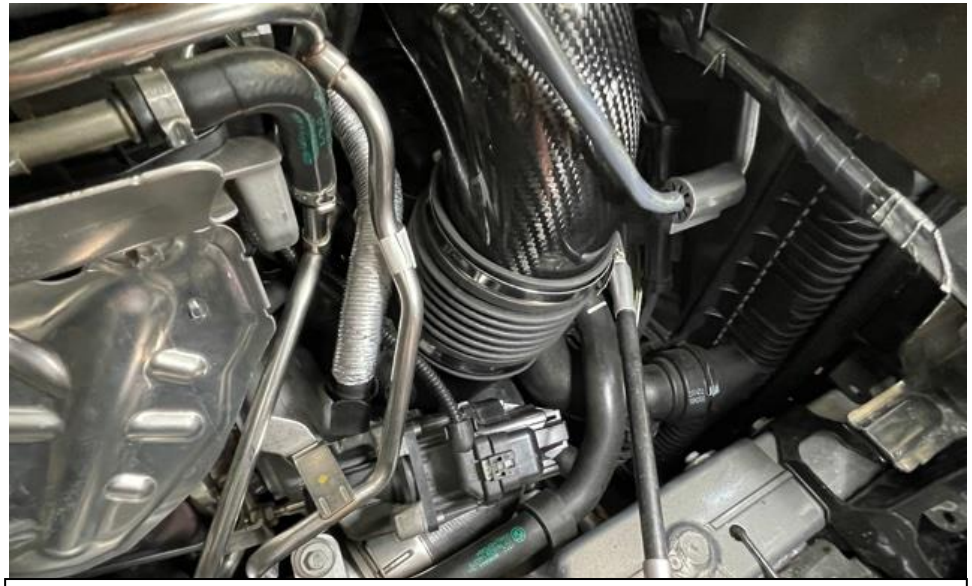
37. Remove the cloth and rotate the tube so that the carbon brackets sit flat on the slam panel.



38. Rotate the housing so that the holes in the bracket line up with the inserts on the duct.



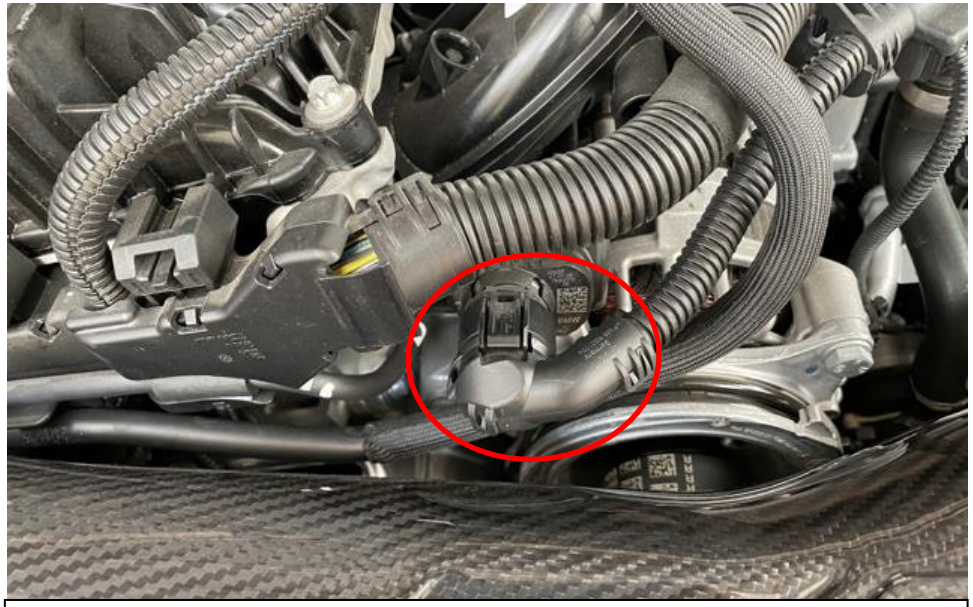
39. Use the 2 supplied plastic push clips and secure the tube.



40. Tighten the clamps - do not overtighten otherwise you can damage the carbon.

41. Using the supplied M5 screws - secure the bracket to the duct.

42. Tighten the hose clamps around the tube and housing - do not overtighten otherwise you can damage the carbon.

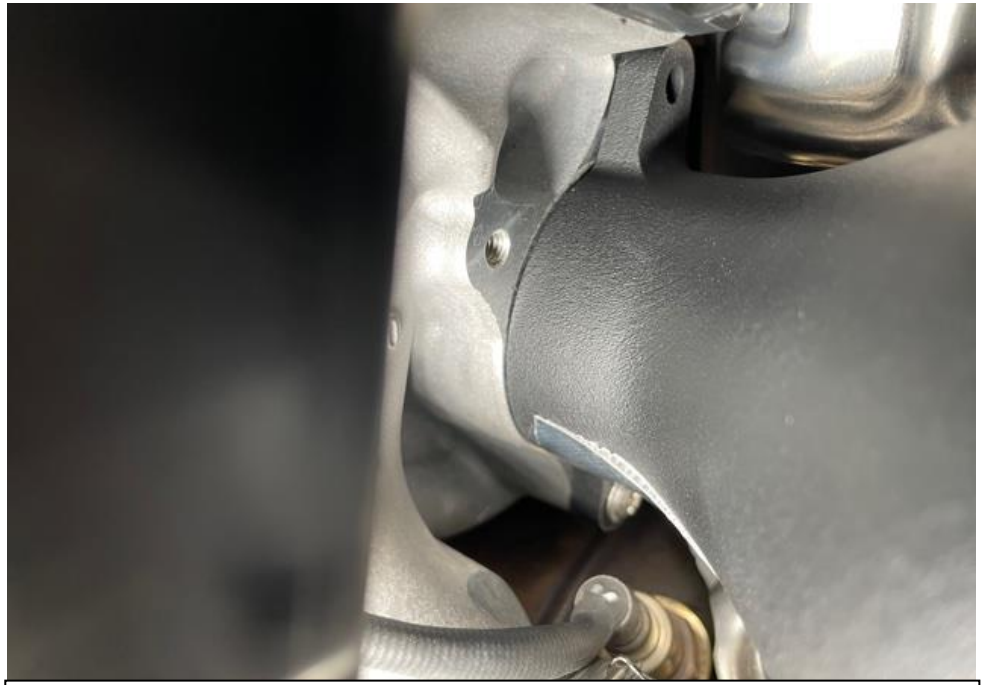


43. Firmly push the sensor plug back into place.

44. Take the LHS turbo inlet and push 1 x M6 Torx screw (provided) into the lower hole shown. There is also an O-ring inside the hole, make sure it stays inside.

45. Accessing this screw with the inlet in place is tricky - we suggest to use a 1/4 " drive with a swivel socket located onto the screw as you lower it into place.

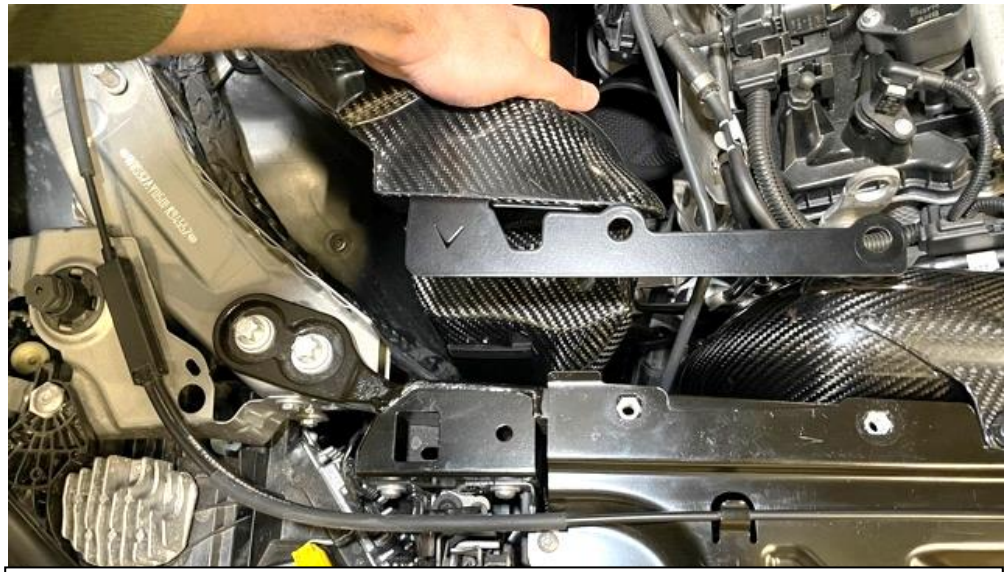
46. Locate the inlet into the turbo and carefully turn the screw as the inlet is gradually pushed into place.



47. Continue to turn the screw while pushing the inlet further into the turbo until it sits completely in place and the screw is tight to 15Nm.

48. Insert the remaining Torx screw in the top hole and tighten. We recommend using a magnetic socket or another means to secure the screw to the Torx bit while inserting.

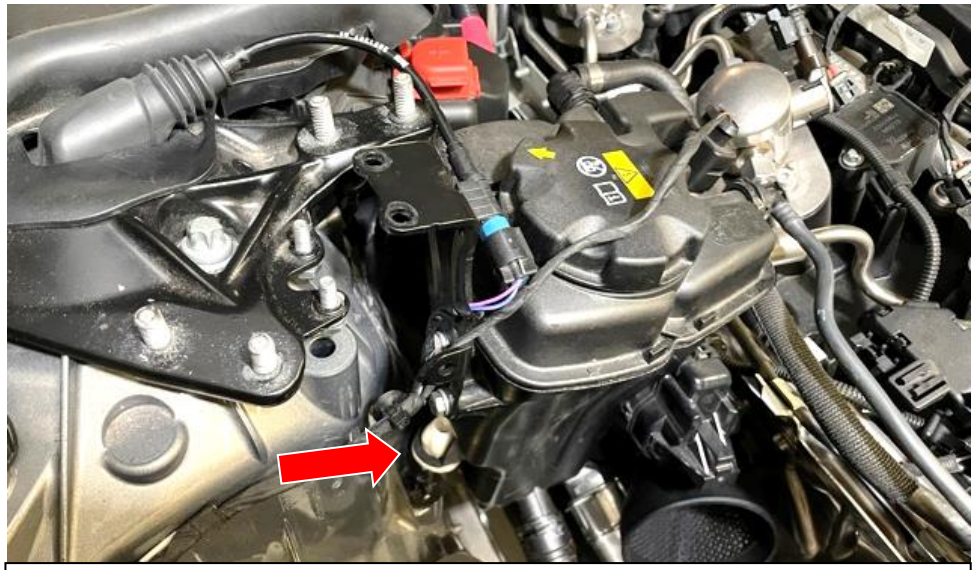
49. Remove these 2 bolts. If you have the updated intake you only need to remove the left most one. Check the bracket on top of the LHS duct to see how many holes it has.



50. Lower the LHS carbon duct into position. The bracket will sit on top of the slam panel where the screws were removed.

51. Position the duct so the bracket lines up with the 2 holes. Or single hole for the updated version.

52. For more clearance we now need to move the coolant tank. Remove the 2 x 10mm nuts on the coolant bracket shown.

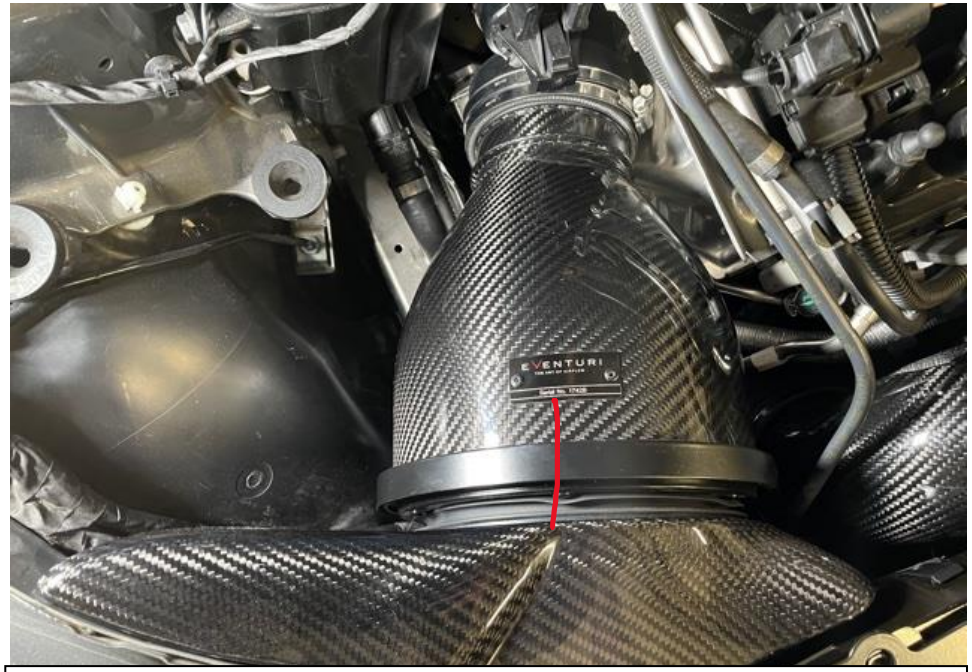


53. Left the tank upwards and out of the white rubber mount as shown. Carefully rest it in place while the LHS housing is prepared.

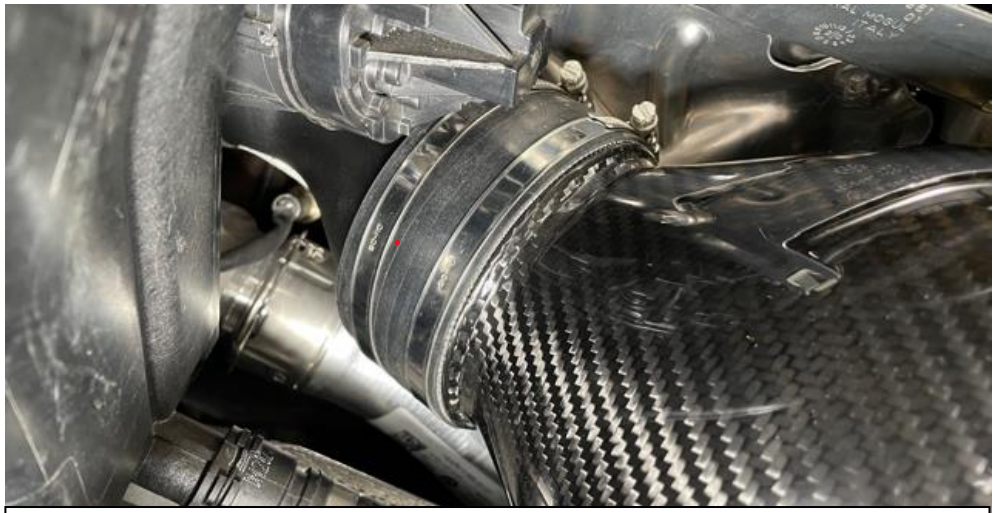
54. Take the remaining silicon hose and 2 x 90-110 clamps. Push the silicon all the way over the inlet - you need space to drop the filter housing into place.

55. Lift the coolant tank and lower the LHS housing down.

56. Lower the housing down past the turbo actuator and at the same time lower the coolant tank.

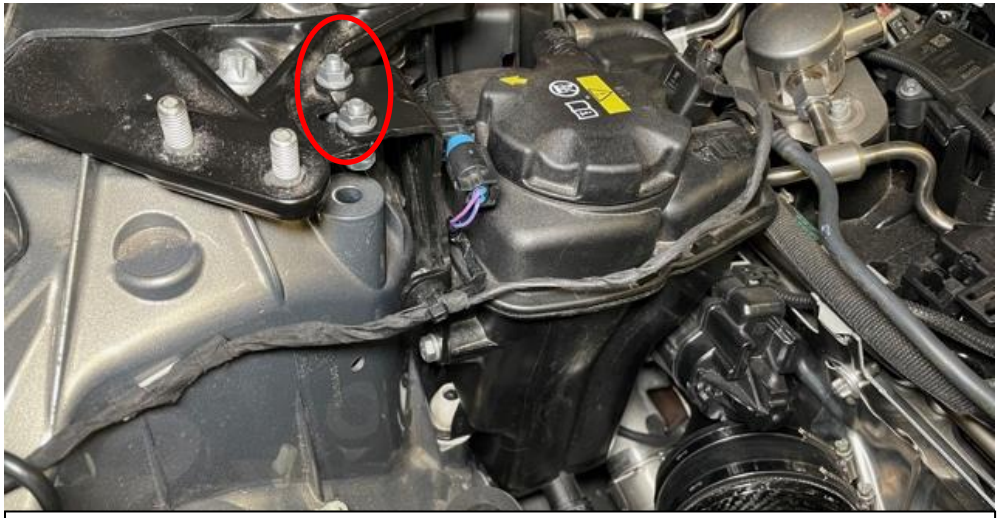


57. Once past the actuator it can be positioned onto the turbo inlet. Rotate the housing so that the Plaque lines up with the groove on the duct as shown.

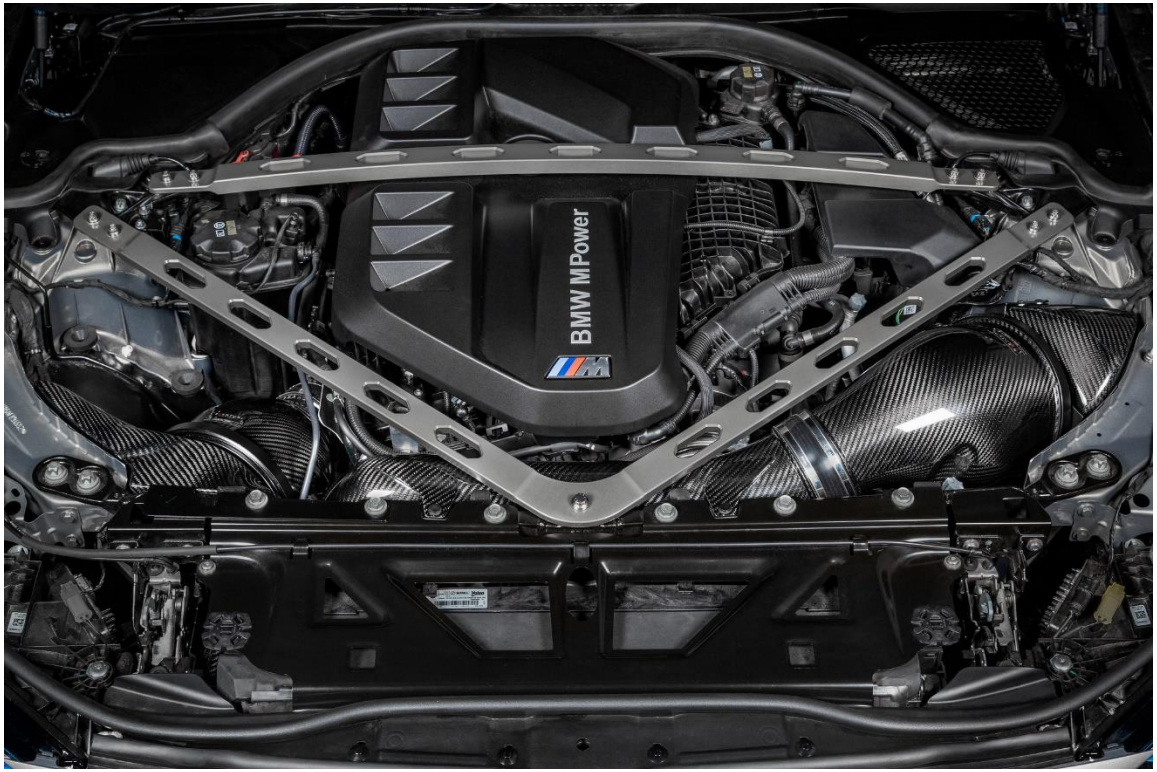


58. Pull the silicon hose over the carbon housing up to the ridge and tighten the hose clamps. Do not over tighten.

59. Insert the 2 x stock bolts previously removed and tighten.



60. Locate the coolant tank back into position. Make sure it goes back into the white rubber grommet. Tighten the bracket with the 2 x 10mm nuts.



61. Assemble the engine cover and the strut braces back into position and tighten all bolts on the brace. Torque specifications are:

Top Brace: 28Nm

Front Brace Nuts: 28Nm
Front Brace Screw : 56Nm plus 90 Degrees

You have now completed the installation of the Eventuri G8X M3/M4 System.

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