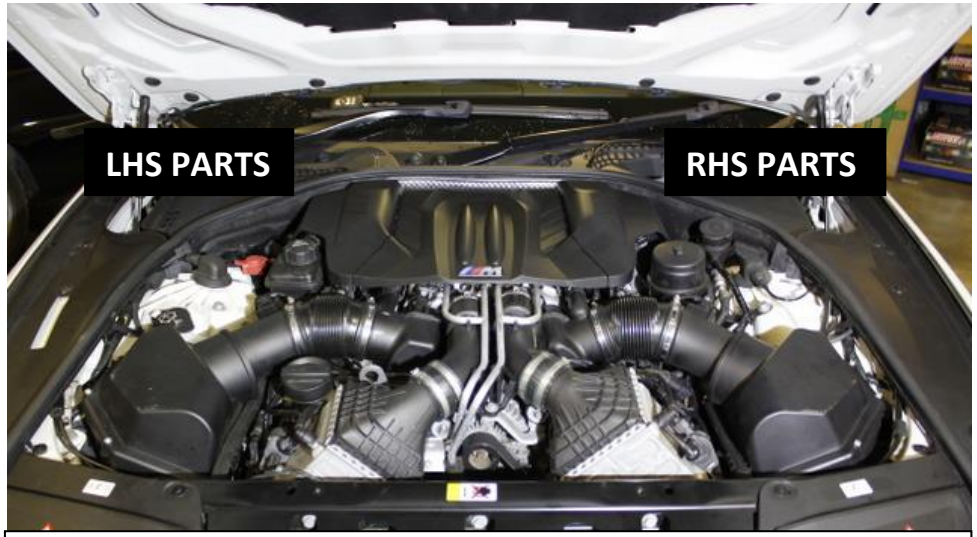
EVENTURI
THE ART OF AIRFLOW

Installation Instructions : BMW F10 M5 Intake System : Page 1

Tools Required: Torx T20, T30, Philips/Flat screwdriver



1. In this guide we will be referring to the left hand side and right hand side as you look at the engine.

2. Starting from the right hand side remove the Torx screw securing the airbox in place as shown.

3. Remove the rubber hose from the airbox clamp and move out of the way.

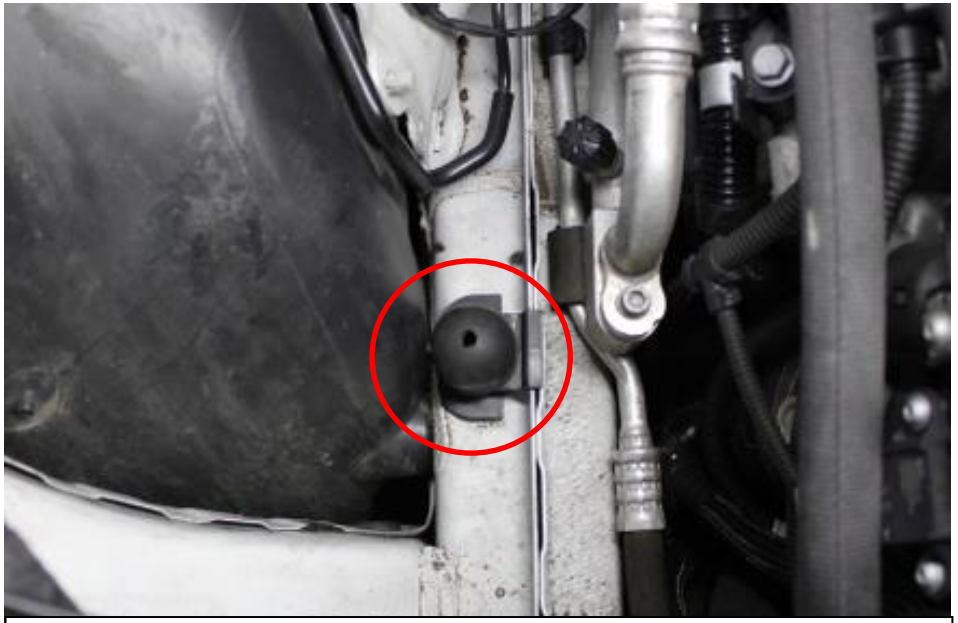
4. Unplug the MAF sensor.

5. Loosen hose clamp around the airbox and pull the plastic inlet tube off the airbox.

6. Pull the airbox upwards from the tube to release it from the push fit mounting points. Be careful to move any pipes out of the way. The airbox can be completely removed from the engine bay.

7. The complete airbox should look like this – complete with the duct feed.

8. Now loosen the other hose clamp on the inlet tube and remove tube completely. Repeat this process for the Left Hand Side to remove the airbox and inlet tube.



9. Remove the rubber mounts which cushion the stock airboxes. These can just be pulled out. Keep them aside – they are required shortly.

10. We will now use the provided rubber edgings to cushion the new ducts.

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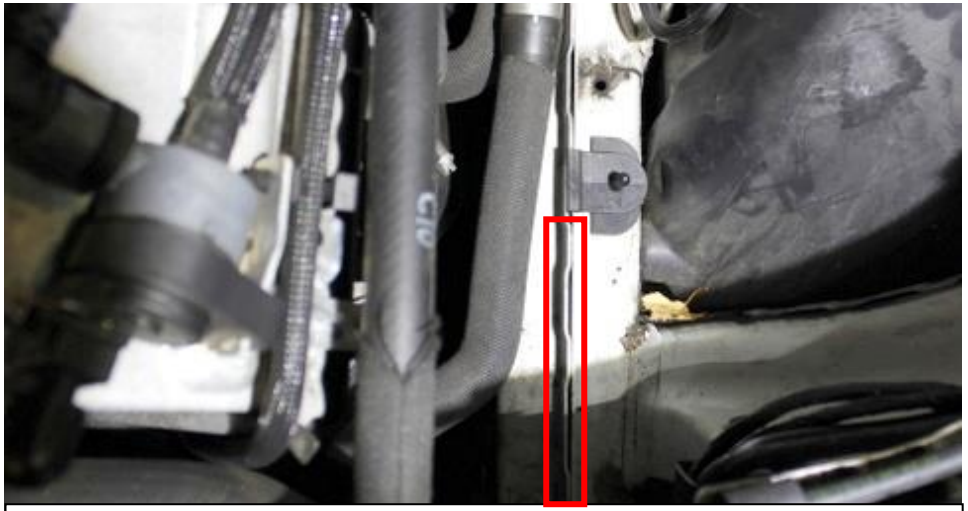
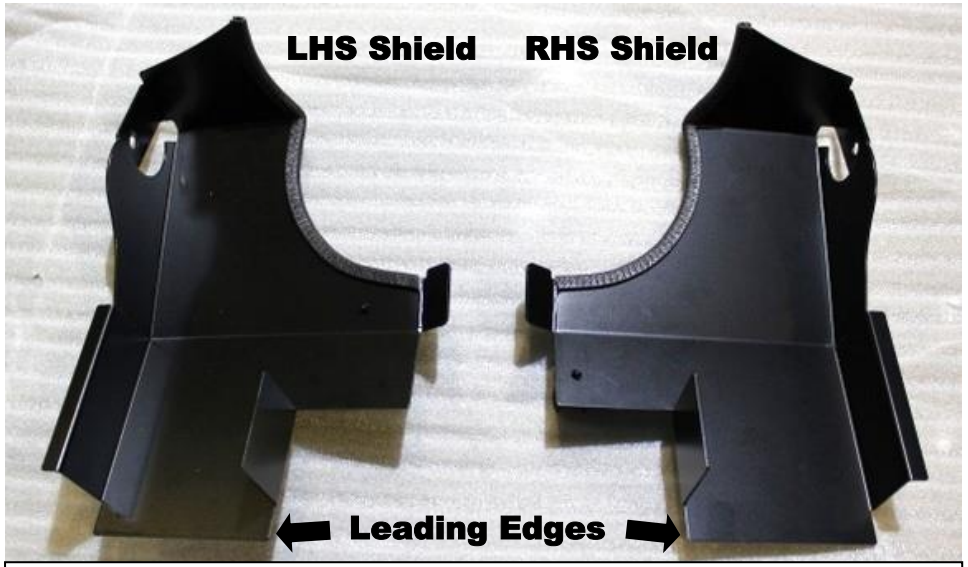
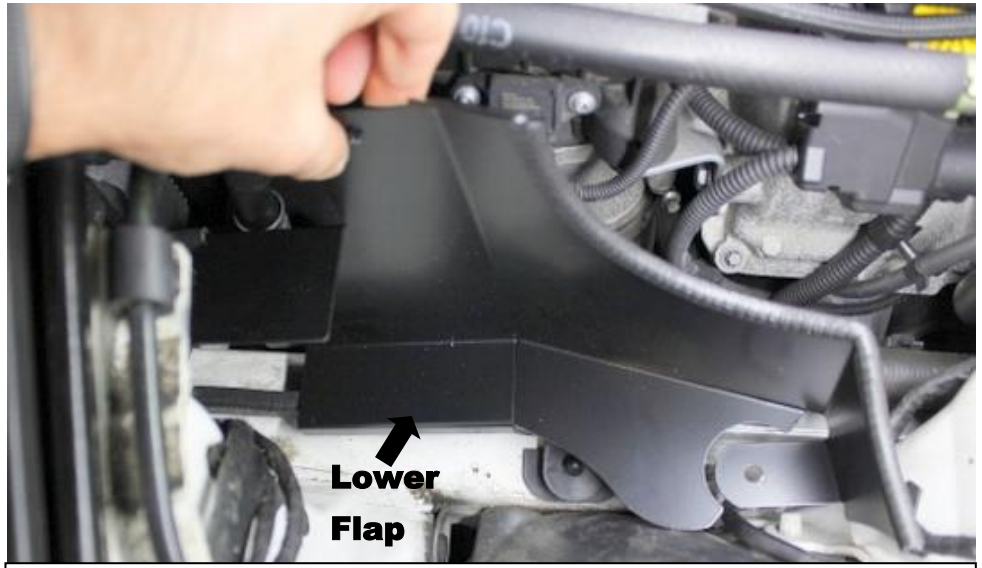


11. Each strip is to be positioned on each side of the engine as shown.

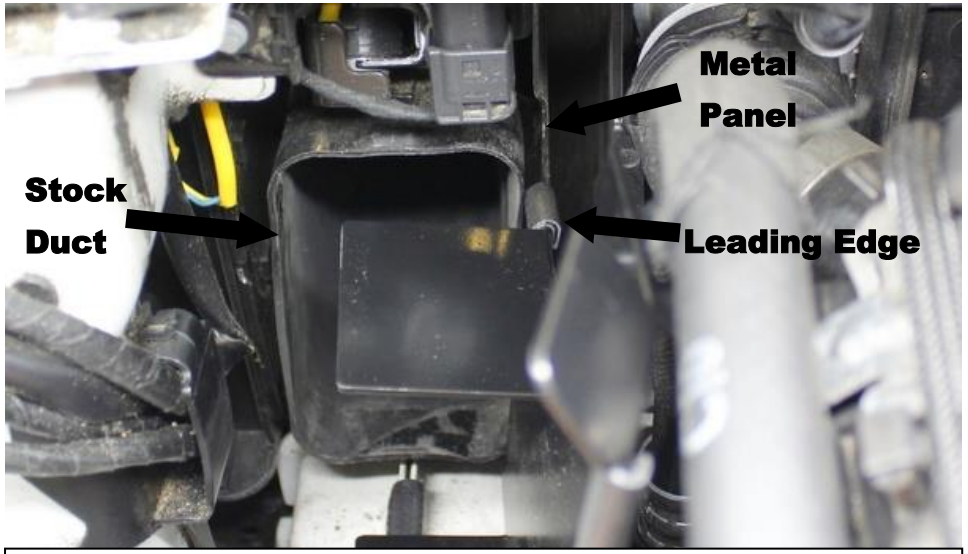
12. Push the strips down fully along the entire length.



13. Identify the LHS and RHS shields as shown. The leading edges as shown above will be referred to in step 15.



14. Starting with the RHS shield, place it in the right hand cavity, position the lower flap over the rubber edging previously inserted.



15. Look into the cavity towards the front of the car and you will see the stock duct opening. The leading edge of the new shield must go between this duct and the metal panel next to it as shown. Once positioned, push the shield in-between this gap.

16. Push the shield towards the front of the car until the hole in the locating flap lines up with the plastic stud which the rubber grommet was removed from in step 9. Push the flap down into the stud.

17. Now secure the shield with the rubber grommet previously removed. The shield will still have some movement – this is required.

18. Finally secure the stock rubber hose into the clip on the side of the shield. Repeat this process from step 14 for the other side.

19. There are 2 x 93mm and 2 x 83mm silicon couplers in the kit.

20. Push the 83mm silicon couplers over the turbo inlets as shown. Push them on fully and tighten the first hose clamps on both sides to secure to the inlets. Ensure the clamps are straight. Leave the outer clamps loose.

21. Identify the LHS and RHS Carbon inlet tubes as shown. The MAF sensor mounts are closer to the bottom of each tube.

22. Push the remaining 93mm hoses onto the tubes as shown. Do not tighten the clamps yet.

23. Now take the Carbon filter housings and push them into the silicon couplers. Do not tighten the clamps yet.

24. Remove the MAF sensors from the stock airboxes and install them onto the new tubes. **Make sure they are oriented correctly** – there is an arrow on them to show airflow direction as highlighted here in red. Secure them with the provided new M4 Torx screws.

25. Take the LHS tube and filter housing assembly and lower into the left side of the engine. Lower the filter housing down with the tube pointing upwards as shown. Filter housing should rest on the shield as installed previously.

26. Now turn the Carbon tube downwards and into the silicon coupler as shown. Loosen the hose clamp around the silicon if required.

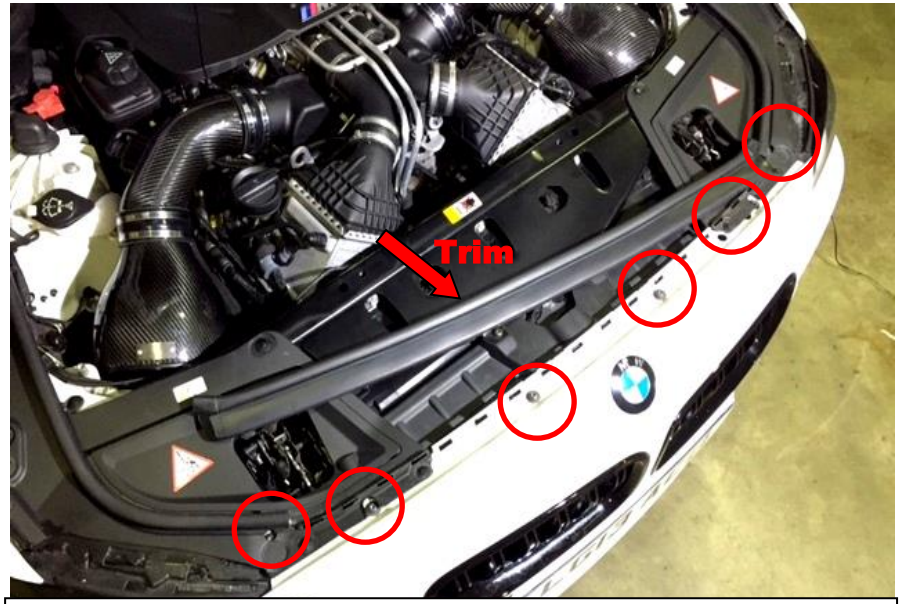
27. Ensure the tube is fully inserted into the silicon coupler. The carbon flange should be up against the silicon all the way around.

28. There should be adequate clearance between the housing and the front panel. Since the clamps are still loose – you can rotate the tube and the housing until you have good clearance.

29. The MAF sensor mount should be at the back of the tube as shown – insert the MAF plug back into the sensor. Push it in fully. Now tighten all the hose clamps. Ensure the housing is pushed up into the tube fully and the tube is pushed into the turbo inlet fully.

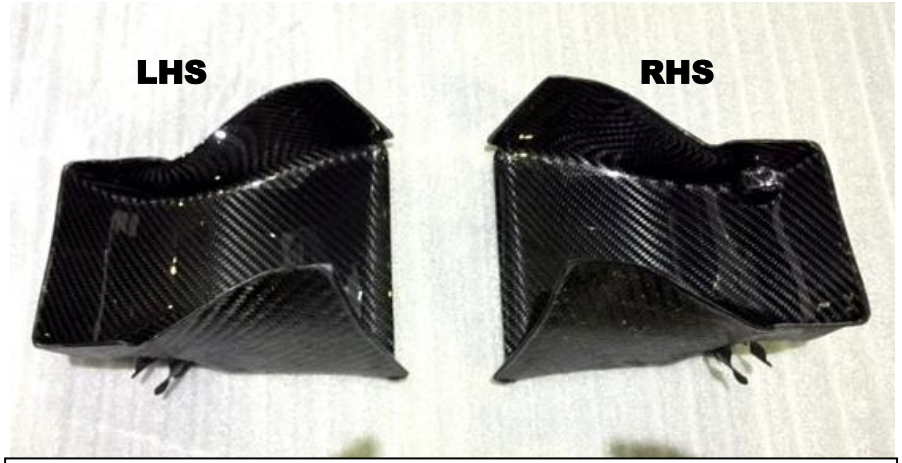
30. Now tighten all the hose clamps. Ensure the housing is pushed up into the tube fully and the tube is pushed into the turbo inlet fully.

31. Repeat this process for the Right Hand Side.



32. We will now install the scoops. To remove the nose grills, you need access to the grill clips. Start by pulling the rubber trim off the top of the bumper cover. Then remove the Torx screws and plastic clips securing the top of the bumper cover.

33. Pull the bumper cover out to gain access to the top of the grills. You will see tabs which need to be pushed in using a screwdriver. Pull the grills out while pushing these tabs in. You can pull the bottom tabs up with your fingers.



34. Identify the LHS and RHS scoops as shown. The clips should be at the bottom.

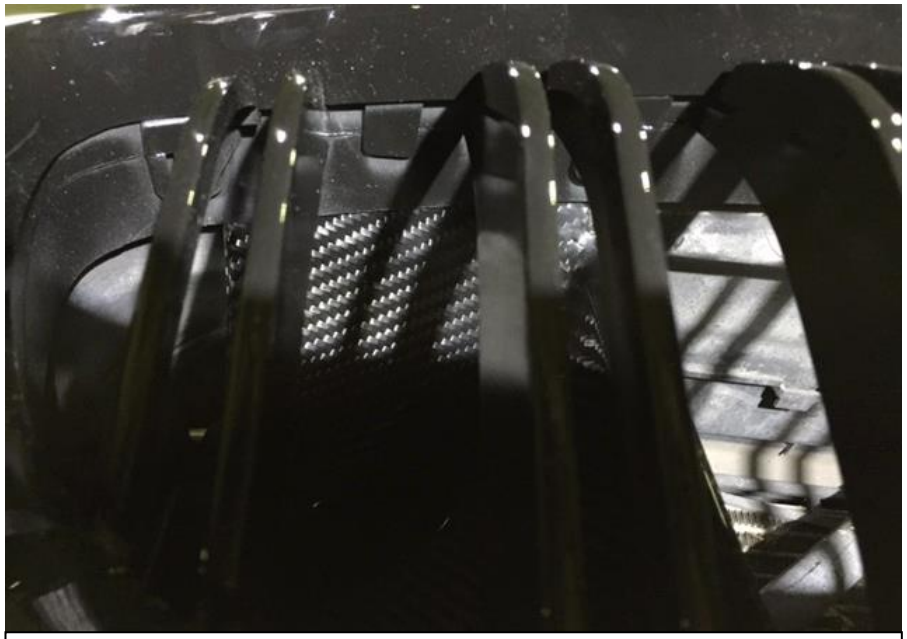
35. Starting with the LHS Scoop – look into the left side of the bumper. The clips on the back of the scoop will secure onto this strut brace.

36. Place the LHS scoop inside the bumper and position the clips over the strut brace.

37. Push the scoop in and the clips will snap into place onto the strut brace.

38. Now slide the scoop downwards so the lower carbon flap meets the rubber trim as shown in the next photo.

39. Carefully push the grill back into place. The lower flap of the scoop should go underneath the grill. Use your fingers to ensure it does as you push the grill in. At the same time, the upper flap of the scoop should go above the grill as can be seen in the next photo.



40. Ensure the upper flap of the scoop goes above the grill.

41. Repeat this process from step 36 for the RHS scoop.

You have now completed the installation of the Eventuri F10 M5 System.

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

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