



1. We will start by removing the front bumper. Remove the 3 x 8mm hex head bolts in the wheel arch liners on both sides. Turn the wheels to gain access.



2. Remove 4 x 10mm hex head bolts from each wheel liner from the bottom of each bumper side. Once removed you should be able to remove the plastic under shields from the base of the bumper on both side. Once removed you can disconnect the fog lights.

3. Remove the 2 main Torx bolts which hold bumper in place. These are located behind the number plate area looking upwards from under the bumper. See photo.

4. Pull the bumper out from both sides – partially. (2 people are required, one on each side). Before fully removing the bumper, disconnect the PDC sensors and headlight washer hose. Once these are disconnected you can fully remove the bumper.



5. Starting with the Left side, remove bolt securing the airbox. Loosen the hose clamp around the MAF tube. Unclip the 2 metal clips holding the MAF tube to the airbox



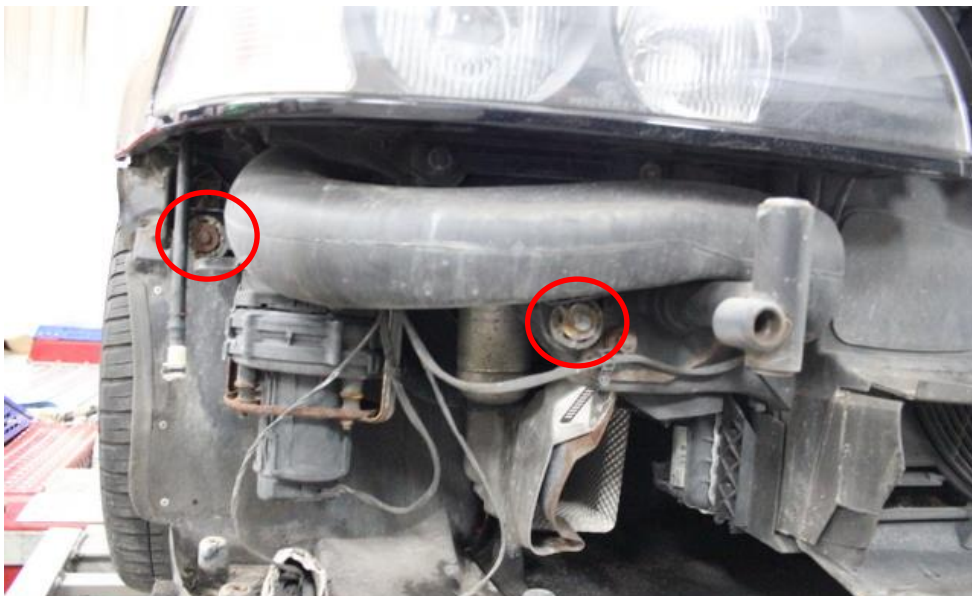
6. Remove the tube and place to the side.



7. Loosen hose clamp around the airbox inlet tube.



8. Remove airbox from engine bay completely. Repeat these steps for the other side and remove the airbox.



9. Remove bolts securing inlet ducts in place on both sides.



10. Remove the ducts completely on both sides.



11. We now need to remove the Foglamp surrounds. Start by pushing the clips down from behind the bumper. This should allow you to push the surround out.



12. Remove the surrounds on both sides.



13. Take the new foglamp surround with integrated inlet and push into place.



14. To secure the new surrounds you will need these supplied parts.



15. Push the M5 screw from the inside of the outlet so that you can see the thread.



16. Place a bracket over the screw thread as shown with one face towards the bumper edge. Apply the locknut to the screw – use the supplied Allen Key to hold the screw from the inside as you tighten the nut. Do not fully tighten down yet.



17. Pull the outlet so that the foglamp surround sits fully into position – flush with the bumper. While pulling the inlet, push the bracket forward and against the bumper trim. Now tighten the nut to fully secure the bracket.



18. The foglamp surround should be securely in place as shown. Repeat for the other side.



19. Take the flexible ducting and press down on one side to make the opening oval as shown.



20. Using one of the 70-90mm sized hose clamps (sizes are stamped on the clamps) push the oval shaped ducting over the foglight outlet and secure as shown. Repeat this for the other side.



21. Hold the bumper up against the car and reconnect the headlamp washer and PDC sensors. Route the ducting on both side into the opening to the airboxes.



22. Pull the ducting through into the engine bay area as shown on both sides.



23. Push the bumper into place and secure with the 2 main Torx bolts as well as the liner screws removed previously.



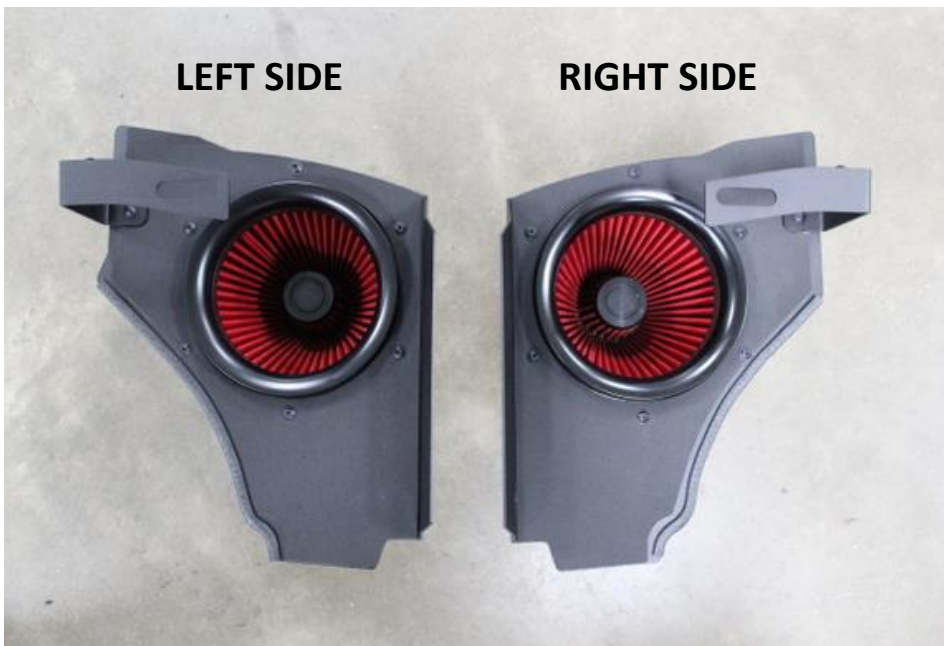
24. We will now fix the duct positioning inside the engine bay. To do that we need these brackets and an M6 bolt with Nut for each bracket.



25. Starting with the Left side (as you look at the car from the front) The bracket will secure to the mounting point shown here.



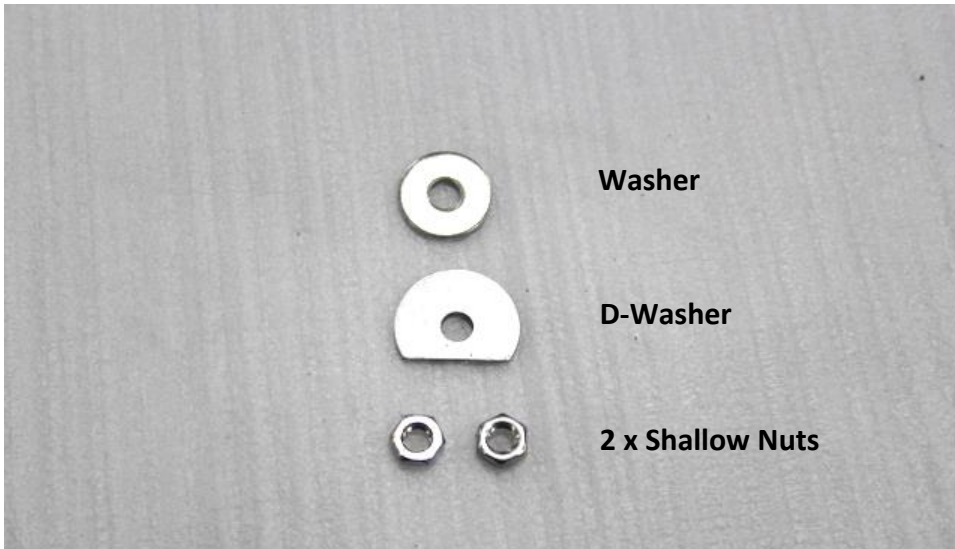
26. Fasten the bracket to the mount as shown using an M6 bolt and nut. The toothed end of the bracket goes into the duct to position it so that it will face the filter. Shown in red for clarity. Do for both sides.



27. Identify the LEFT and RIGHT side intakes.



28. Take the LEFT side intake and push a silicon tube onto the outlet as shown. Put 2 hose clamps over the silicon. Clamps should both be 80-100mm size (size is stamped on the clamp). Tighten the clamp around the carbon only.



29. Take 1 washer, 1 D-washer and 2 x M5 shallow nuts.



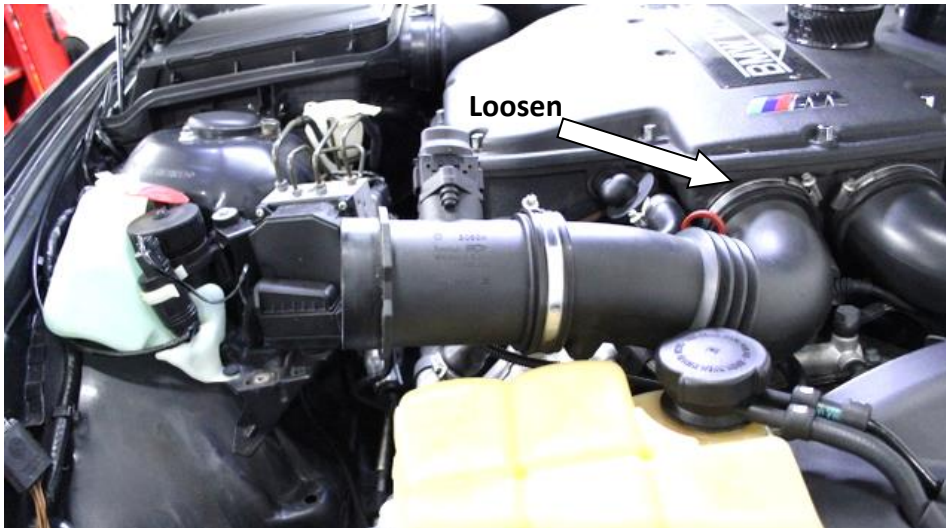
30. Starting with the Left side (LEFT side as you look at the car from the front) Remove the nut holding this sensor in place just above the duct, on the wing.



31. Secure the sensor with 1 shallow nut.



32. Now place the D-Washer over the thread so the flat face is at the bottom as shown.



33. Loosen the clamp around the inlet manifold as shown and rotate the inlet tubing upwards. Re-insert the MAF tube and tighten the MAF tube into place.



34. Push the LEFT side housing with silicon onto the MAF tube. Do not tighten yet.



35. Rotate the assembly down while pushing the intake back to get clearance with the wing.



36. The base of the heat shield should slot into place as shown. Photo is showing the rear of the shield.



37. As you move the intake down – push back the bracket on the front of the intake to clear the wing. It needs to sit over the sensor – see next step.



38. Position the bracket so that it sits over the thread securing the sensor. Ensure that the D-Washer over the sensor is still in correct orientation.



39. Use the remaining Washer and Shallow nut from step 29. Secure the bracket.



40. Ensure the silicon is sitting squarely on the MAF tube and tighten the hose clamp around the silicon over the MAF tube.



41. Tighten the hose clamp around the inlet manifold which was loosened previously in step 33. Check all hose clamps for tightness.

42. Repeat steps 28 to 41 for the RIGHT SIDE intake.

You have now completed the installation of the Eventuri BMW E39 M5 System.

Please take all necessary precautions while installing this system. Eventuri cannot take responsibility for an incorrectly installed intake or any damage caused during installation.

