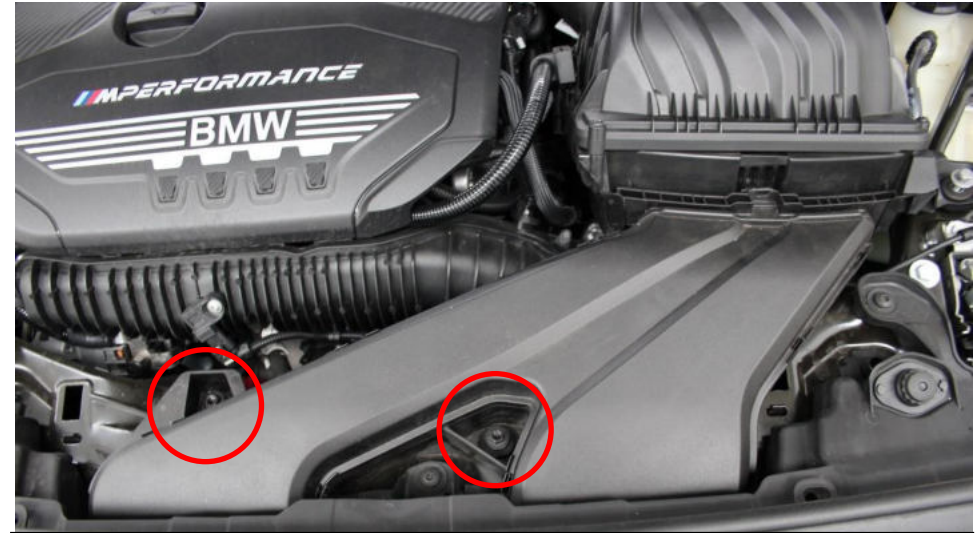




1. We will start by removing the stock airbox and duct. BMW 135i engine shown which is the same.



2. Remove the 2 M6 nuts holding the duct in place. Remove the duct by unclipping it from the airbox.



3. Disconnect the MAF sensor Plug. Loosen the hose clamp around the tube.



4. Remove the M6 Bolt on the right side of the airbox which holds it in place.



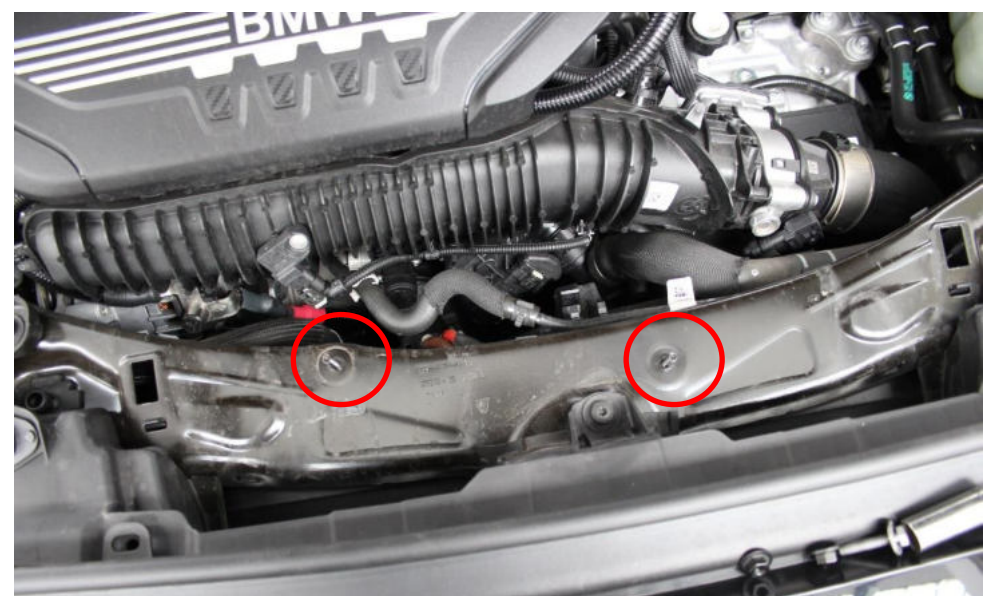
5. Remove the rubber loom holder from the left side of the airbox.



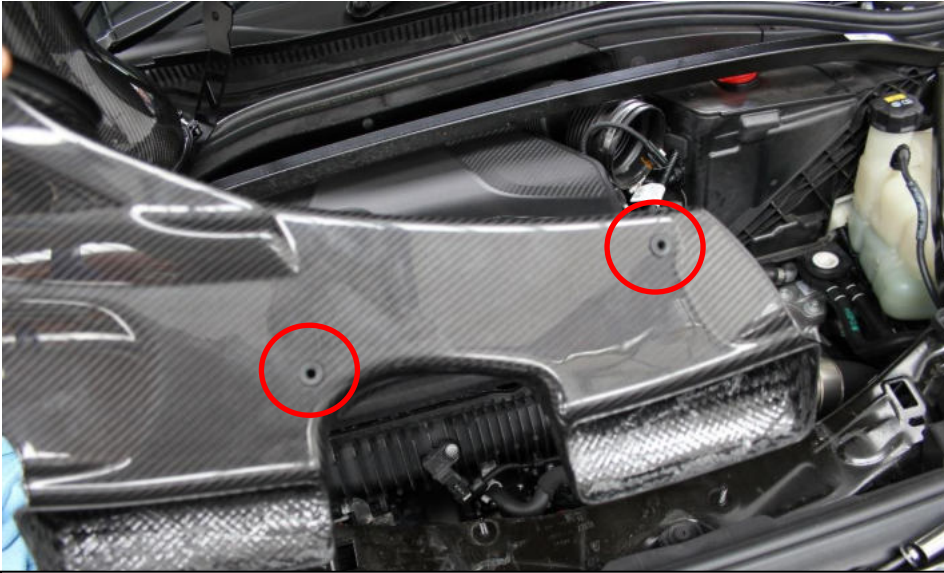
6. The airbox can now be lifted out of the engine bay. Also remove the bolt at the base of the battery tray as circled. This will be required to secure the intake later.



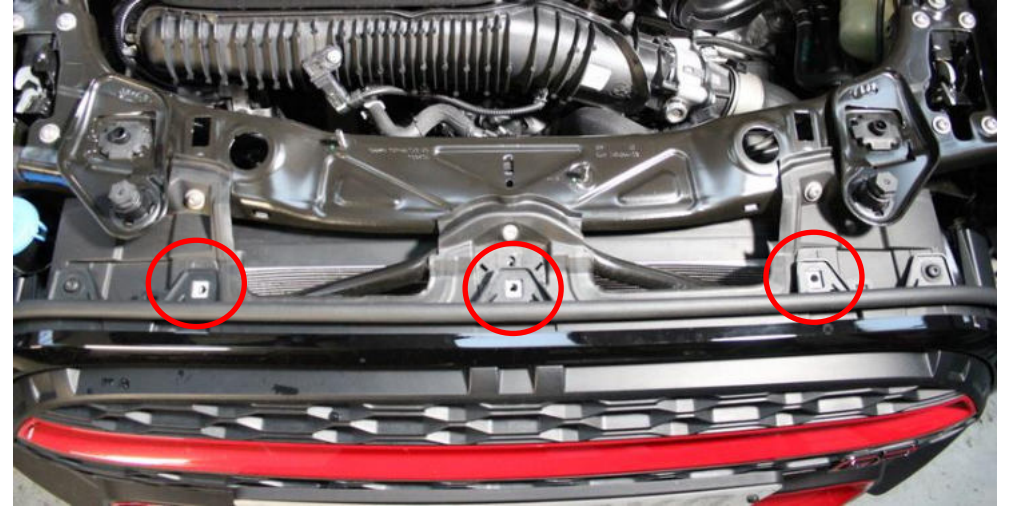
7. Remove the MAF Sensor from the stock airbox and install into the carbon housing using the supplied M4 screws. DO NOT USE THE STOCK SCREWS.



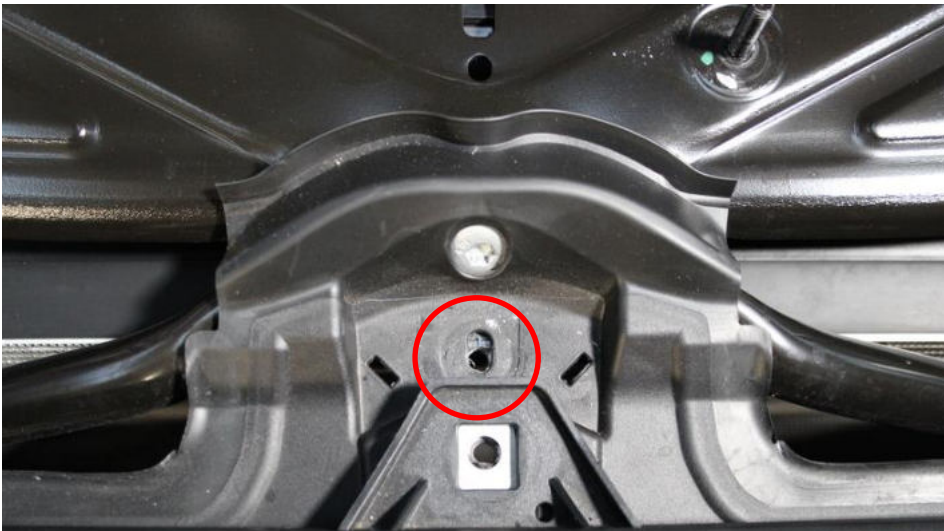
8. The new duct will be installed with these M6 Studs locating into the holes at the base of the carbon duct – see next photo.



9. Here are the 2 holes which the studs go into.



10. First remove the 3 Torx screws which secure the top of the front bumper.



11. Now remove the middle Torx screw which is partially under the plastic tab of the bumper.



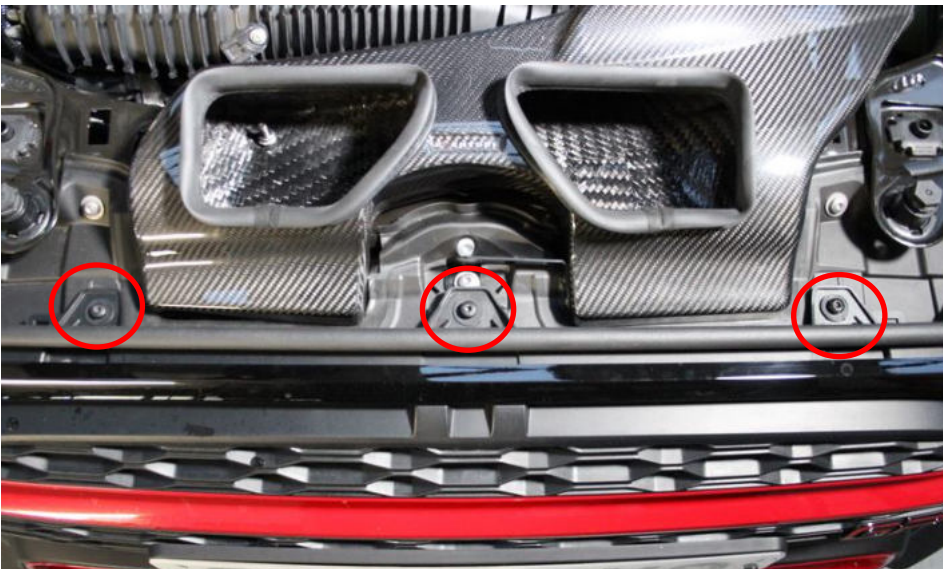
12. Push the duct into place and ensure the studs in step 8 go through the rubber grommets in step 9.



13. Pull the bumper away slightly to allow the middle bracket to sit in place.



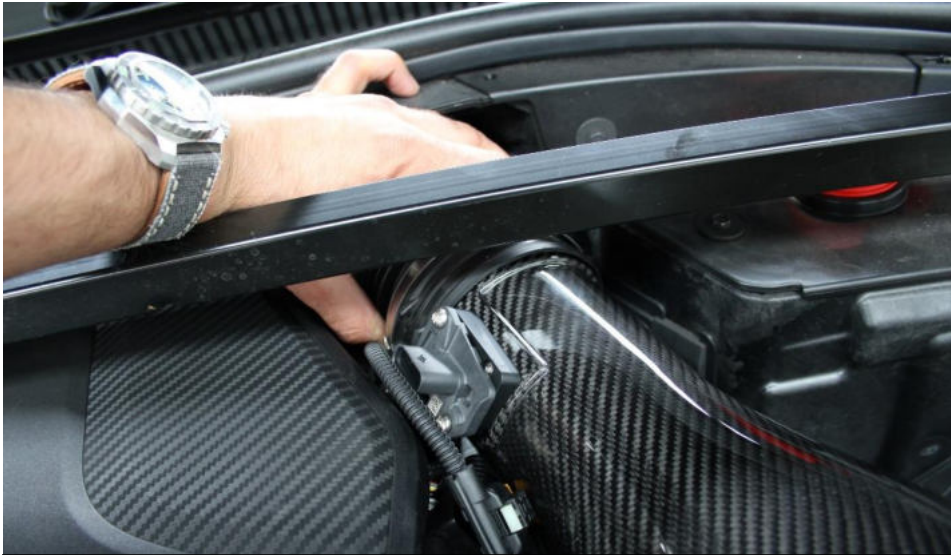
14. Secure the middle bracket with the Torx screw removed previously.



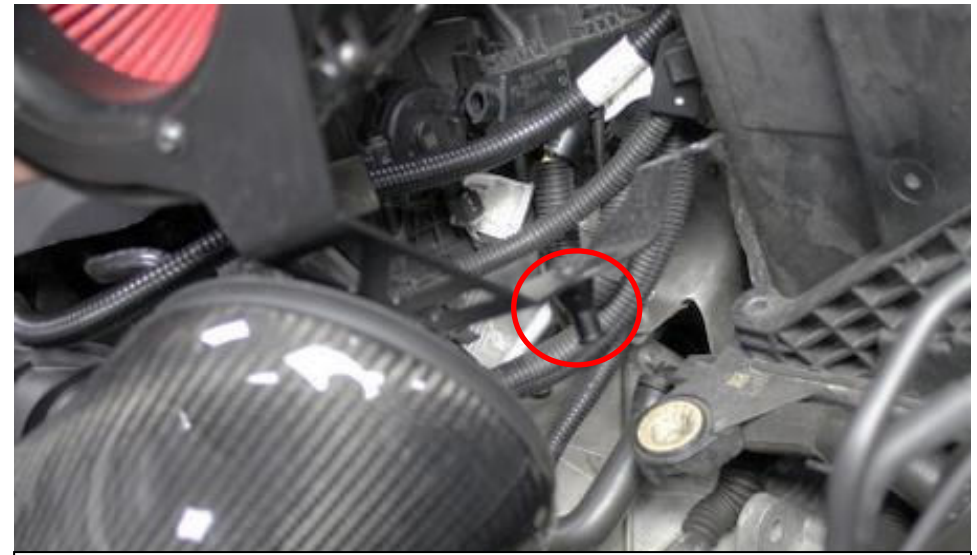
15. Secure the bumper with the 3 Torx screws removed previously.



16. Secure the duct through the openings with the nuts removed in step 2.



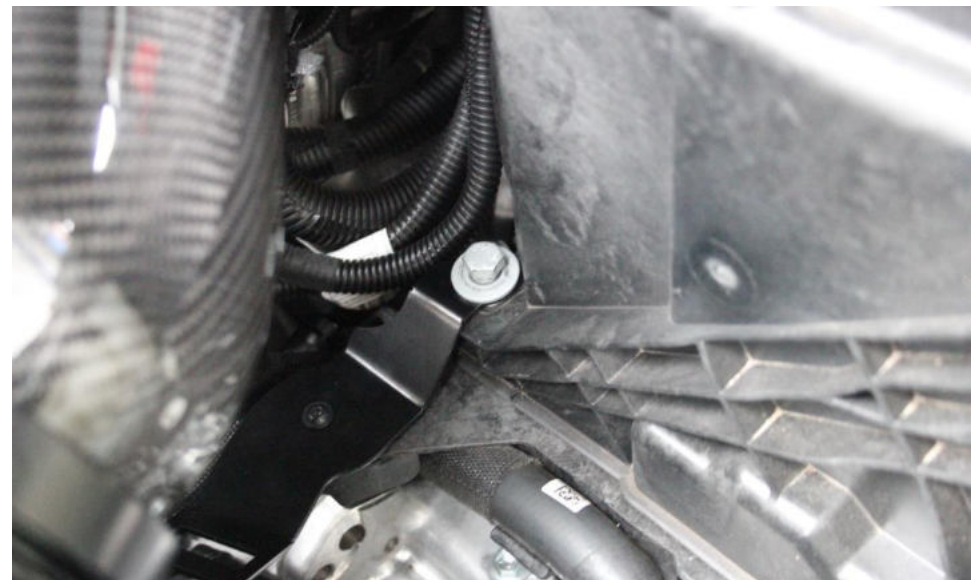
17. Push the filter housing into the turbo inlet pipe. Make sure it is all the way in. The pipe should almost touch the MAF sensor holder.



18. At the base of the bracket on the housing there is a mounting locator (circled) – push this into the rubber grommet indicated by the arrow.



19. Line up the filter housing with the duct and then secure the bracket with the Bolt removed previously. See next step.



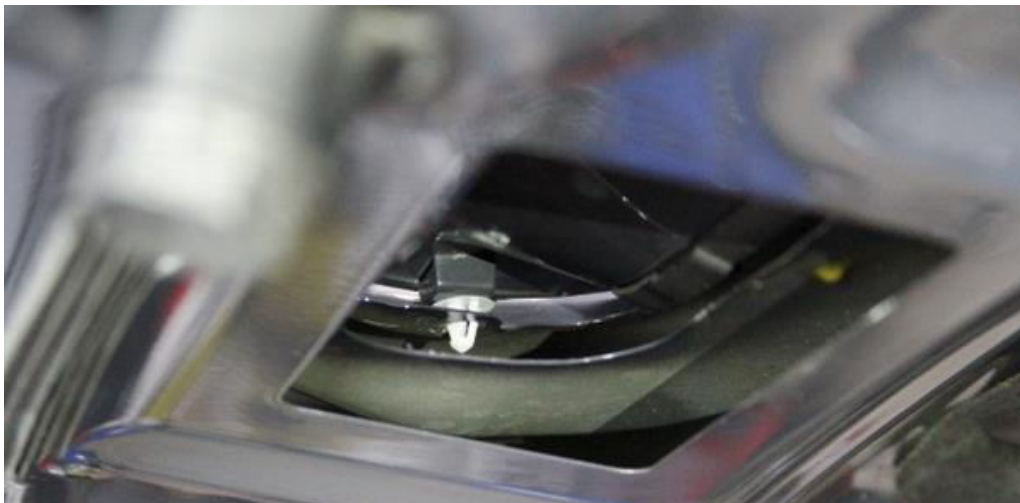
20. Secure the housing bracket with the bolt removed previously.



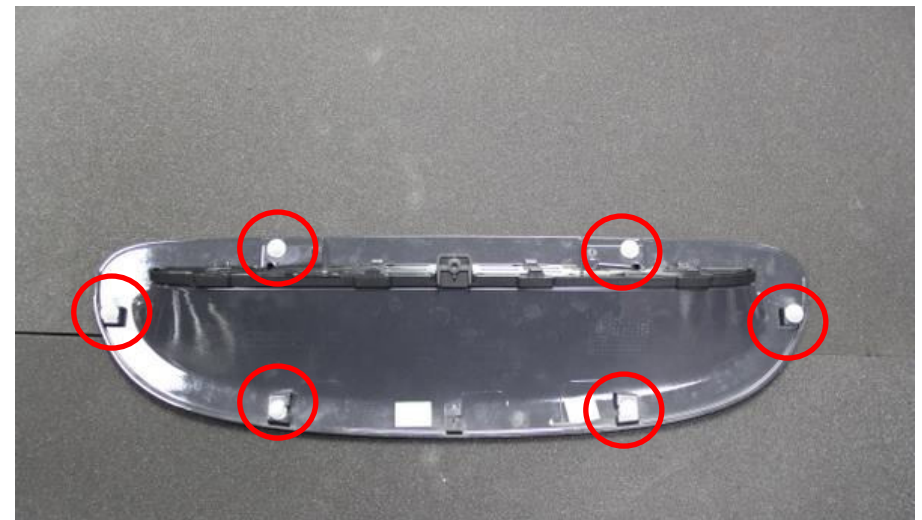
21. Reconnect the MAF plug and secure the hose clamp around the inlet tube. Do not over tighten.



22. Now we will remove the bonnet scoop. Start by removing the torx screw shown.



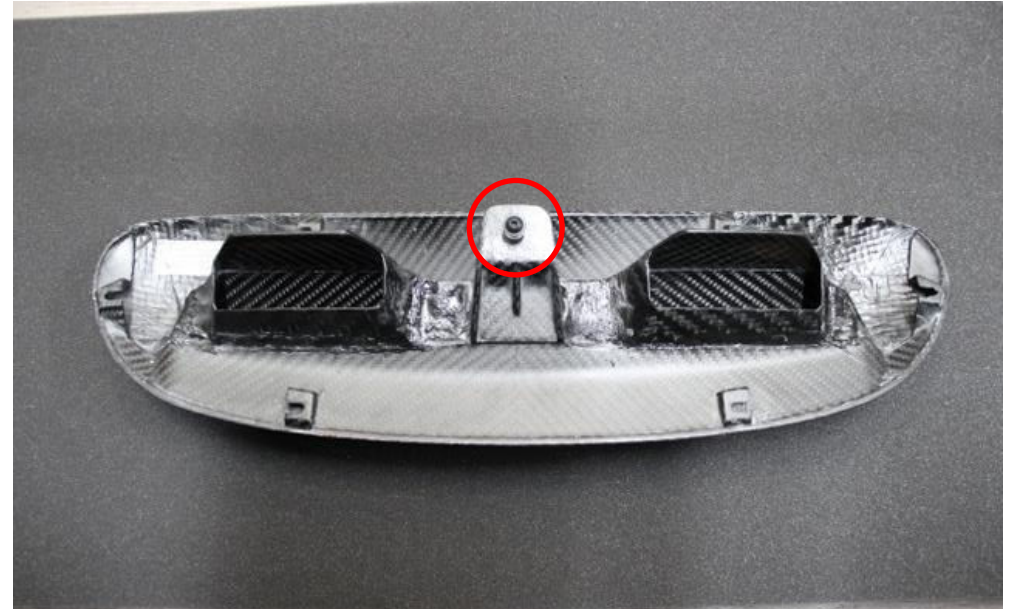
23. The scoop is held in place by 6 clips. You can compress the ends of the clips which are accessible and lift the scoop out. The next photo shows the back of the removed scoop and the locations of the clips.



24. Here is the back of the scoop and the clip locations.



25. With the scoop removed – the clip locations can be seen on the bonnet ready for the carbon scoop.



26. Check the back of the carbon scoop – if you have an M5 screw pre-installed as shown then remove it. If not - simply continue to the next step.



27. Carefully lower the carbon scoop into position – make sure the 6 clips are already installed on the back of the scoop.



28. Once the clips are in position firmly push the scoop down in all 6 clip positions and ensure they click into place. The clips are firm so please make sure by checking from the underside that they are fully engaged.



29. Once clipped into place – secure the scoop by screwing the torx screw removed previously



You have now completed the installation of the Eventuri JCW GP3/Clubman Intake 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.