



1. We will start by removing the left side stock airbox. Remove the plastic centre cover. Remove the 2 plastic push clips in the heat shield.



2. Remove the shield.



3. Remove the 4 x plastic push clips and unclip the bonnet cable over the front plastic trim panel.



4. Remove the front trim panel.



5. Remove the rubber breather hose from the airbox.



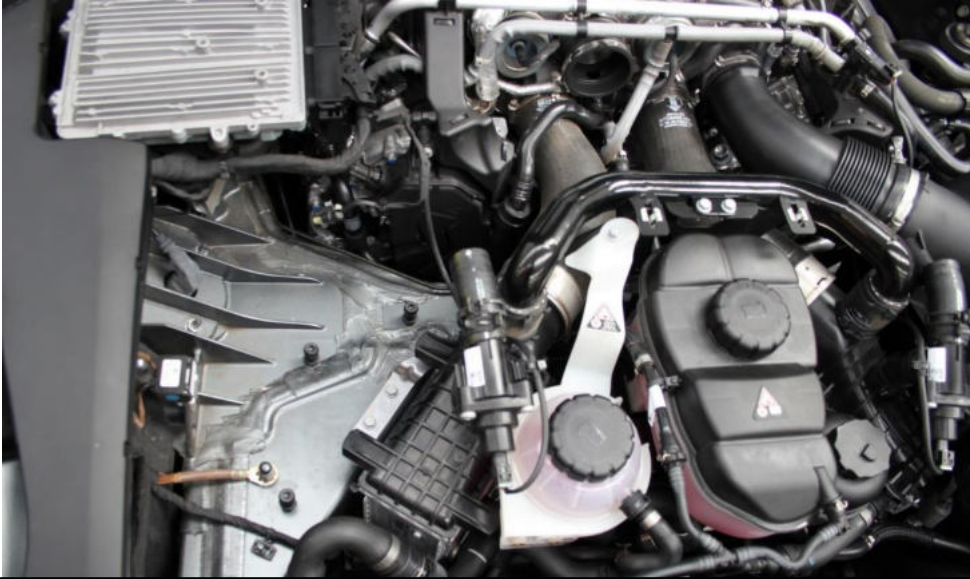
6. Remove the rubber hose completely and retain the spring clamps.



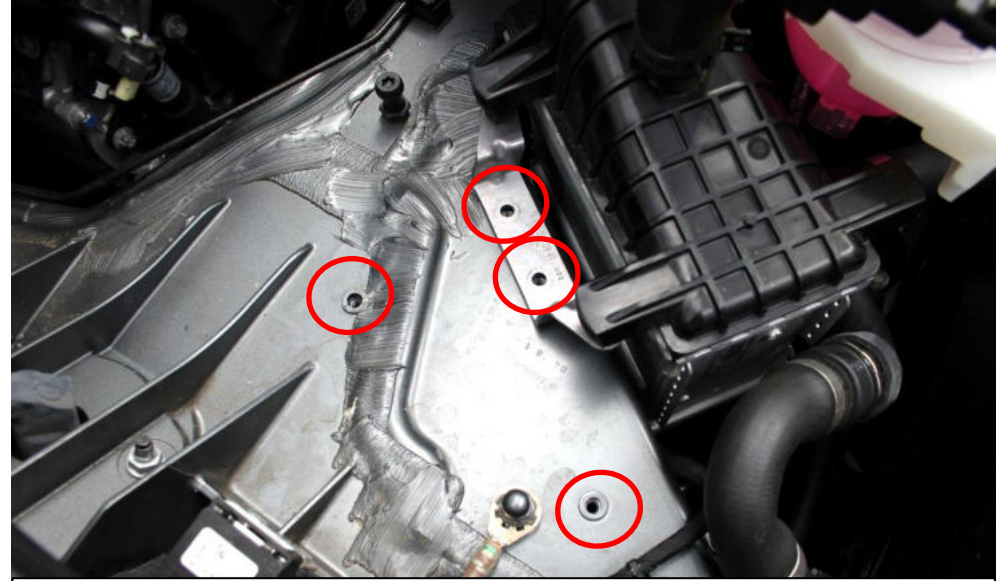
7. Disconnect the MAP sensor at the back of the airbox.



8. Loosen and remove the tube to the Turbo inlet.



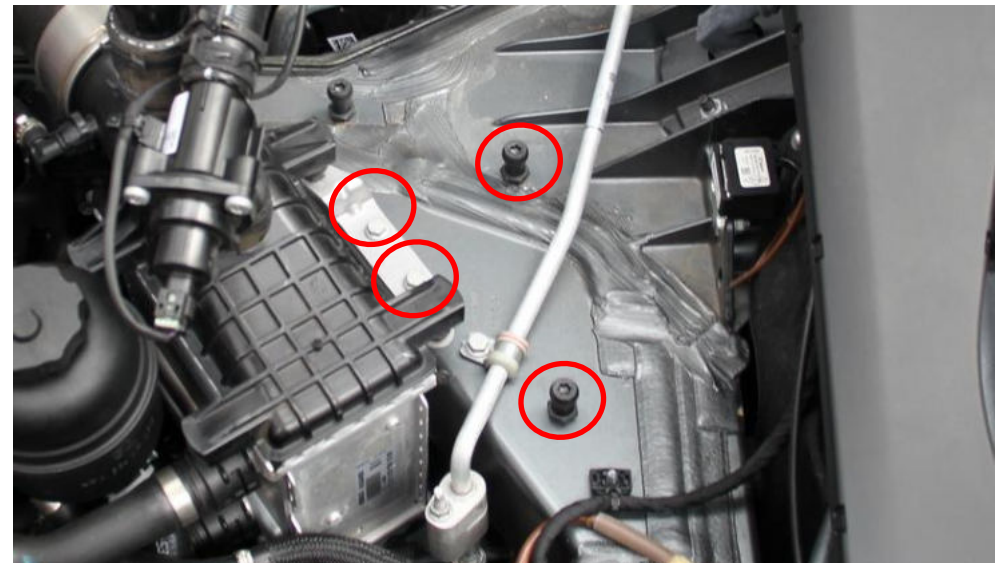
9. Now the complete airbox assembly can be pulled out from the engine bay.



10. Remove the 2 Airbox Mounts and 2 x M6 bolts shown.



11. Repeat the process for the right side and remove the airbox assembly.



12. For this side, remove the 2 airbox mounts and 2 x M6 bolts as shown.



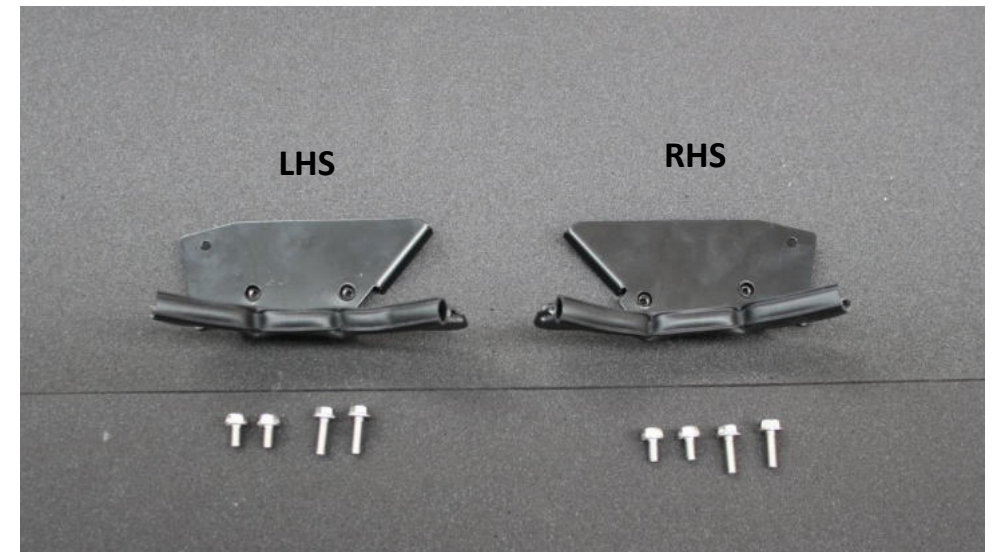
13. Remove the MAP sensors from the airboxes by rotating 90 degrees and pulling out.



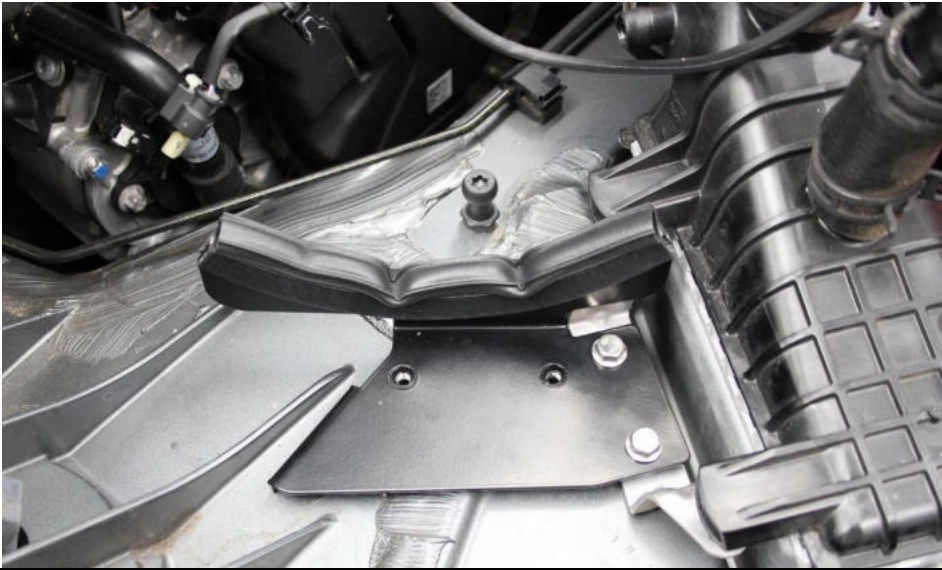
14. Identify the LHS and RHS filter housings as shown.



15. Insert the sensors into the sides of the housings - push them in and turn 90 degrees to secure.



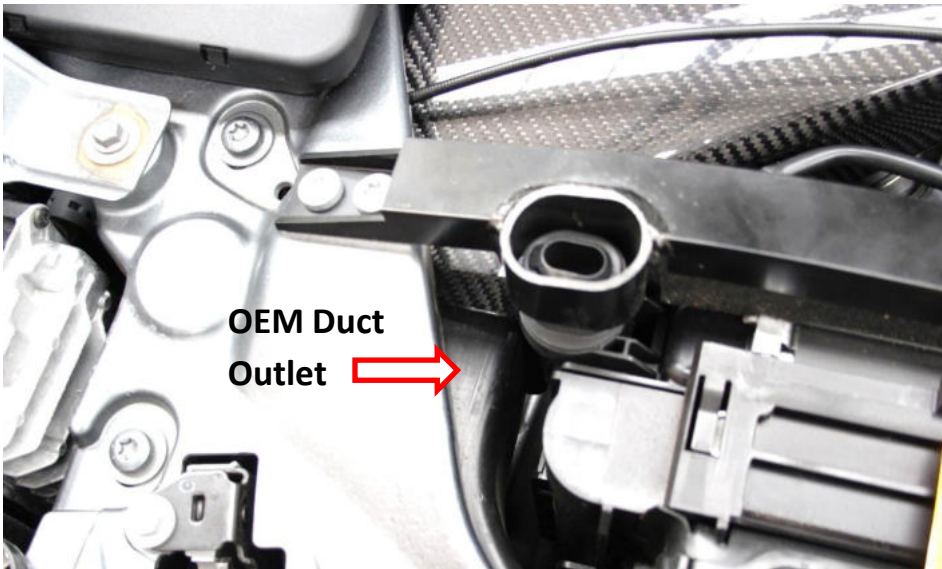
16. Identify the LHS and RHS base brackets as shown. Each bracket will use 2 M6x20 and 2 M6x12 bolts.



17. Take the LHS bracket and use the 2 M6x20 bolts supplied to secure to the existing bracket for the cooler. Original bolts were removed in step 10.



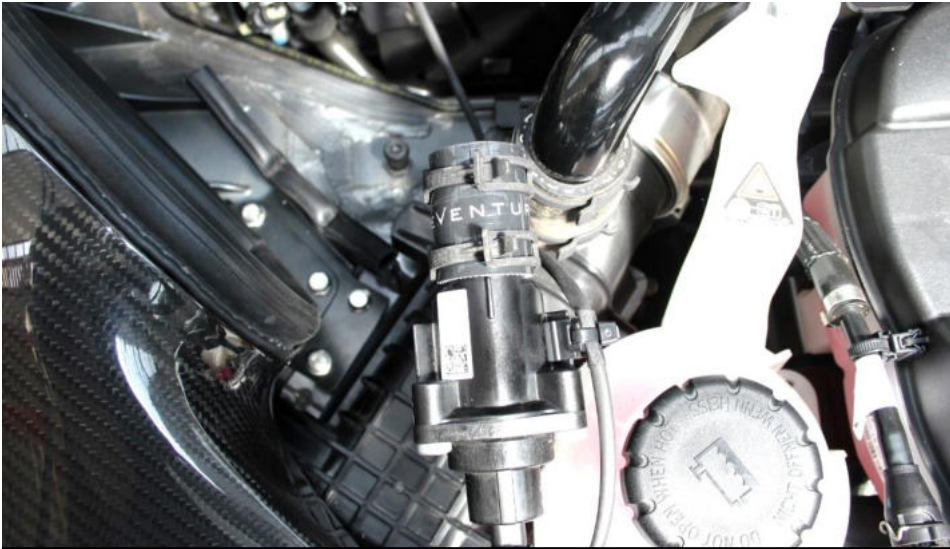
18. Identify the LHS and RHS ducts.



19. Take the LHS duct and push the square opening into the OEM duct outlet.



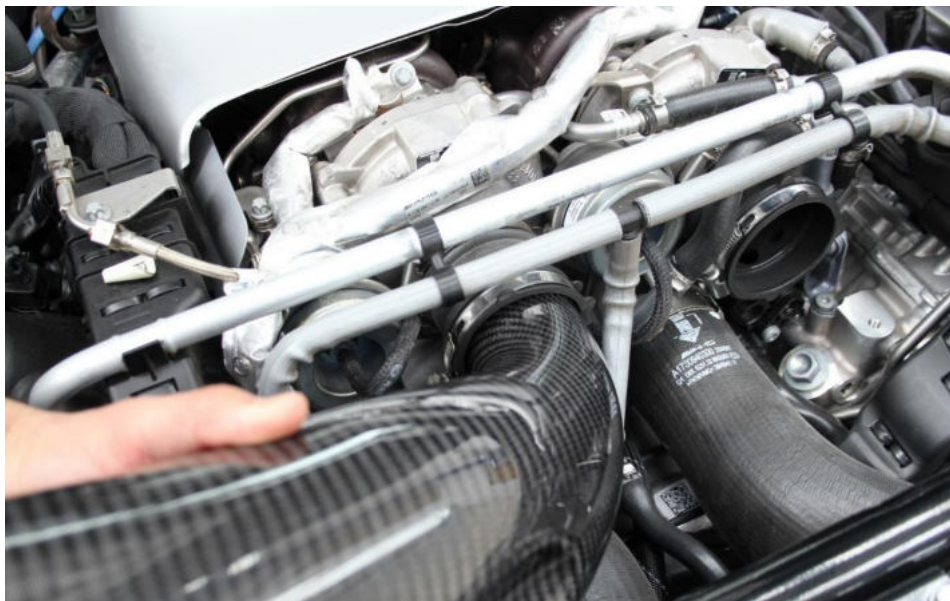
20. Secure the front of the duct onto the base bracket using the 2 M6x12 bolts.



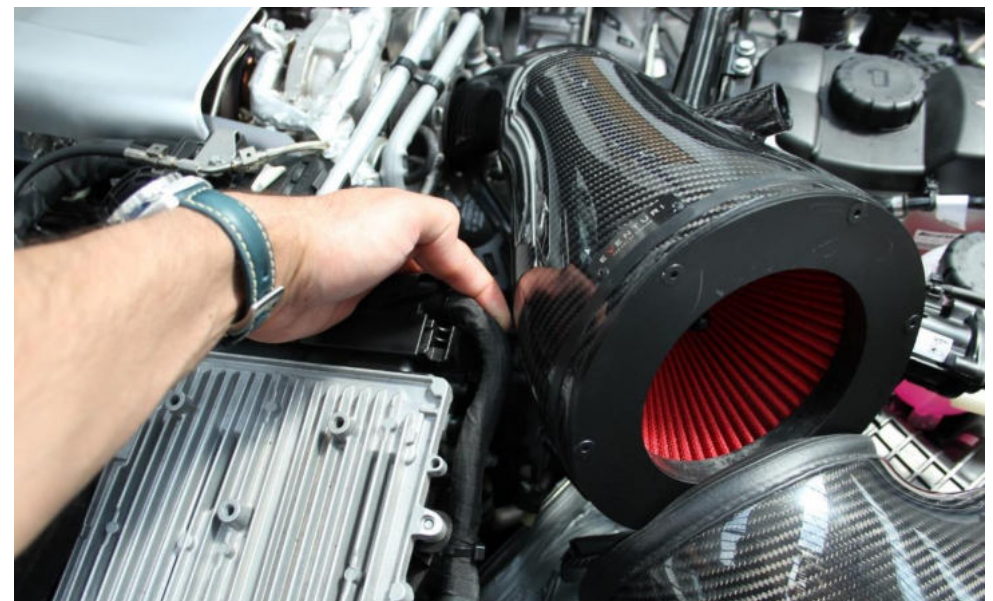
21. Push one of the small silicon hoses onto the breather module. Use the OEM springs clamps previously removed.



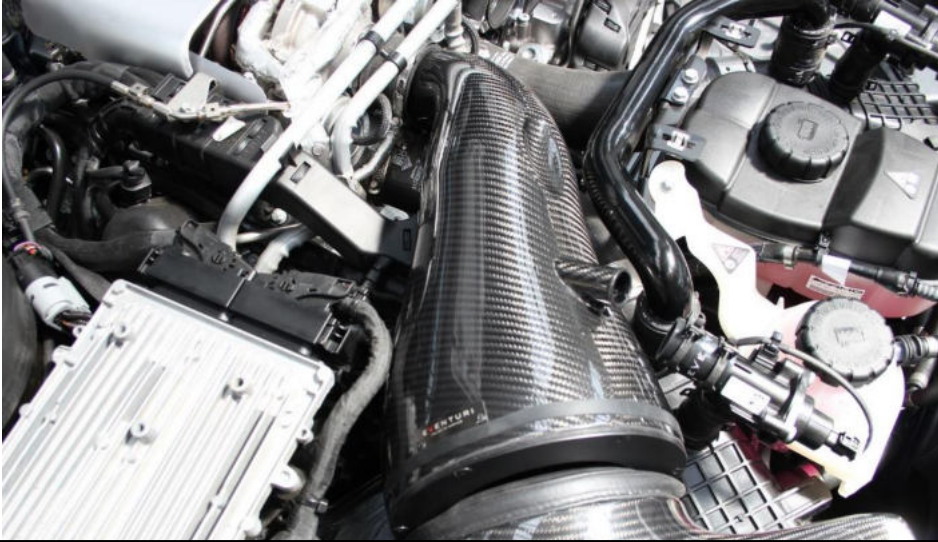
22. Take the LHS Housing and pull the black band back as shown – otherwise it will get caught on the duct during installation and come off.



23. Push it into the turbo inlet and then gently rotate it downwards.



24. Move the ECU loom away (the ECU can be lifted up for more space).



25. Rotate the housing into place. There is a recess on the housing for the strut brace and also for the ECU loom. Rotate the housing to line up these recesses.



26. Push the silicon tube onto the housing and secure with the clamp.



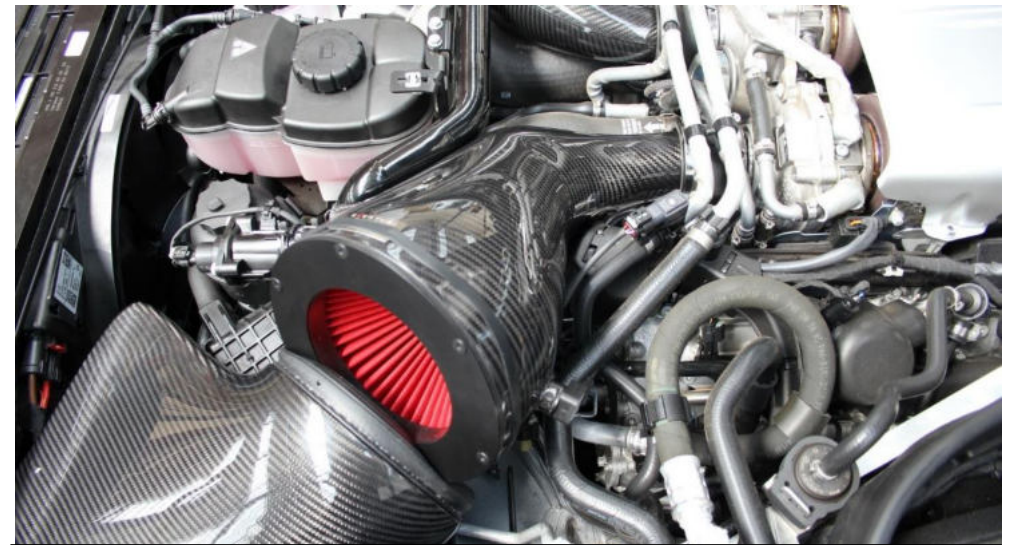
27. Secure the hose clamp at the turbo side – do not over-tighten.



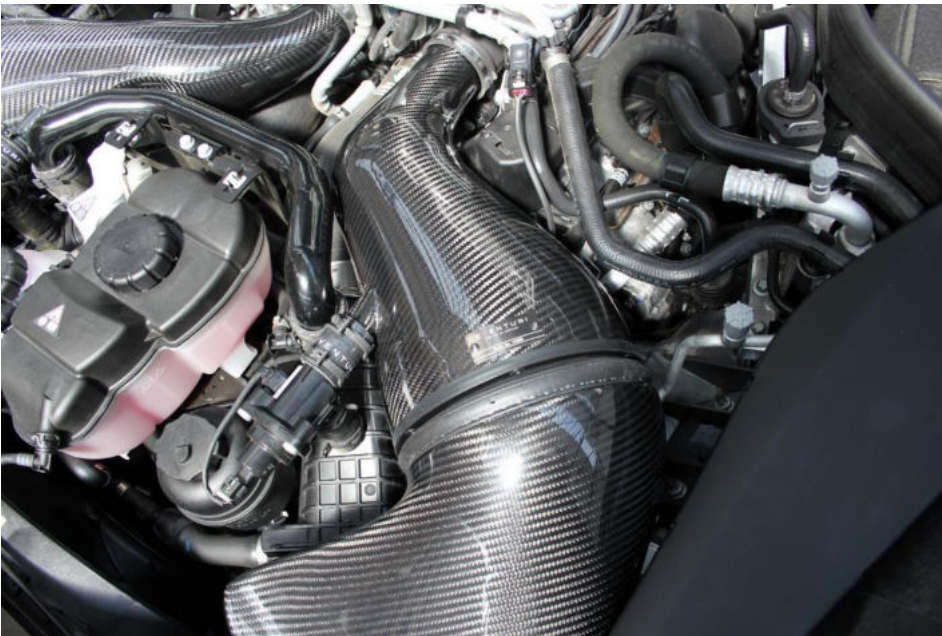
28. Move the band back into place so that it covers the joint between the filter and the carbon housing.



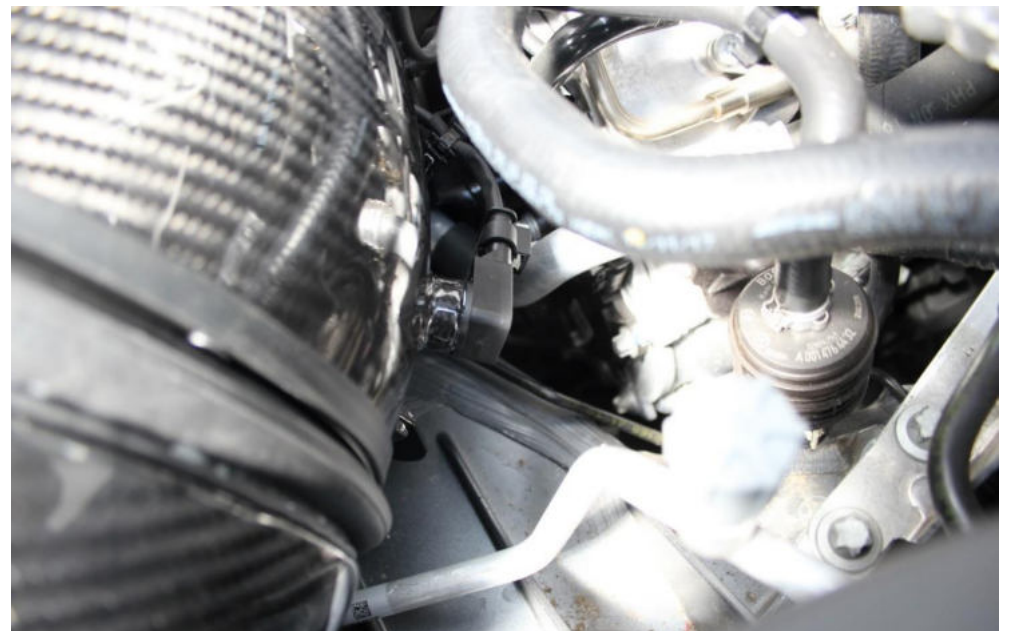
29. Reconnect the MAP sensor plug – it will click into place. Lock the plug with the small tab at the top.



30. Repeat the same process on the RHS.



31. Line up the housing with the duct and secure the silicon breather hose as with the LHS Housing. Secure the hose clamp at the turbo side. Do not over tighten.



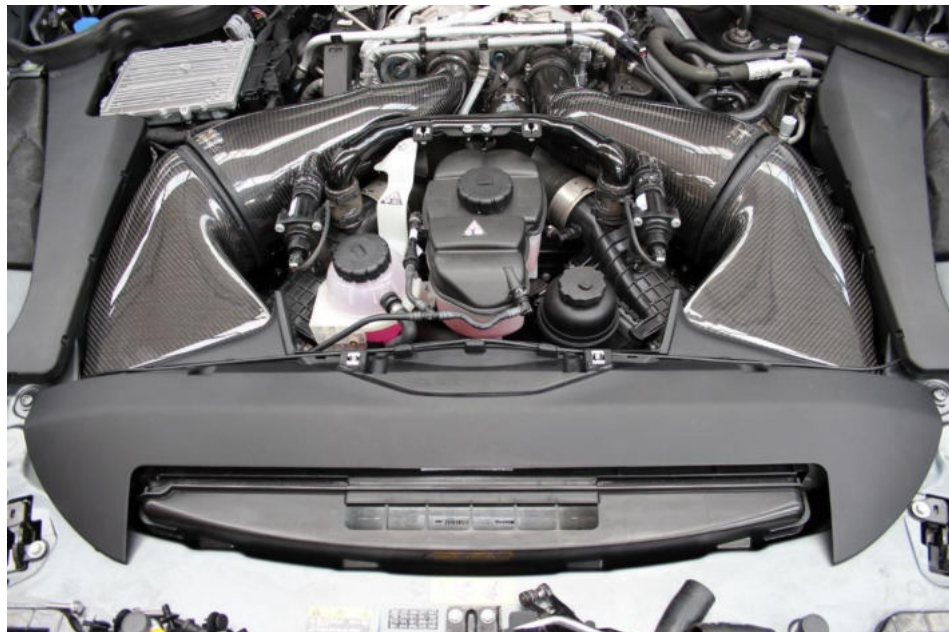
32. Connect the MAP sensor plug to the housing.



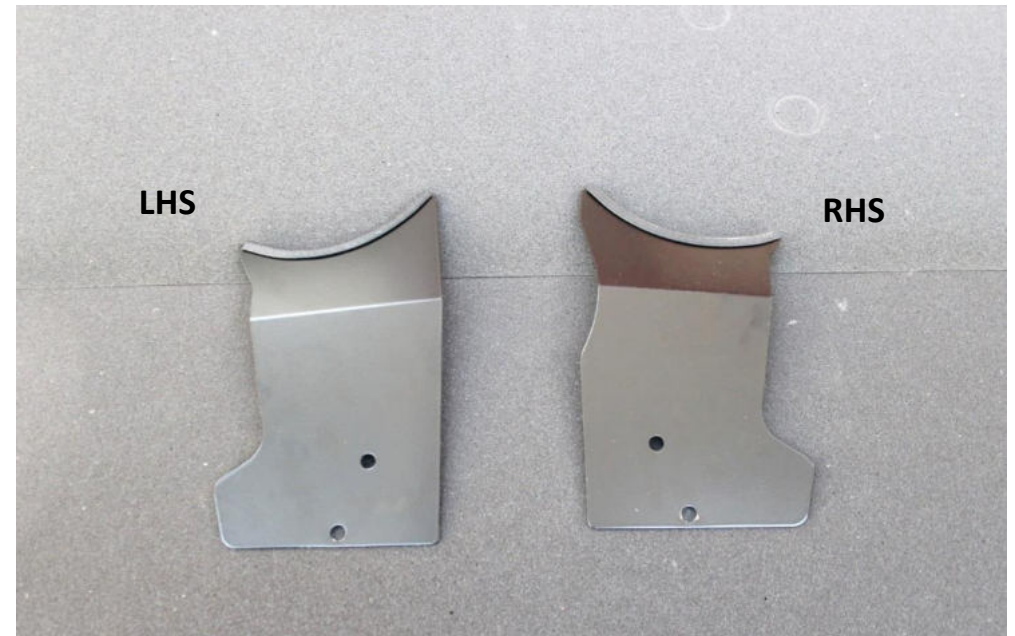
33. Take the supplied rubber strips and push them onto each side of the front plastic trim removed from step 4. See next photo.



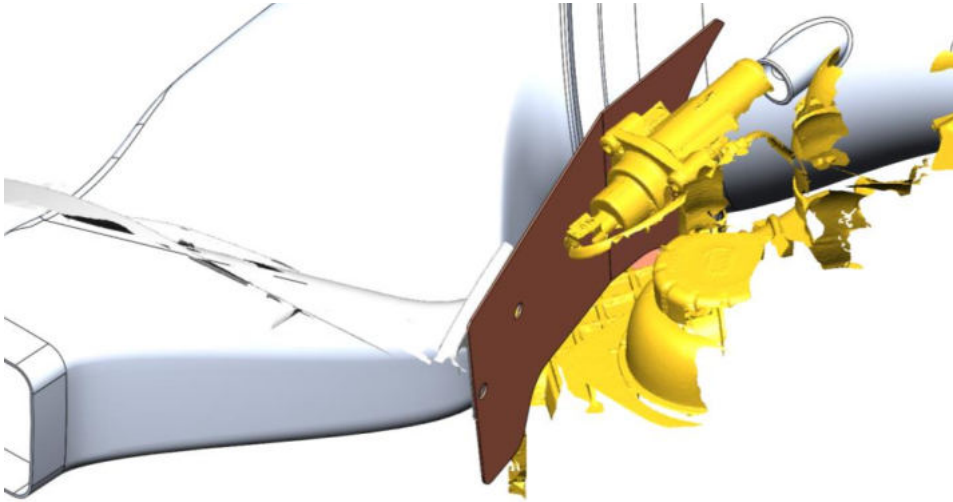
34. Rubber strip in place. Do for both sides.



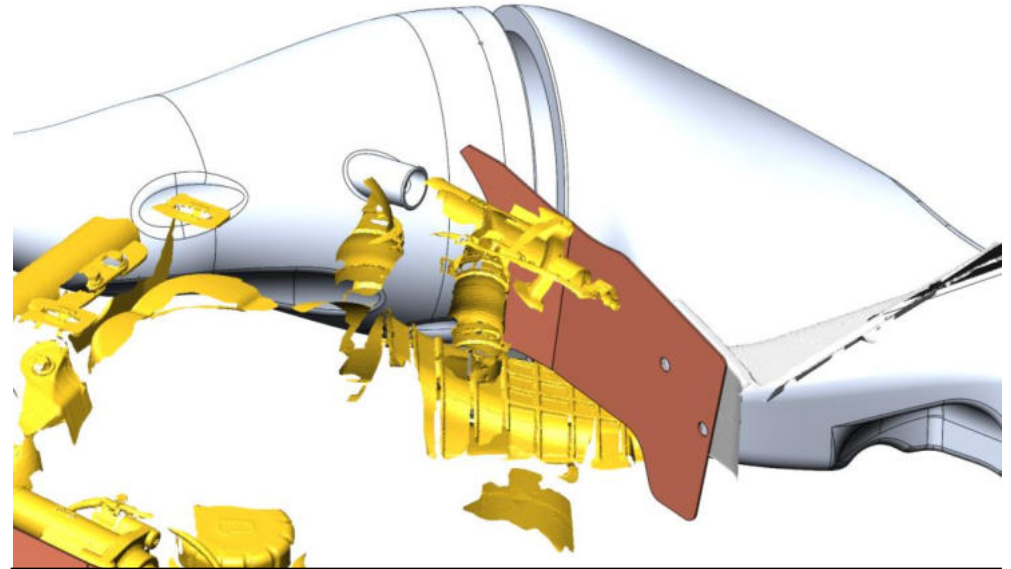
35. Re-install the front trim panel.



36. Identify the LHS and RHS shields.



37. Install the LHS shield to the LHS of the front trim panel using the OEM push clips. CAD image show for clarity.

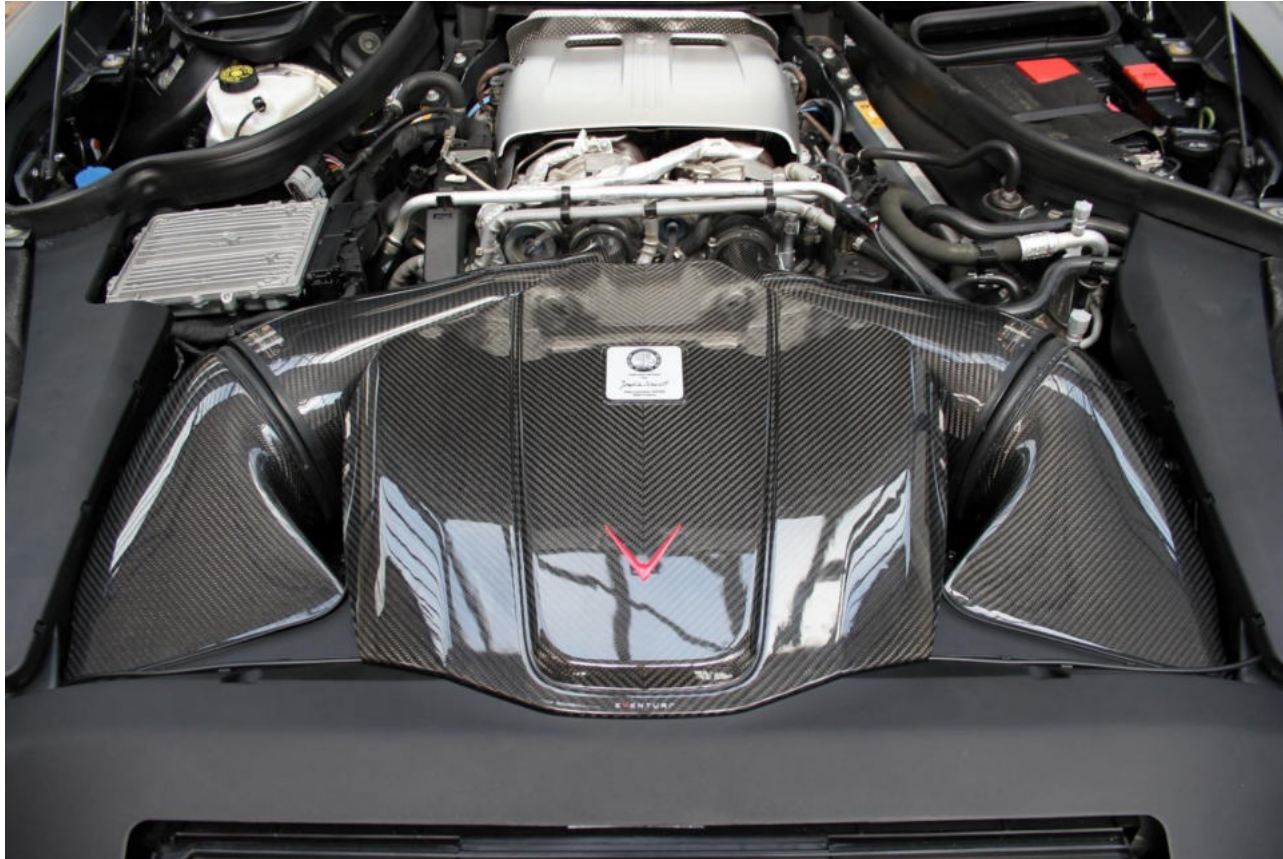


38. Do the same for the RHS.



39. Push the bonnet cable back into place and secured the panel with the OEM push clips.

GO TO THE NEXT PAGE



40. Fit the new engine cover - you can remove the Engine Builder Plaque from the original cover and fit it to the new one.

You have now completed the installation of the Eventuri AMG GT intake system.

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