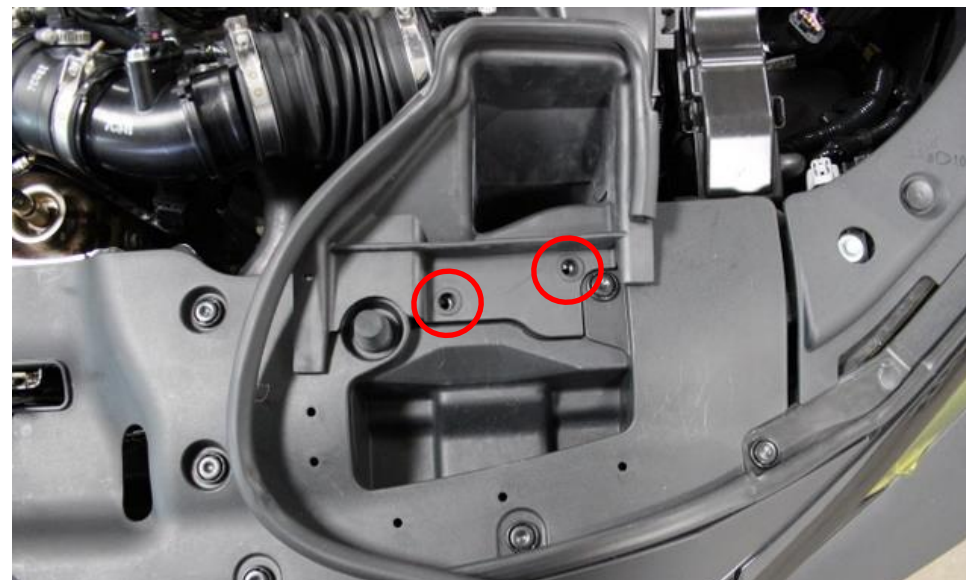
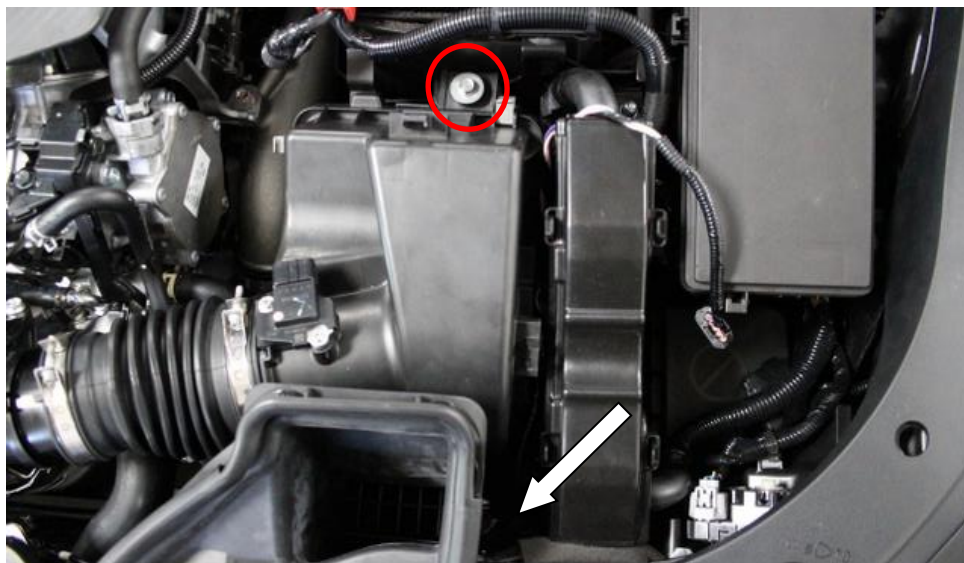




1. Start by loosening the clamp around the rubber flexible hose as circled above and pulling out from the hard plastic tube. Also disconnect MAF sensor and remove the MAF plug wiring from the plastic protective surround.



6. Remove the 2 Bolts holding the inlet duct in place (circled). Remove the rubber edging from the slam panel. It will unclip by carefully pulling upwards from the clip locations.



7. Fully Loosen the 2 bolts holding the airbox down. One circled at the back and the other is at the bottom of the box through the gap shown by the arrow.



8. The airbox is now only held down by a rubber grommet which is at the front on the other side of the bolt loosened in the previous step (circled above). You can pull the airbox upwards to remove from this mount and remove the airbox completely.



5. Locate the earth strap as shown.



6. Remove the bolt holding the strap in place.



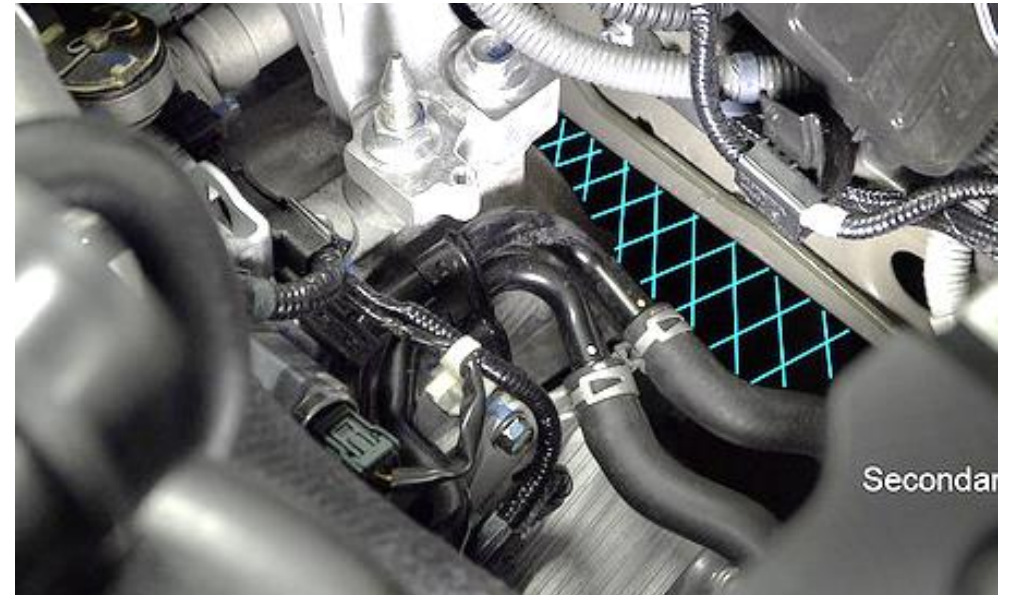
7. Push the strap out of the way to get clearance for the scoop installation.



8. Rotate the clips on the oil cooler hoses so that the tall ends are on the side. We need this for clearance with the scoop.



9. Take the scoop – notice the recess at the base – this is where the cooler hose will sit. Scoop shown here in grey for clarity. Notice the corners labelled 1 and 2. We will refer to these later.



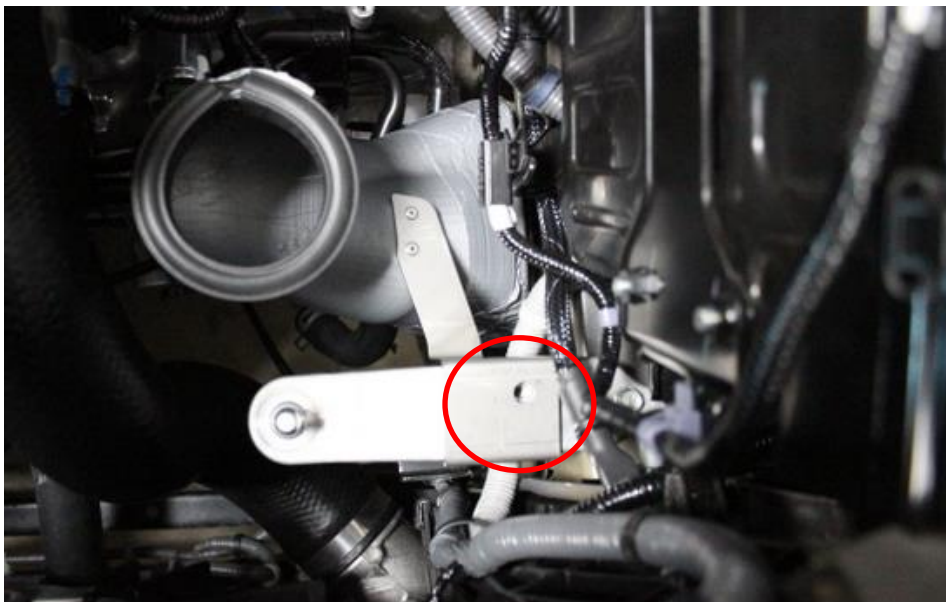
10. The mouth of the scoop will sit in the wheel arch area as shown above with the blue hatching.



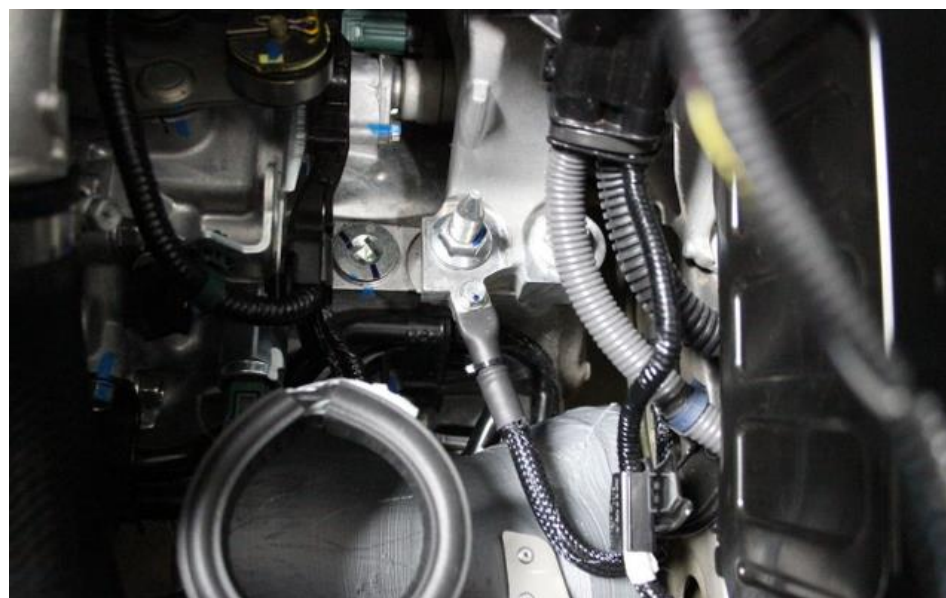
11. Start by pushing corner 1 over the RUBBER section of the cooler hoses and into the wheel arch area. The rubber hoses will be pushed down by the scoop to gain access.



12. Once the corner is pushed into place, push the scoop upwards and rotate the scoop to push corner 2 into place. The recess shown in step 9 will go over the oil hose and the bracket should line up with the OEM metal mount location.



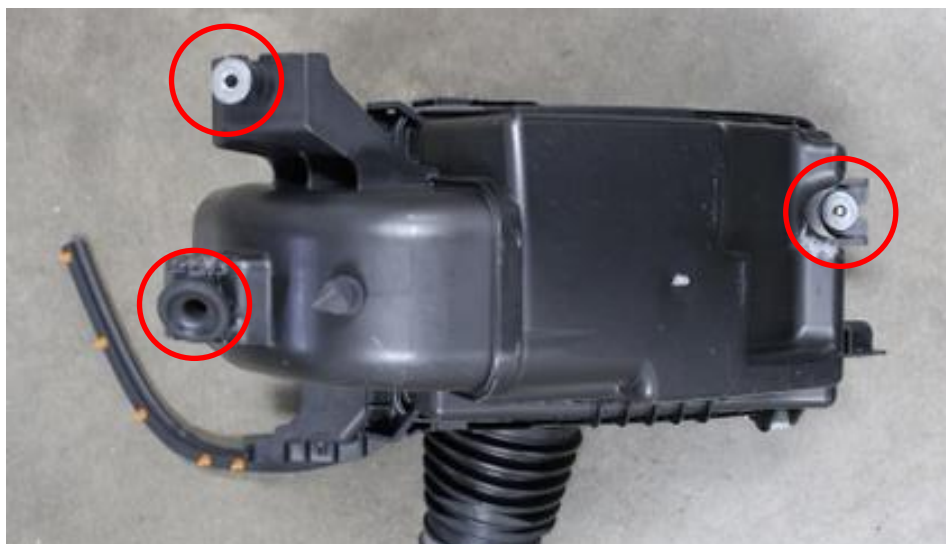
13. The scoop should sit as shown with the hole in the bracket lining up with the thread in the OEM metal mount.



14. Secure the earth strap back into place with the OEM bolt previously removed.



15. Insert the exposed MAF sensor plug wiring into the supplied cable shroud.



16. Remove the 2 Rubber mounts with metal bushes and the rubber grommet from the airbox.



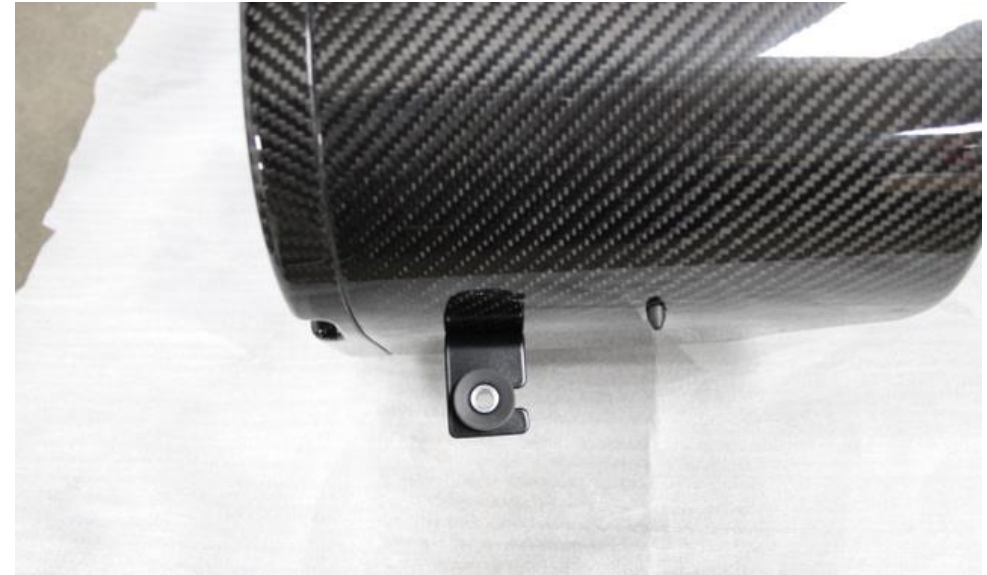
17. Rubber mounts can be removed by sliding out the metal bush and then squeezing out the rubber.



18. Here are the 2 rubber mounts with bushes and bolts and the rubber grommet removed from the airbox.



19. Insert the rubber grommet and 1 mounting bush into the front lower bracket of the airbox. Some lubrication around the outside of the rubber grommet will help.



20. Install remaining mount into the rear bracket of the airbox.



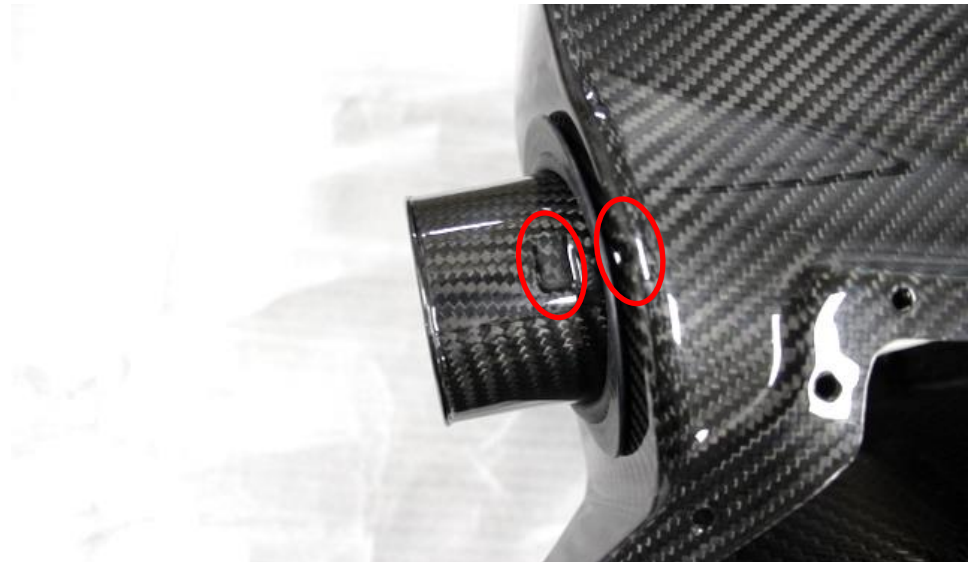
21. Remove the MAF sensor from the stock airbox.



22. Install the sensor into the carbon tube and secure with the stock screws. Sensor should be oriented as shown.



23. Insert the tube into the airbox.



24. Push the tube through the airbox opening and line up the notch in the tube with the notch in the airbox.



25. Remove the rubber edging around the top of the stock airbox. Be careful not to pull the rubber – pull from the clips themselves by pushing them from underneath.



26. Install the edging into the carbon airbox.



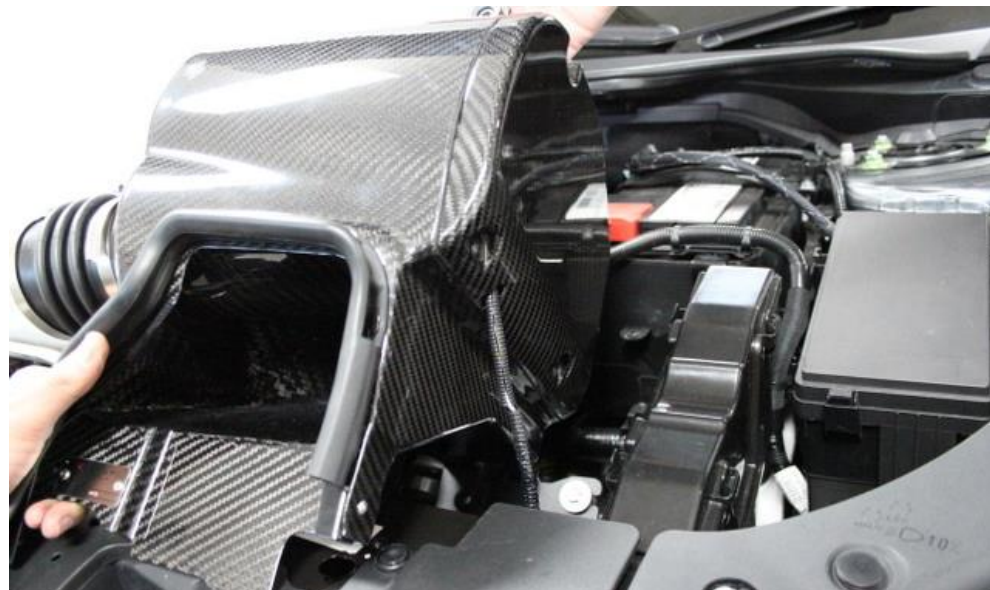
27. Push the silicon hose onto the carbon tube – push it on as far as possible to allow clearance when lowering into engine bay. Also place the 2 hose clamps over the silicon – do not tighten yet.



28. place some protective sheet over the engine to protect the carbon – lower the airbox until you can connect the MAF plug into the tube.



29. Push the MAF sensor wire into the clip at the back of the airbox.



30. Now secure the lid onto the airbox with the supplied M5 screws. Guide the MAF wire through the hole at the front of the lid as shown.



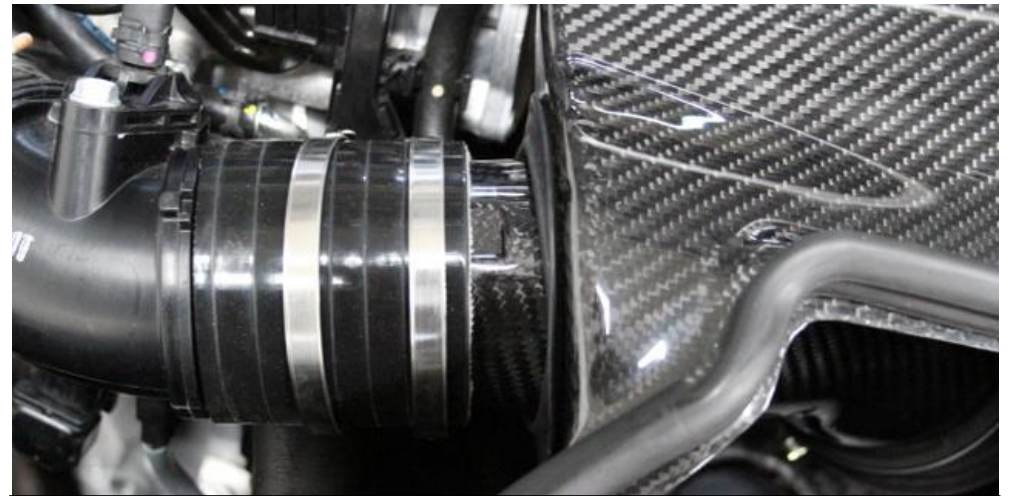
31. Carefully lower into the engine bay and locate the silicon hose onto the stock inlet tube.



32. As you lower the airbox – make sure the scoop sits in place around the hole at the base of the airbox. The rubber edging on top of the scoop should seal against the base of the airbox.



33. Looking down the front of the airbox – push the rubber grommet in the bracket over the mount. Push down on the bracket itself rather than the airbox.



34. Push the silicon hose all the way onto the stock plastic inlet tube. Slide the carbon out of the hose so that you can see the notch in the tube and then make sure the notch is lined up with the notch in the airbox.



35. Now position the 2 clamps as shown and tighten.



36. Secure the rear mount with the stock bolt.



37. Now secure the remaining mount at the front of the airbox near the rubber grommet.

38. Finish by installing the top rubber edging clips into the slam panel.



You have now completed the installation of the Eventuri Honda FK8 Type R 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.