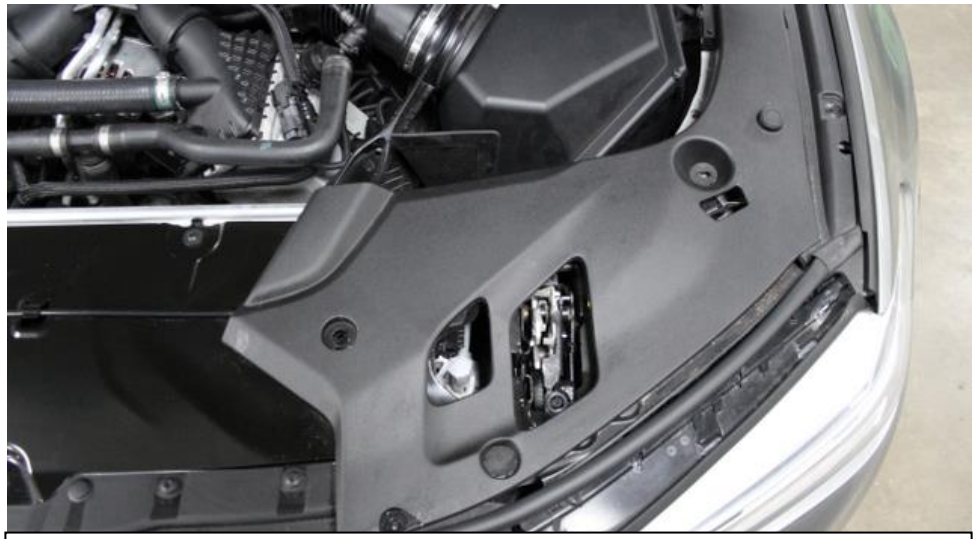
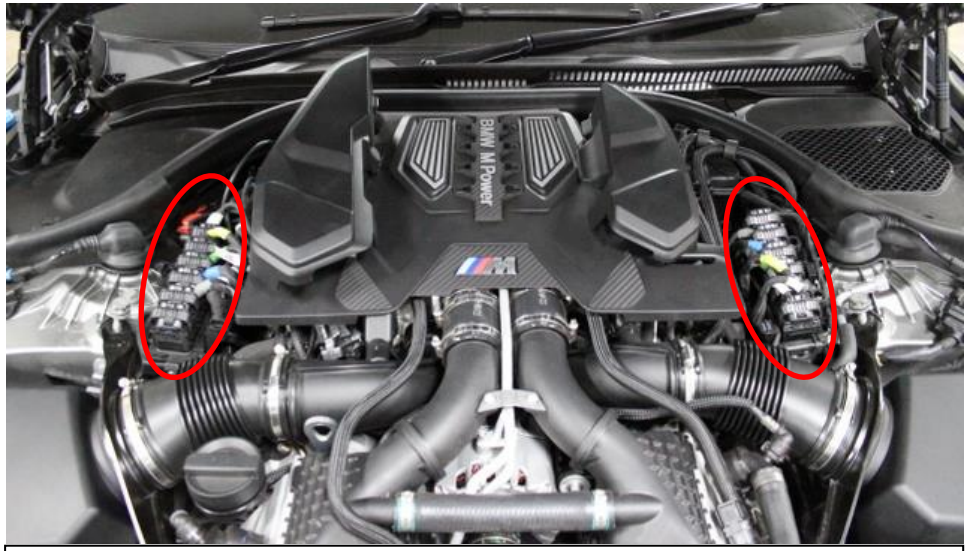
EVENTURI
THE ART OF AIRFLOW

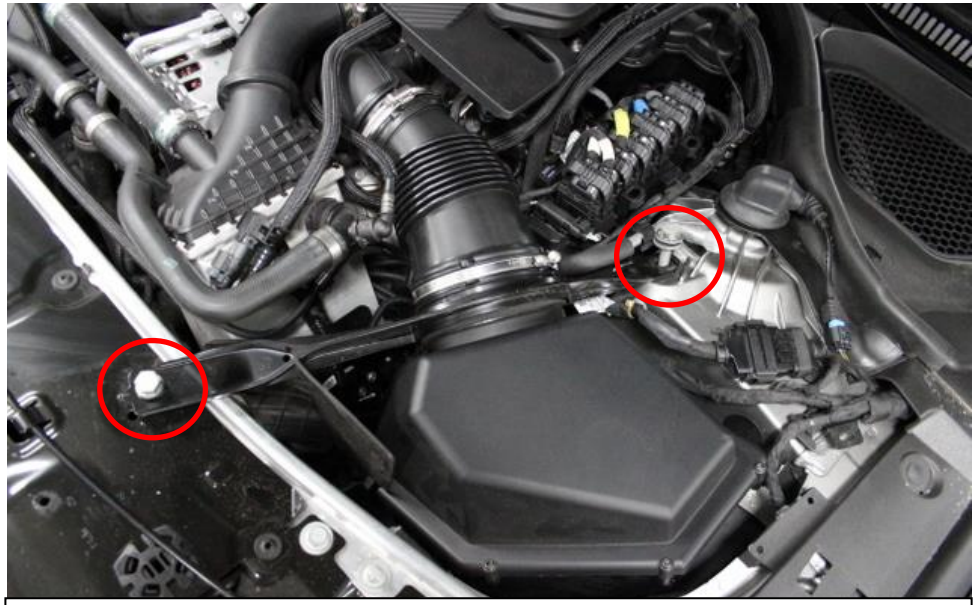
Installation Instructions :BMW F90 M5 : Page 1



1. We will start by removing the trim panels on both sides. Remove the push clips holding these in place and take the panels out from both sides.



2. Remove the ECU covers on both sides.



3. Starting from the Right side remove the bolts holding the Strut brace down as circled.

4. Loosen the hose clamps and remove the inlet hose from the engine.

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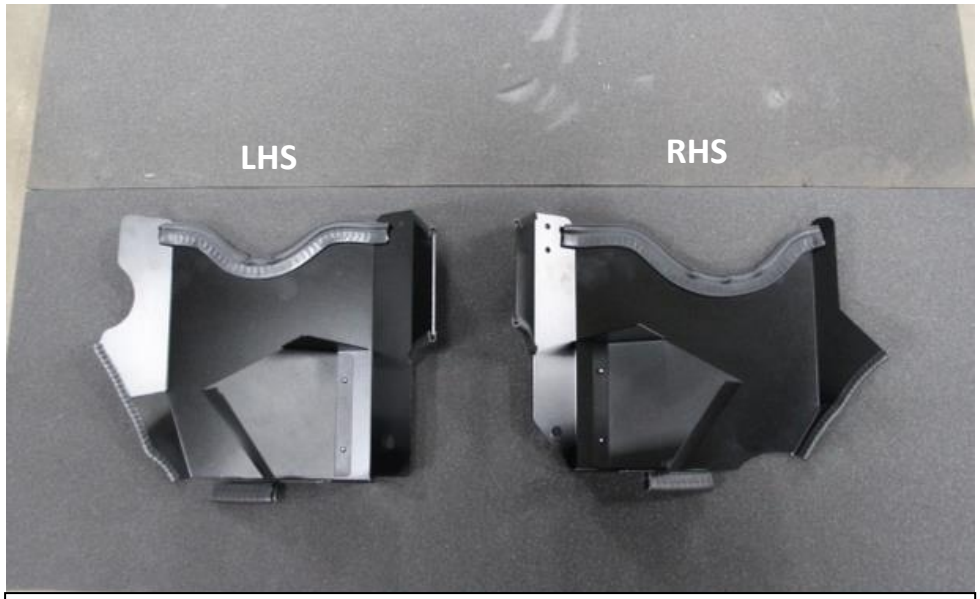
5. Remove the inlet hose completely and now the airbox can be pulled out from the engine bay.

6. Here is the right side with the Airbox removed. Now repeat for the other side and remove the airbox.

7. Looking into the right side – if you have this clip holding the tubing in place, please remove it. Take out the tubing and unclip from the chassis.



8. Take the new shields and identify the LHS and RHS

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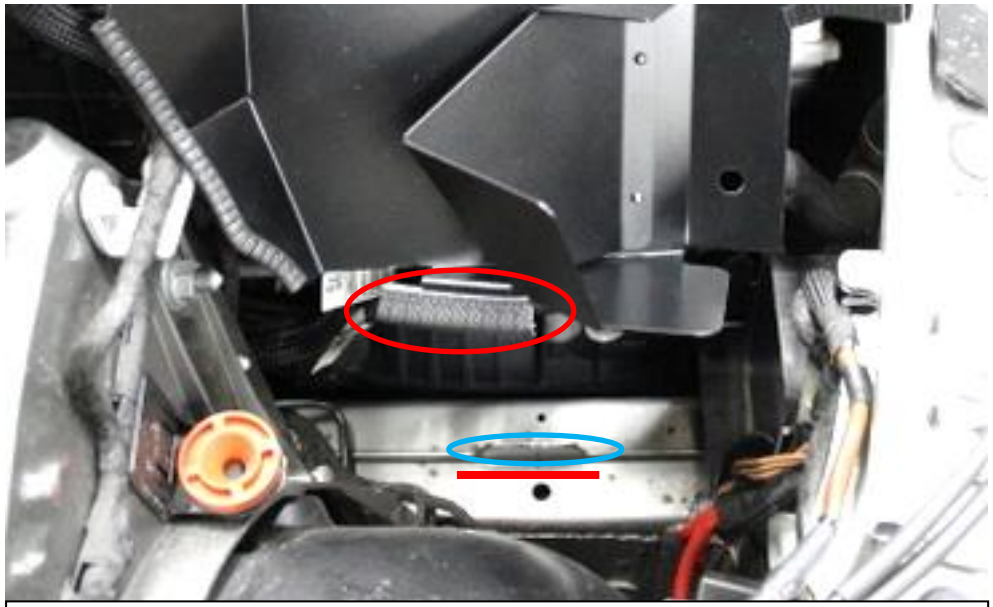
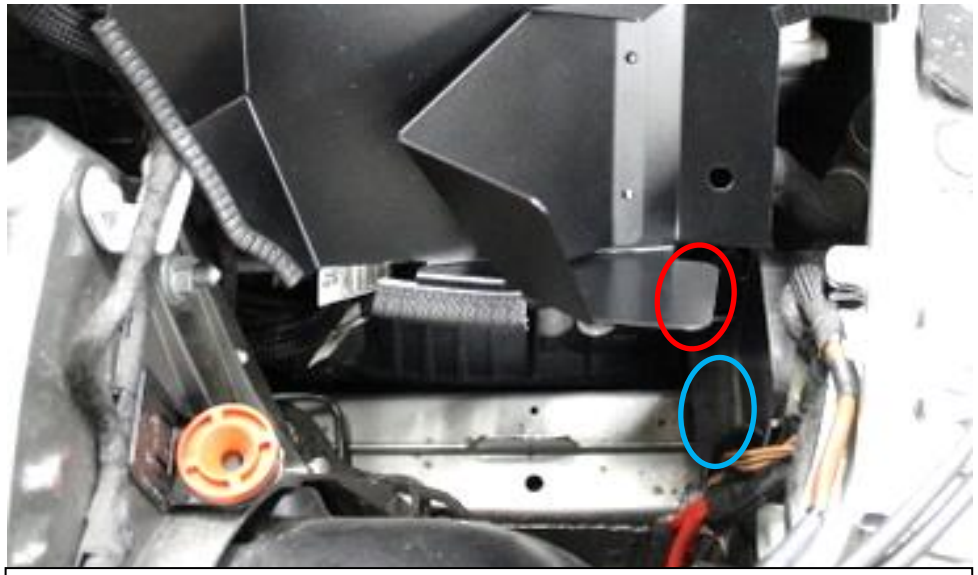
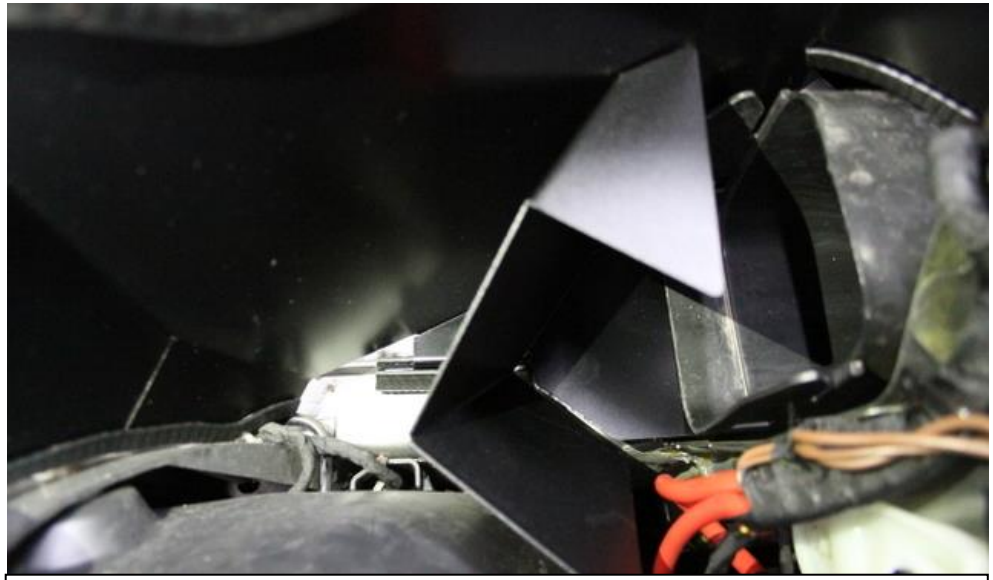
9. Starting from the Left side – lower the shield into the engine bay.



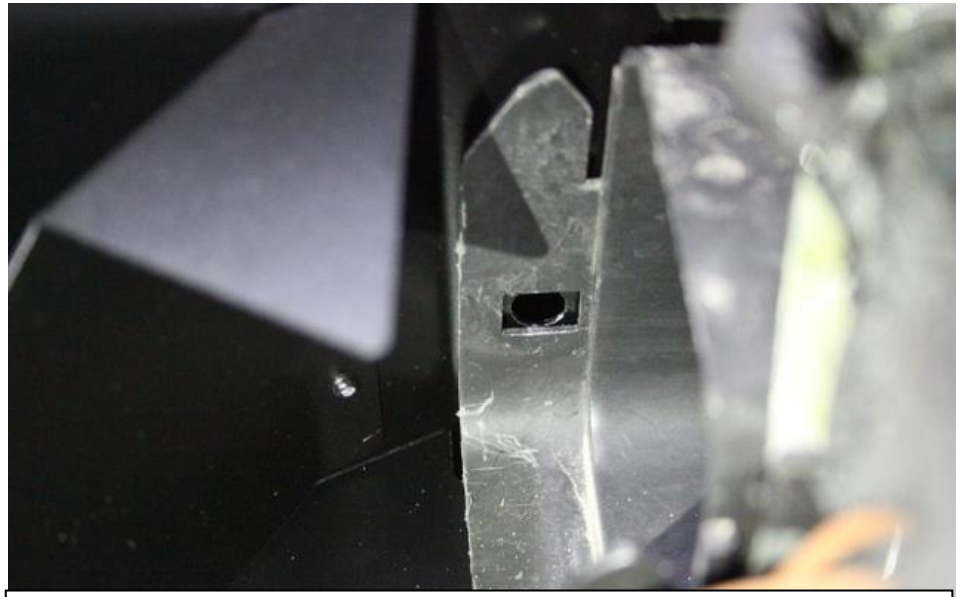
10. The tab at the base of the duct (circled red) should be positioned in front of the tab on the chassis (circled blue). The red line is where the tab on the shield should sit. See Step 12.



11. The panel on the shield circled red should sit underneath the stock duct circled blue. See next step for final position.



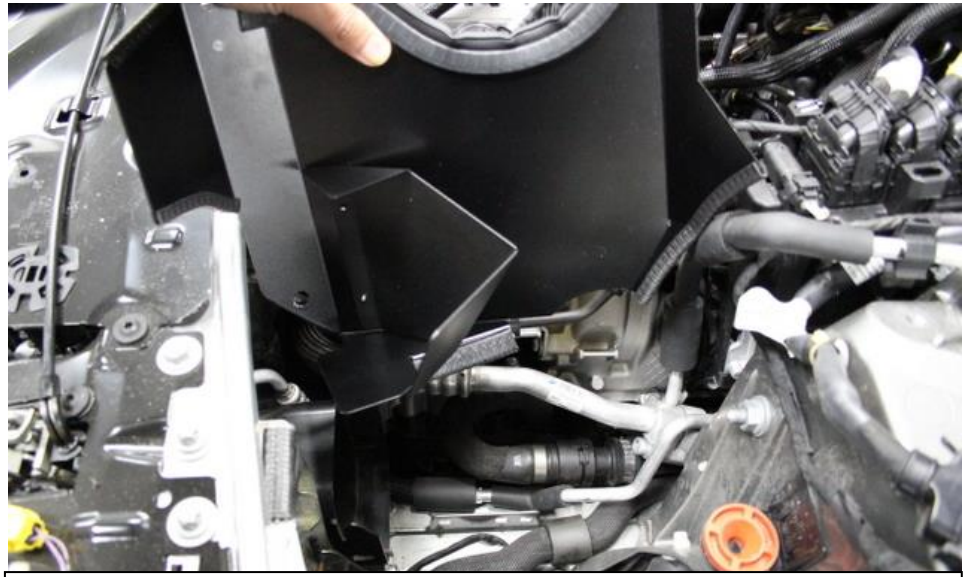
12. Here is the shield in place.



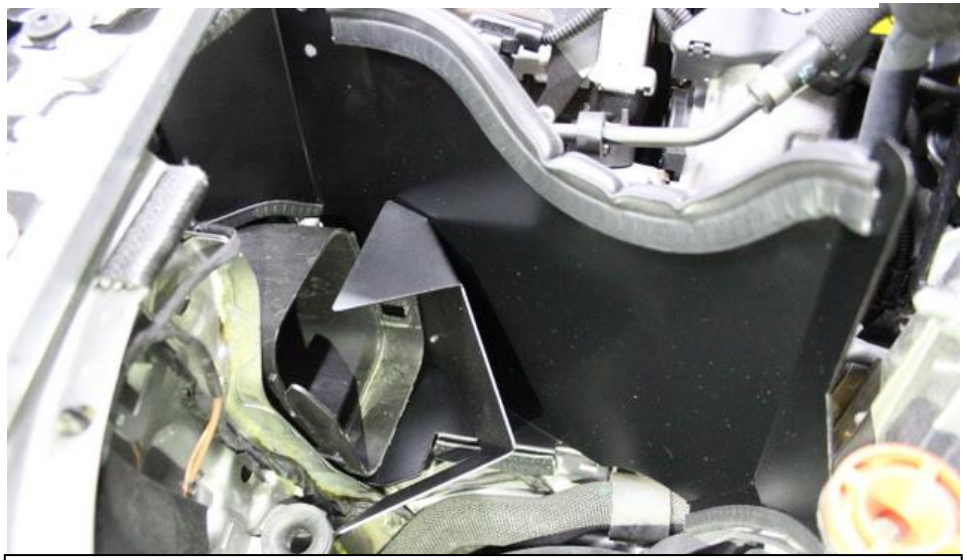
13. Line up the hole in the shield with the cutout in the stock duct outlet.

14. Take the supplied plastic push rivets – these will secure the shields.

15. Push 1 rivet through the stock duct and secure the shield. The rivet will lock once the head is pushed in all the way.

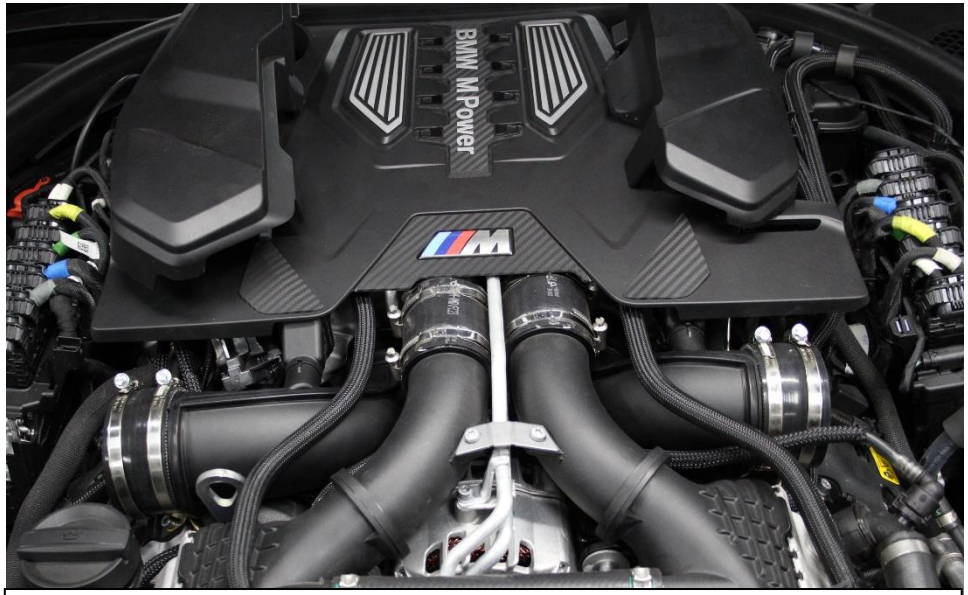


16. Repeat the same process for the RHS shield.



17. Here is the Right side in place. Notice the tab on the base is again in front of the tab on the chassis and the rear panel on the shield is under the stock duct.

18. Close Up View. Secure with the other plastic rivet.



19. Push the 2 silicon couplers and hose clamps onto the turbo inlets. They should go onto the inlets as far as possible. Secure them by tightening the clamps around the inlets. Leave the other loose.

20. Take the strut braces and the cleaning wipe supplied – clean the inside surfaces of the oval openings.

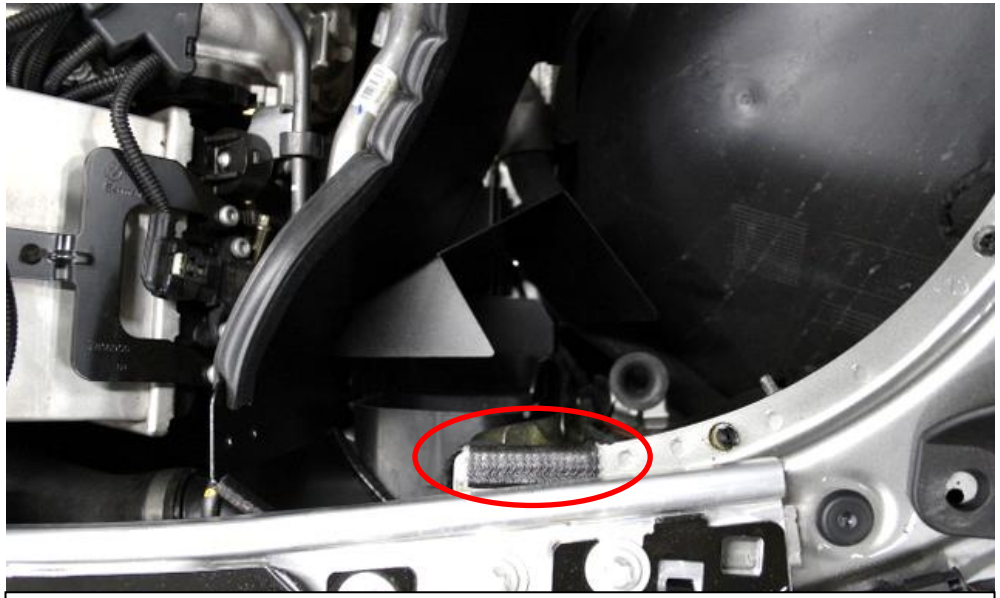
21. Now take the Velcro strips. These need to be applied to the inside of each brace. There are 4 strips supplied, 2 are spares.

22. Peel off a small section of the backing and stick the strip down into the brace making sure it is straight. Continue peeling off a small section at a time and continue to stick the velcro into the opening.

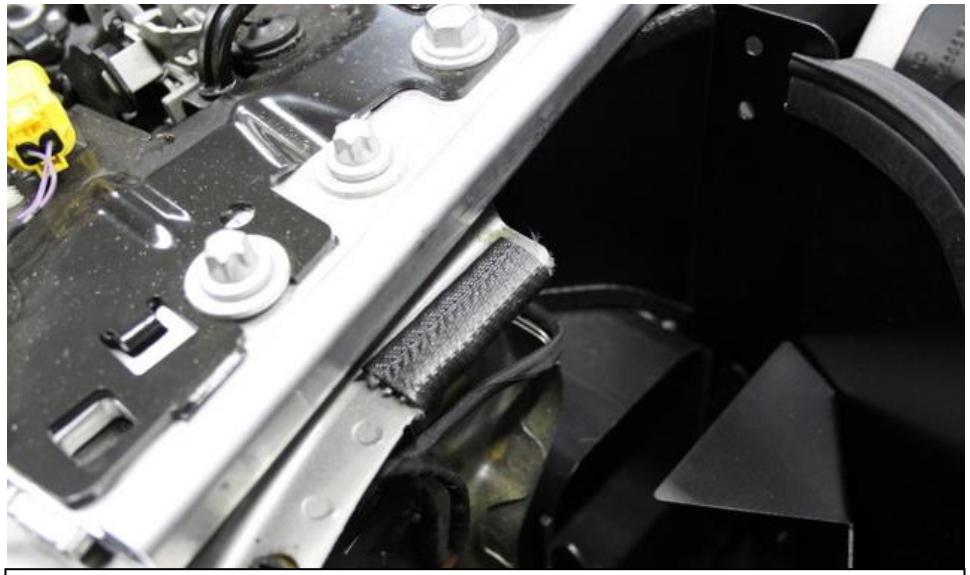
23. Once it has been fully applied – firmly press down the strip into the brace all the way around so that the adhesive takes hold fully. Do both strut braces.

24. Identify the LHS and RHS filter housings.

25. Take the RHS housing and feed it through the left strut brace. Notice the orientation of the brace against the housing. Housing shown without shroud.

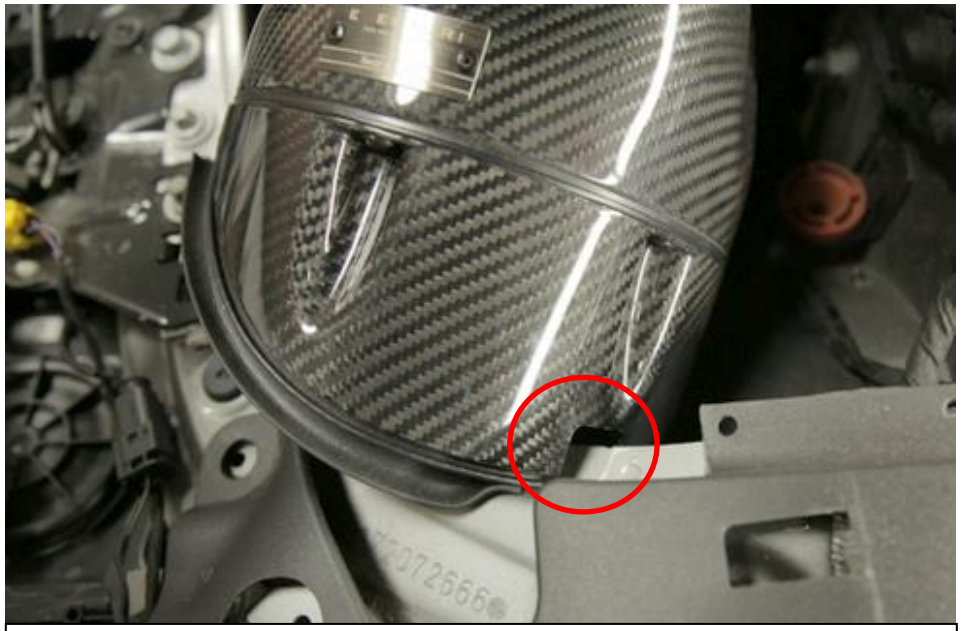


26. Push the supplied rubber edging onto the metal work as shown in the Right side of the engine bay. See next step for a different view.

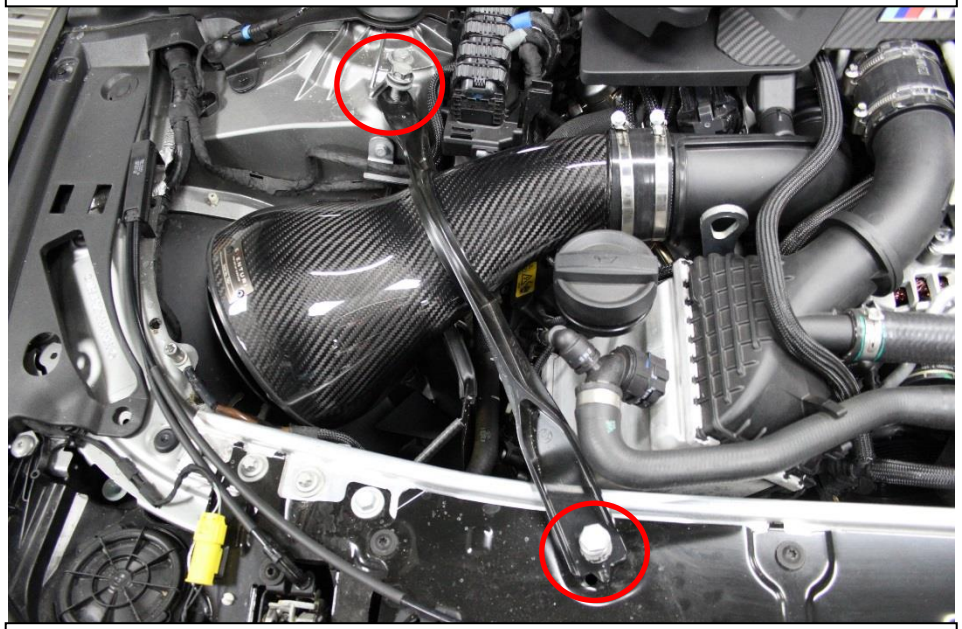


27. Close-up view of the edging installed in the right side.

28. Lower the RHS housing into place starting at the front first. Angle the housing in by using the cut-out on the shroud to have more clearance – see next photo.

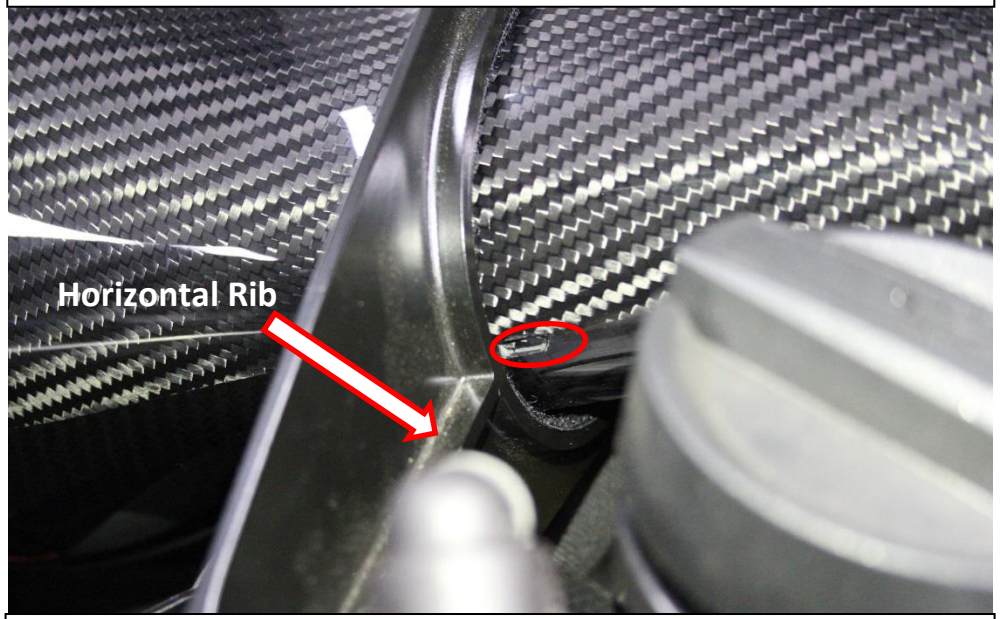


28b. Use the cut out in the shroud to gain more clearance as the housing is positioned into place,



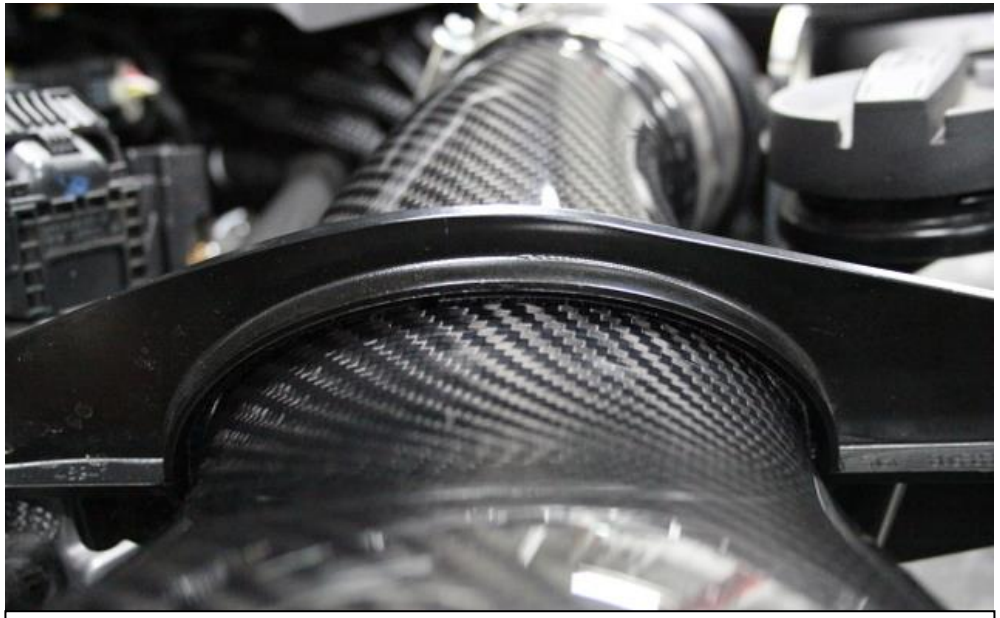
30. Insert the bolts through the strut brace but don't tighten yet. LHS Housing shown.

29. Now lower the rear of the housing into the silicon hose. Do not tighten yet.



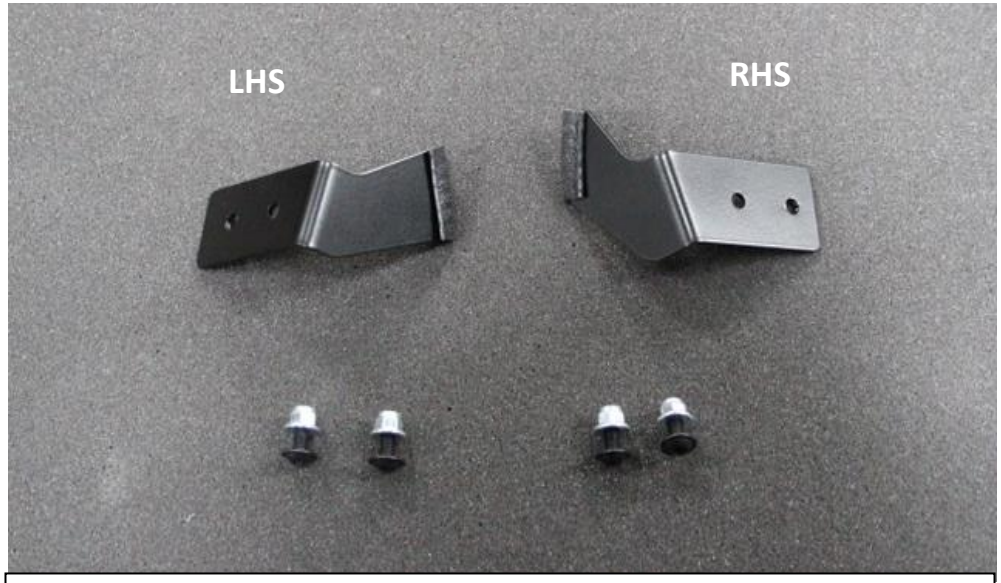
31. Rotate the housing so that the notch in the carbon circled red lines up with the horizontal rib on the strut brace as shown.

32. Once lined up – ensure that the carbon flange at the silicon end is squarely touching the silicon all around and tighten the hose clamp – do not over-tighten.

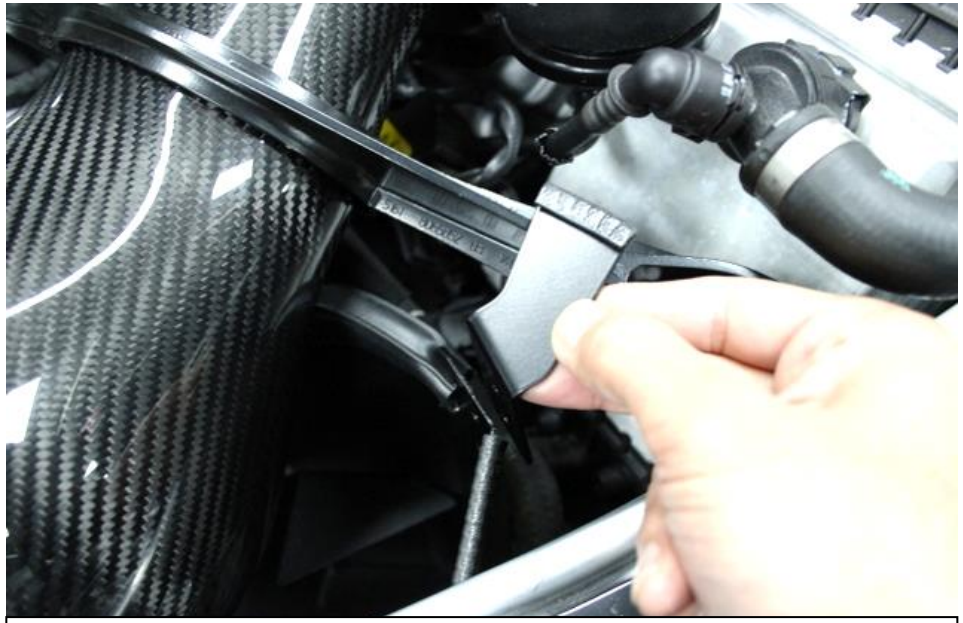


33. Now position the strut brace so that there is an even gap on both sides around the housing.

34. Now secure the strut brace with the 2 bolts. Repeat procedure for the LHS housing – you don't need the rubber strip from step 26 for the LHS housing.

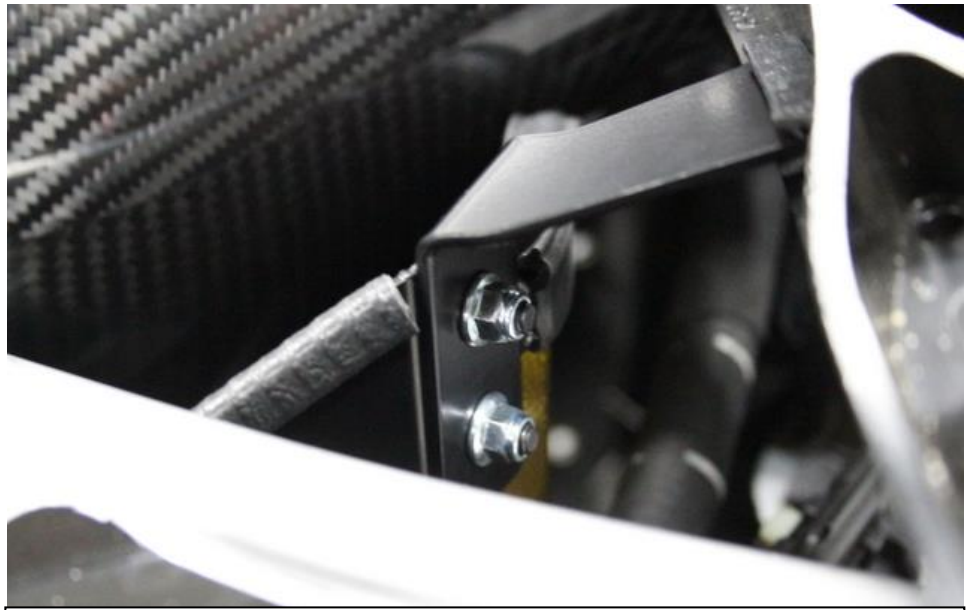


35. With both housings installed – we will now secure the shields. Take the supplied brackets and M5 screws with lock nuts. Identify the LHS and RHS.

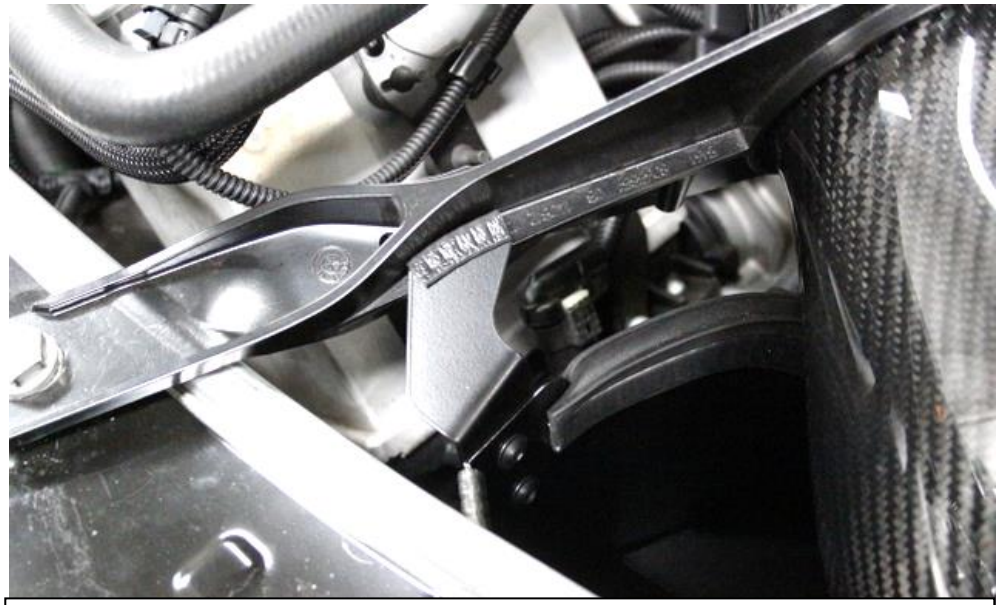


35b. Take the LHS bracket and position it between the LHS shield and strut brace.

36. Secure the bracket with the M5 screws and lock nuts as shown. See next step for another view.



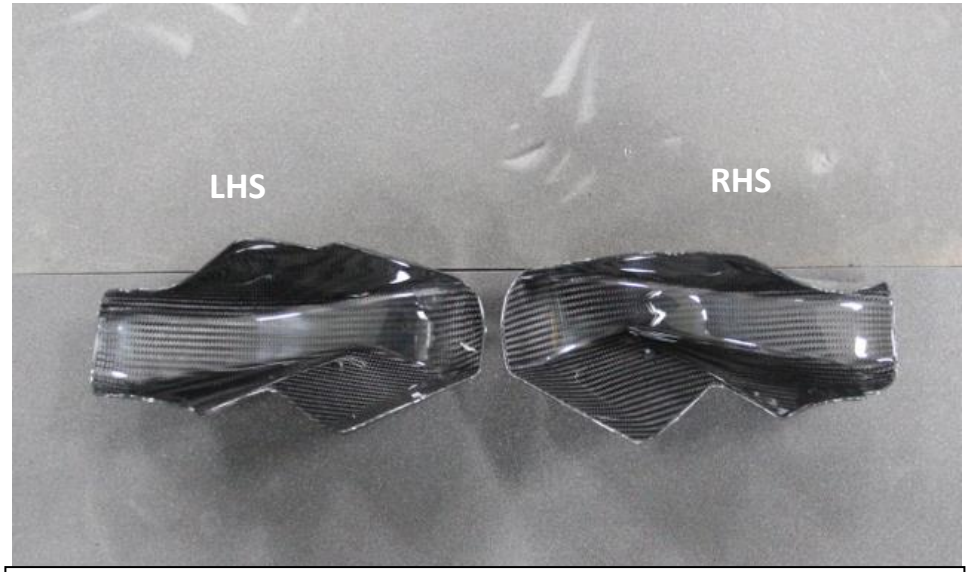
37. Another view of the secured LHS bracket.



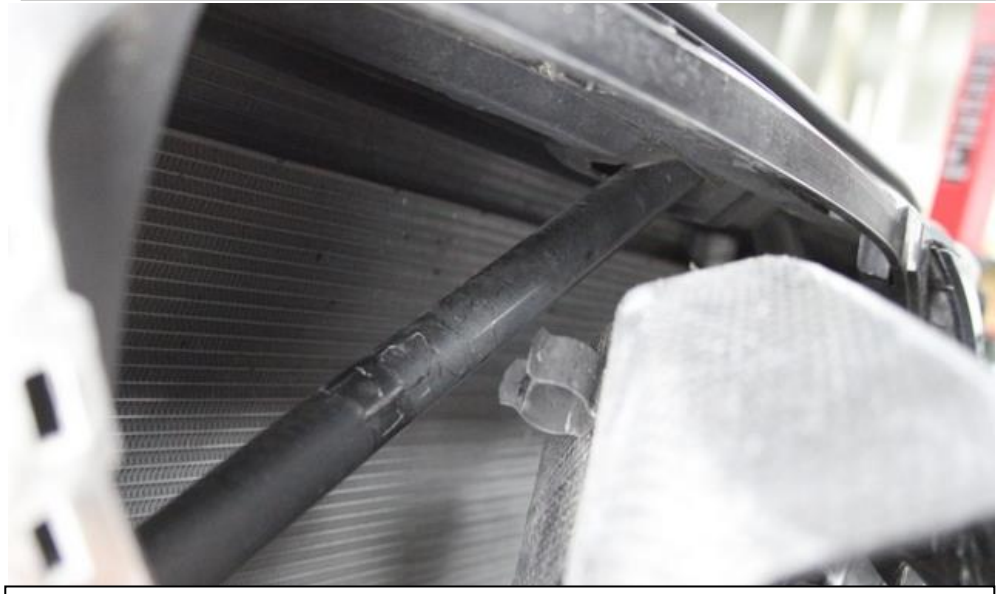
38. Repeat for the RHS bracket and secure again with the M5 screws and lock nuts.

39. Remove the front grills – the tabs at the top can be pushed in while pulling the grills to remove them.

40. Remove the ducts behind the strut bar - these can be pulled out.

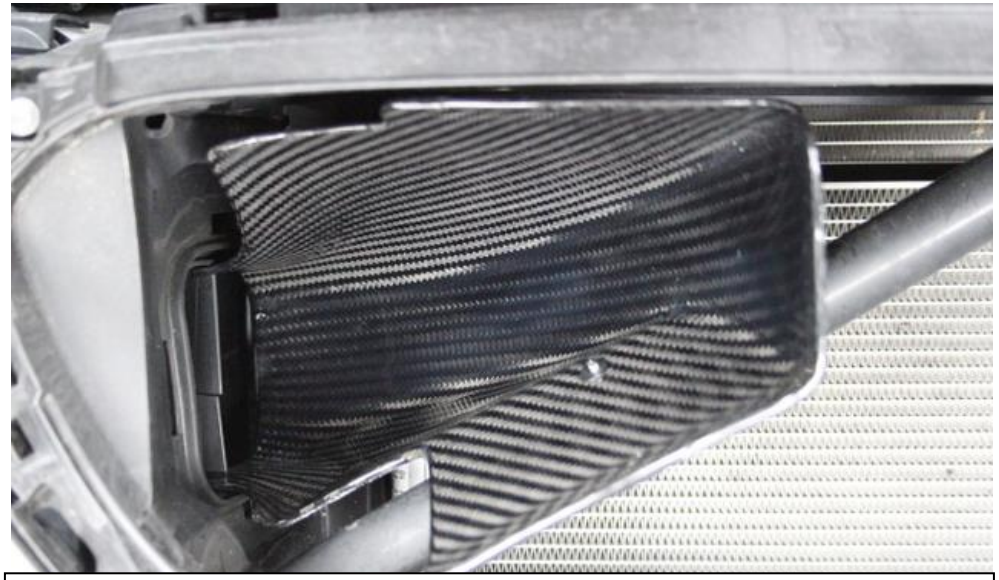


41. Take the LHS scoop – the clip on the back of the scoop will connect over the strut bar.



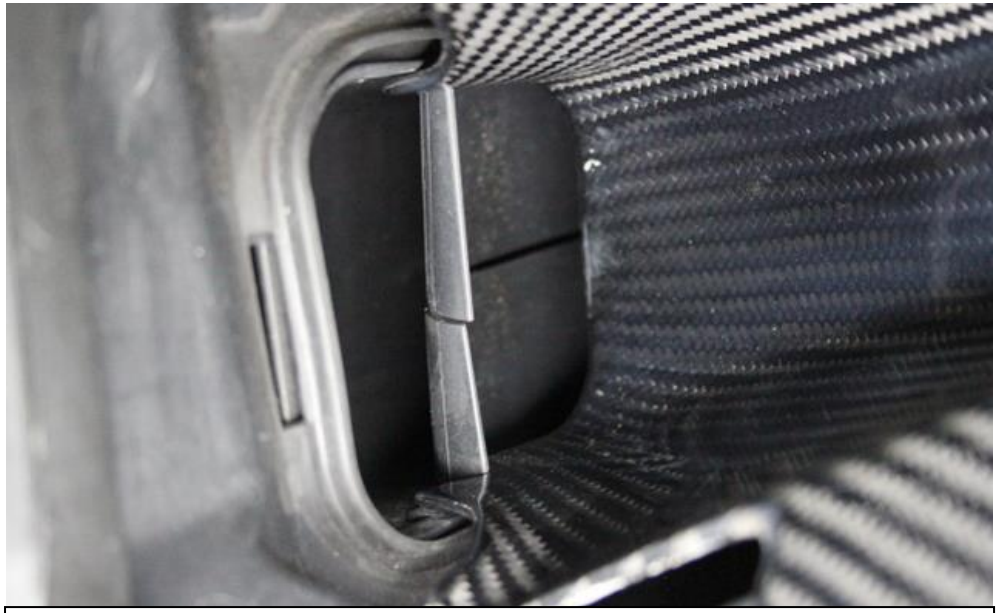
42. Take the LHS scoop – the clip on the back of the scoop will connect over the strut bar.

43. Push the scoop onto the bar so that the clip snaps over it.

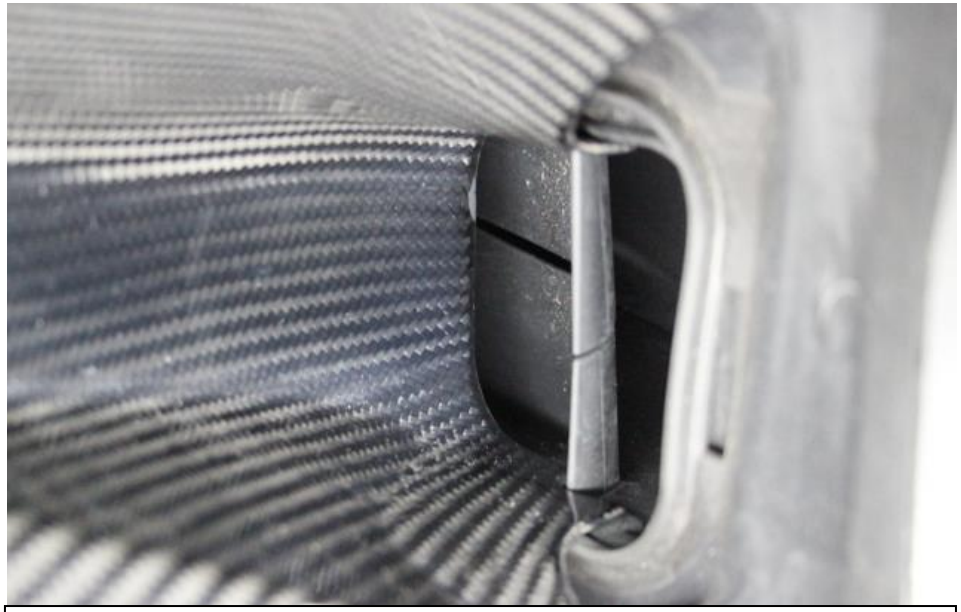


44. Now push the scoop down so that it goes into the opening of the trim panel. See next step for a close-up view. Ensure the scoop is sitting straight as shown.

45. The start of the scoop should locate into the trim opening as shown.



46. Another view – both the top and bottom of the scoop should sit inside the trim opening.



47. Repeat for the RHS scoop.

48. RHS Scoop installed.

49. Push the grills back into place.