



**EVE-GR4CR-CF-INT
EVE-GR4CR-CFM-INT**

Toyota GR Corolla

Installation Guide

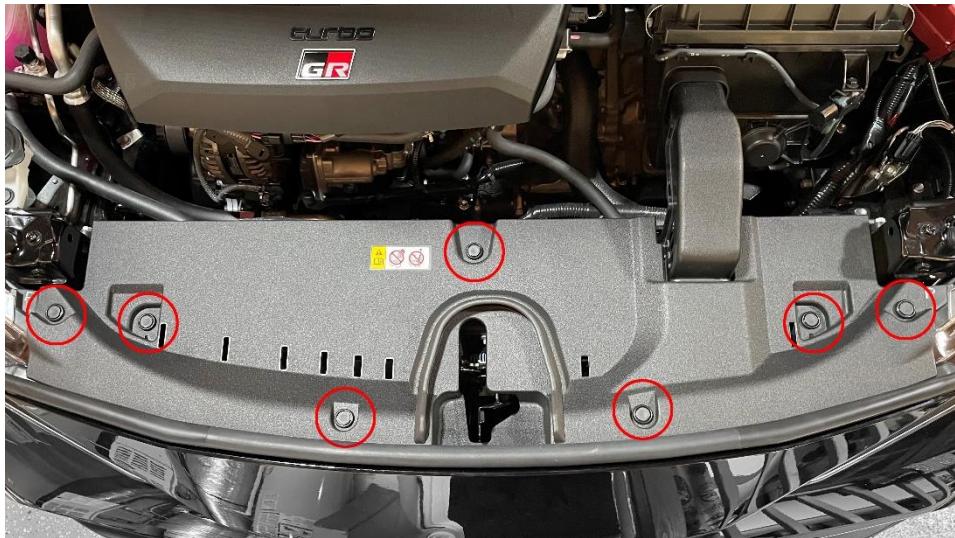
All directions referring to left and right are based on looking at the engine from in front of the car.

Please take care when removing parts and fasteners. Contact your Eventuri dealer or email info@eventuri.net for any further information.

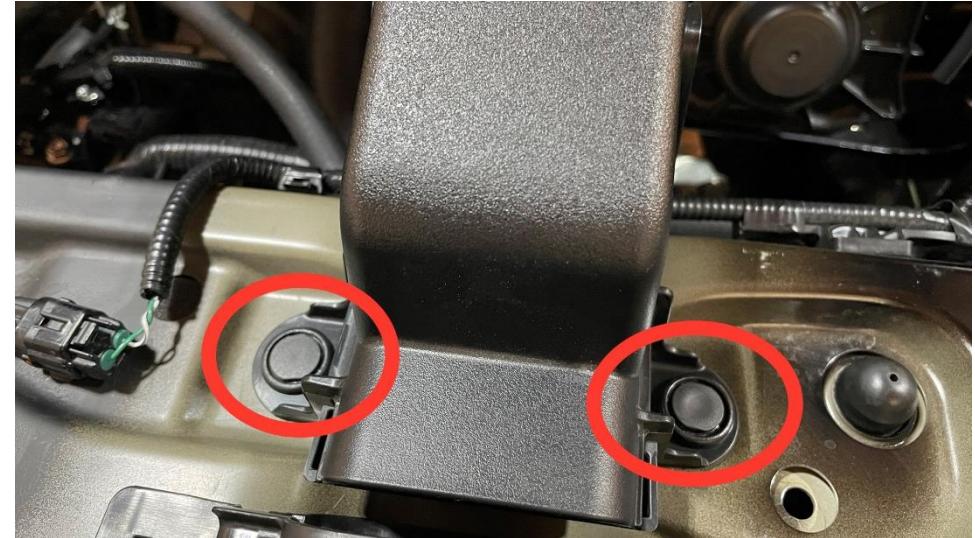
Tools Required:

- Trim Tool
- 10mm, 12mm, 13mm Sockets, extensions and ratchet
- Phillips Screwdriver

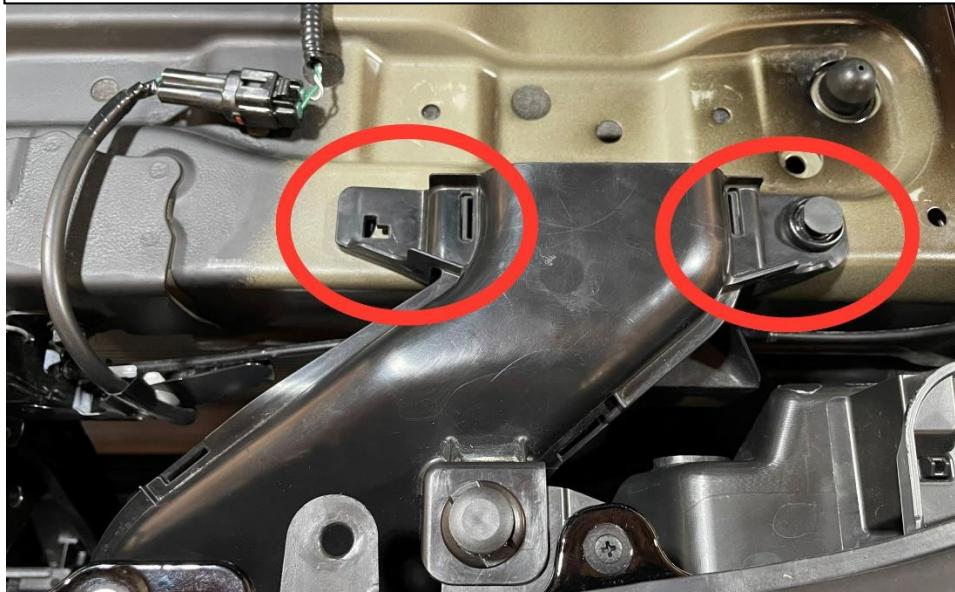




1. Remove the slam panel cover by carefully removing the shown push clips.



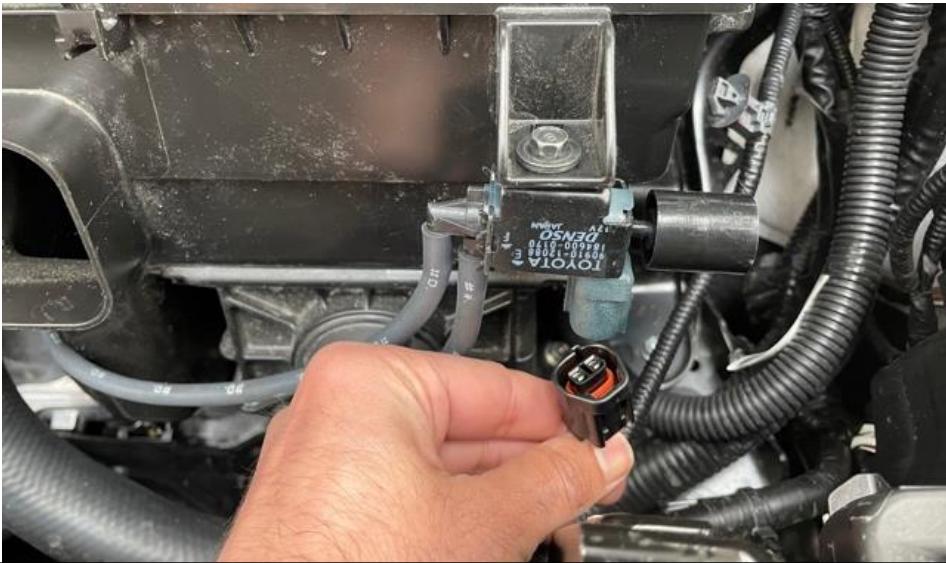
2. With the panel removed – you can now remove the front snorkel by removing the shown clips.



3. Now remove the stock cold air feed by removing the clip on the right. The tabs on the left side can be carefully squeezed to allow the feed to be removed.



4. Pull the vacuum line off the module on the airbox.



5. Unplug the module on the airbus and remove the bolt holding it secure.



6. Disconnect the vacuum line from the T-Piece on top of the rear tube.



7. Remove all hoses from the vacuum module and resecure the module within the engine bay.



8. Disconnect the MAF sensor plug – make sure the ignition is OFF.



9. Loosen the hose clamp at the back of the airbox and remove the airbox from the engine bay – it can be pulled out.



10. Move the vacuum line out of the way and remove the M8 bolt with 12mm head holding the top of the tube in place. There is also a second M8 bolt on the lower side of the tube – remove this also (cannot be seen in the photo).



11. Loosen the hose clamp at the back of the tube.



12. Remove the tube from the engine bay.



13. Remove the MAF Sensor from the airbox. We will NOT be using the stock MAF screws.



14. Install the MAF sensor to the carbon housing as shown – use the SUPPLIED M4 screws. DO NOT use the stock screws.



15. Push the flexible hose onto the carbon tube as shown.



16. Push the hose all the way up to the last visible internal rib of the hose. It should look smooth on the inside like this. Tighten the hose clamp around the tube.



17. Insert the tube into the OEM rear rubber hose. Rotate the tube so that the tube mount lines up with the metal bracket. Do not insert the newly supplied M8 bolt yet.



18. With the tube mount rotated into the correct place – tighten the hose clamp around the tube.



19. Plug the T-Piece with the supplied banking plug and secure it to the bracket on the tube.



20. Assemble the 2 mounts to the base of the housing bracket using the supplied M5x12 screws and washers. Leave the mounts slightly loose to allow adjustment later.



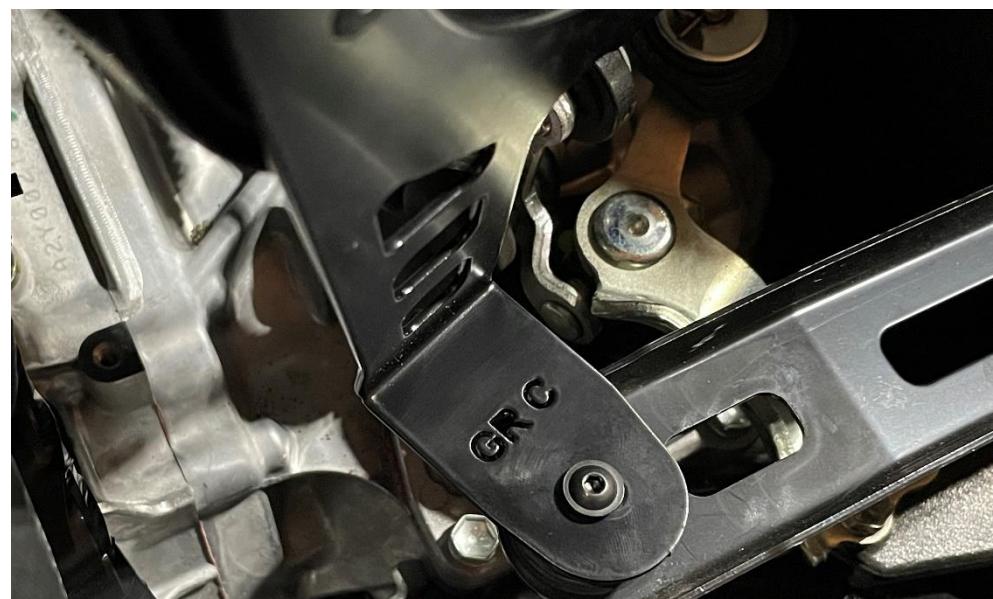
21. Remove the plastic shroud around the MAF sensor wire.



22. Clip the loose vacuum module plug into the spare hole on the chassis next to the airbox mount and tuck away the plug into the arch.



23. Insert the carbon housing into the flexible hose – DO NOT tighten it yet.



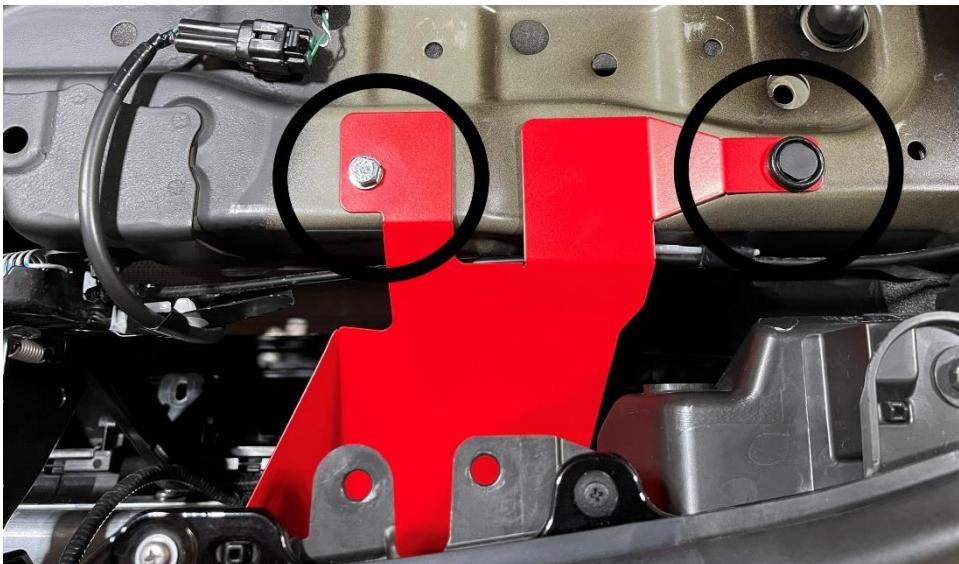
24. Push the mounts into the rubber grommets on both sides.



25. Take the new air scoop plus the supplied hardware shown next.



26. Take the longer M6 bolt plus the M6 flanged nut. Do not use the M6 lock nut. The lock nut, shorter bolt and penny washer will be used in step 32.



27. Place the scoop into position. Secure the right tab using the previously removes push clip. Secure the left tab using the M6 bolt and nut from step 26.



28. Reinstall the plastic slam panel cover using the stock push clips.



29. Before installing the duct – remove this 10mm bolt from the lower brace. It will be used to secure one side of the duct.



30. Lower the duct into place. The brackets will locate onto the brace shown in the previous step.



31. Locate the right side bracket onto the brace and secure with the bolt removed in step 25.



32. The left side locates onto the slot shown and secures with the provided M6x16 Bolt (shorter of the 2 supplied), washer and lock nut. Place the washer underneath the brace before the nut.



33. With the duct in place and secured – adjust the housing to make it sit squarely against the rubber seal.



34. Tighten the screws on both sides of the housing bracket to the mounts.



35. Take the NEW M8 bolt and Locking Washer.



36. Secure the rear tube with the new M8 bolt and washer. **The washer MUST go between the head of the bolt and the tube mount.** Note – photo shows a plastic tube instead of carbon.



37. Plug the MAF sensor in and tighten the hose clamp around the housing. DO NOT over tighten onto the carbon.



38. We will now change the breather line shown here. NOTE: if you are outside the USA your car might not have this breather hose and sensor. If you don't have the sensor shown in the next step, you don't need this hose and your installation is now complete.



39. Unplug crankcase pressure sensor.



40. Remove 10mm bolt holding the sensor to the bracket.



41. Remove the vacuum line from the base of the sensor and also from the valve cover.



42. Blank off the vac line outlet on the crank case with the supplied cap.



43. Disconnect OEM hose from the valve cover.



44. Disconnect the connector which goes over the PCV hose at the rear.



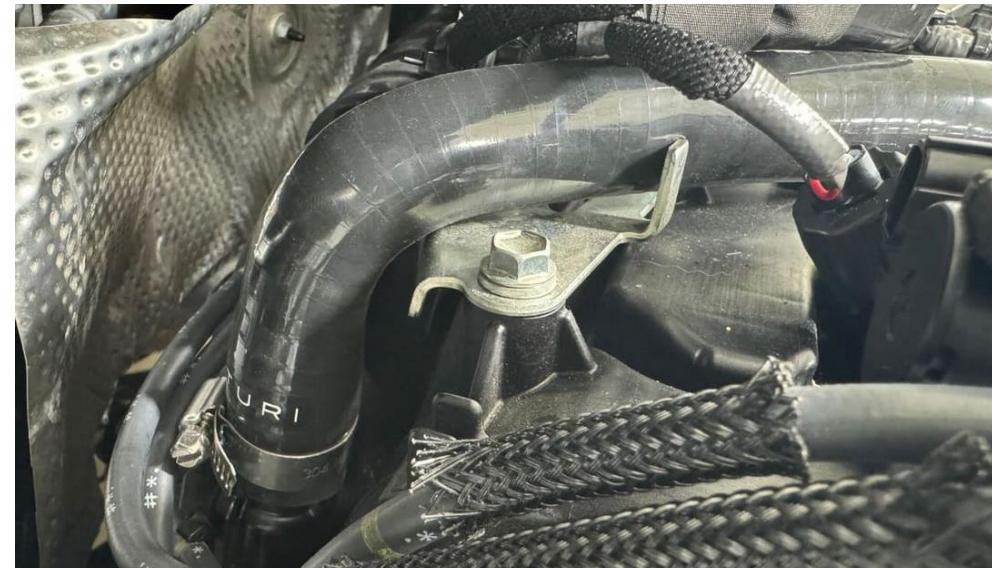
45. Remove the hose at the rear connection to the intake tube. The OEM hose can now be completely removed.



47. Swap over the spring clamp from OEM hose to Eventuri hose at valve cover side.



46. Comparison of the OEM and Eventuri hoses.



48. Install new hose onto the intake tube at the rear and tighten the clamp.



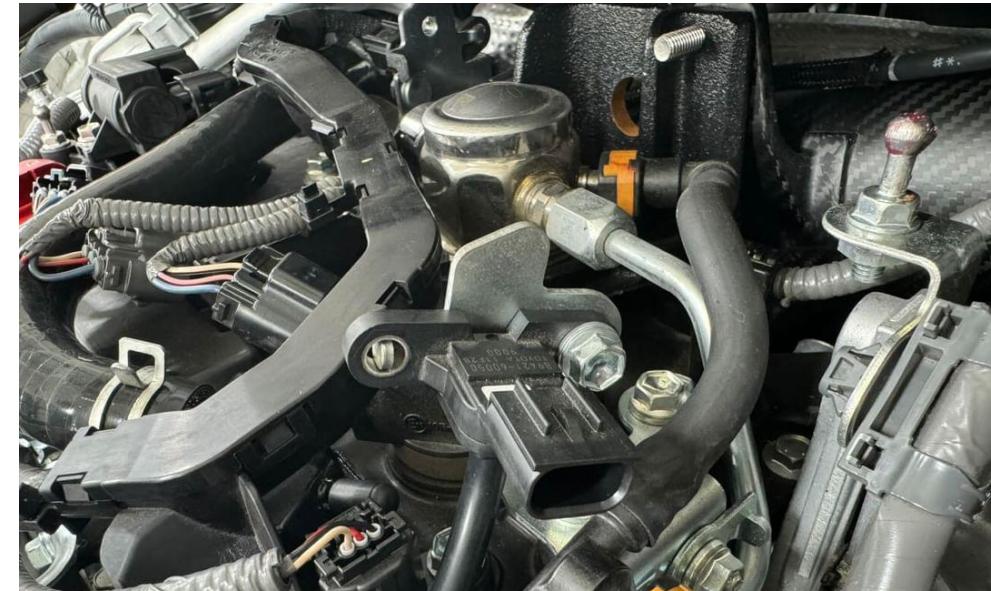
49. Reconnect the connector crossing the hose at the rear.



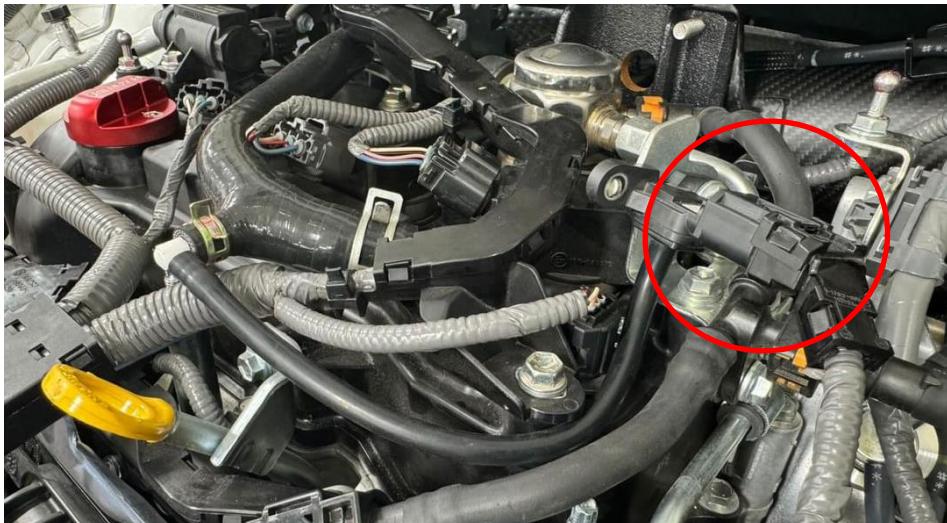
50. Connect the Eventuri hose to the valve cover. Secure with the spring clamp.



51. Connect the new vacuum line from the Eventuri hose to the crankcase pressure sensor.



52. Reinstall Pressure sensor to the bracket.



53. Reconnect the pressure sensor connector.



54. Breather hose installed.

