EVENTURI

THE ART OF AIRFLOW

EVE-E46ABX-CF-INT
EVE-E46ABX-CF-PLM

BMW E46 M3

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:

- 6mm, 7mm, 10mm, 13mm, 15mm Sockets
- 10mm Spanner
- Ratchet and Extensions
- T25, T30 Torx Sockets

Estimated Installation Time: 2 to 3 hours

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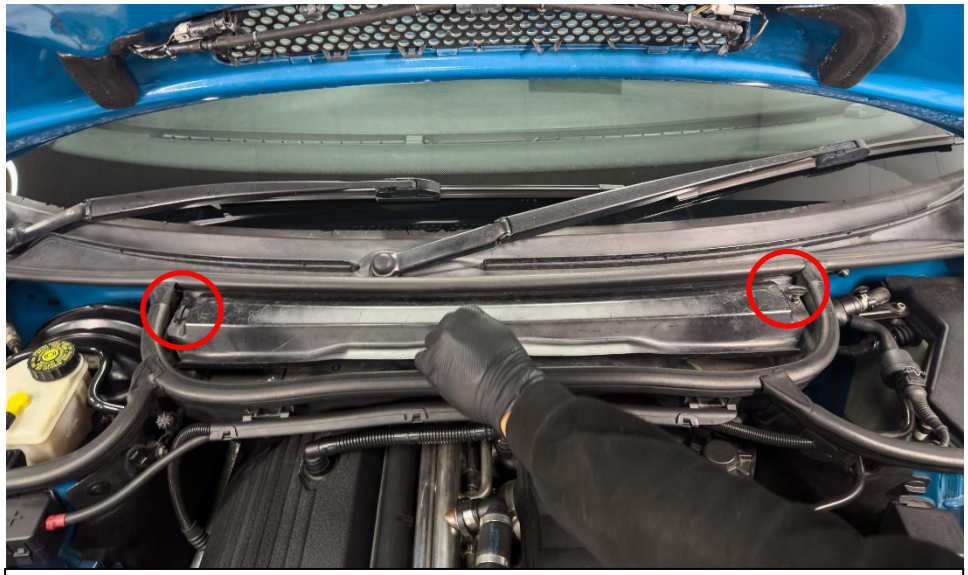
THE ART OF AIRFLOW

Installation Instructions : E46 M3 Airbox : Page 1

1. Remove the strut brace which is held in place with 2 Nuts on each side of the brace.



2. Remove the rear pollen filter cover by releasing the 3 clips. Twist them to unlock.

3. Remove the panel and the pollen filter.

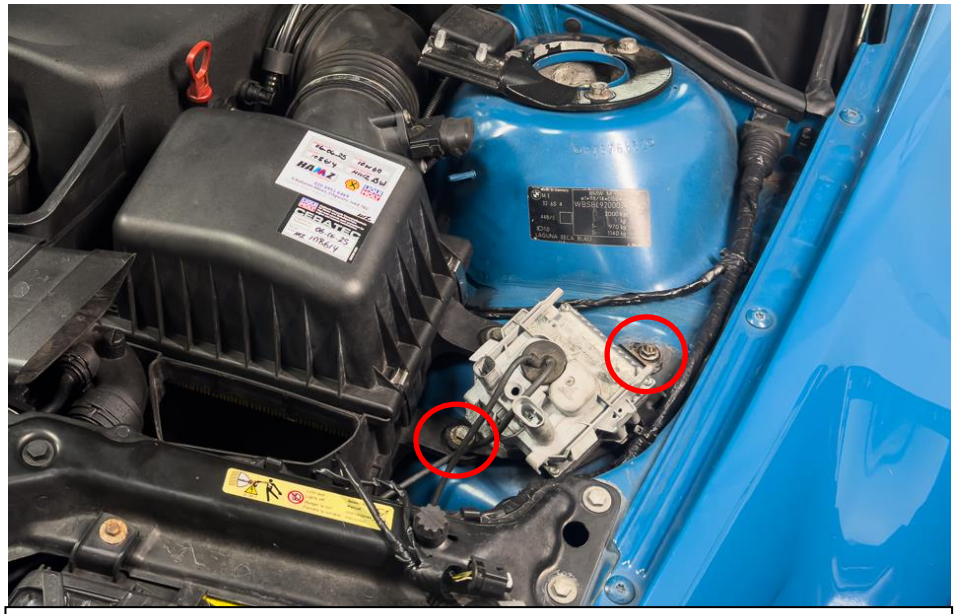
4. Remove the 4 torx screws holding the base panel in place.

5. Remove the loom holder from the panel by sliding upwards.

6. Remove the panel from the engine bay.

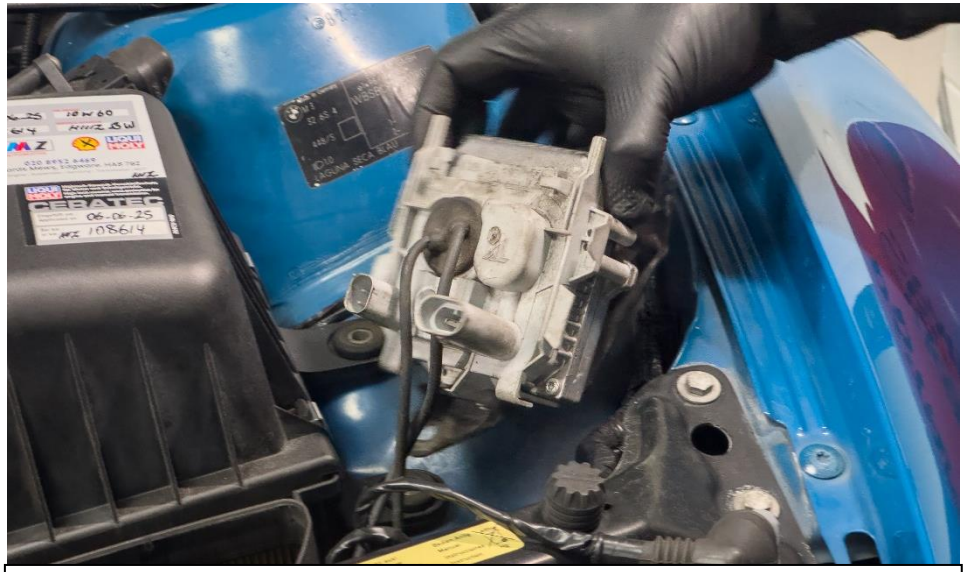
7. Pull out the airbox duct feed.

8. Unplug the headlamp connectors and remove the plastic cover. It is held in place with clips on the sides.



9. Remove the 2 x 10mm bolts holding the headlamp module in place.

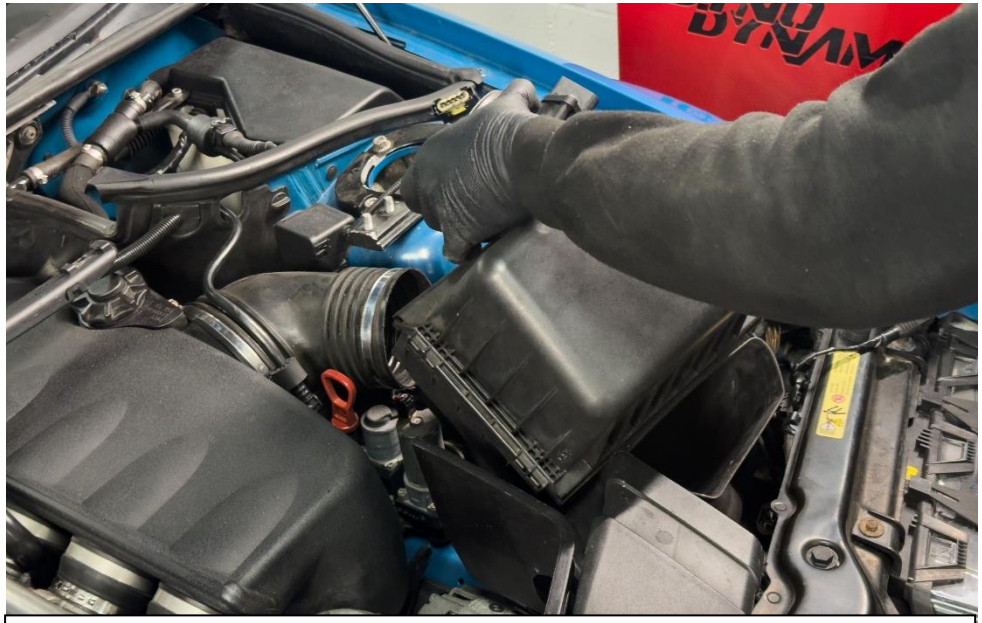
10. Remove the circled bolt.



11. Lift the module and place it to the side to allow the airbox to be removed.

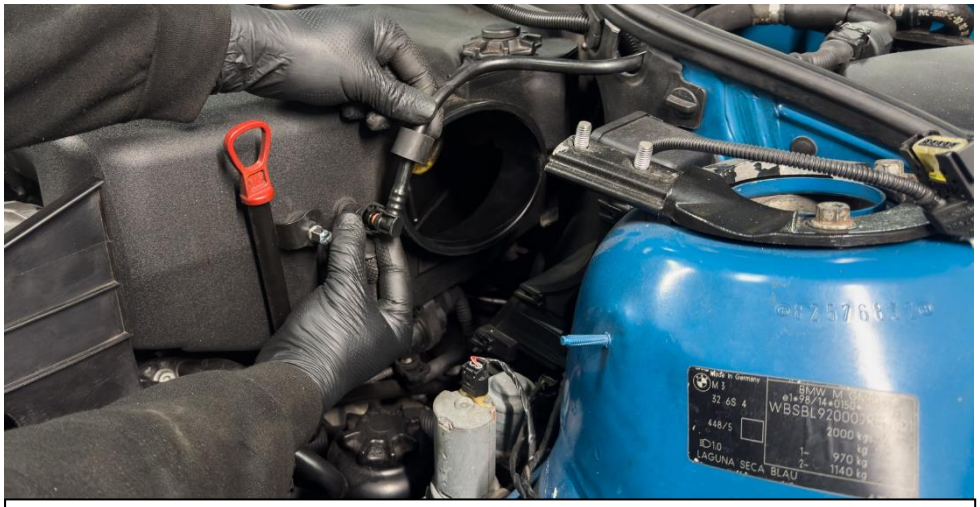
12. Unplug the MAF sensor.

13. Loosen the hose clamps at both sides of the intake elbox.

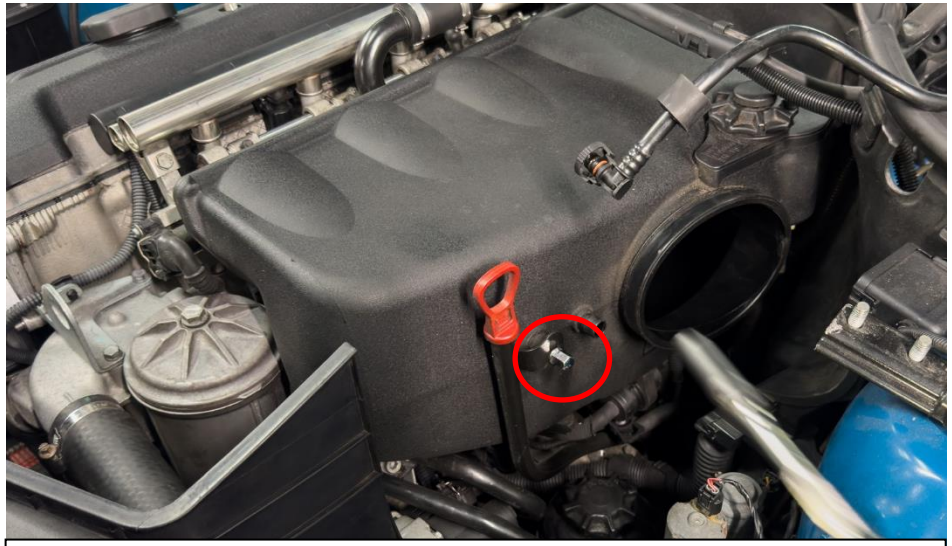


14. Pull the airbox out.

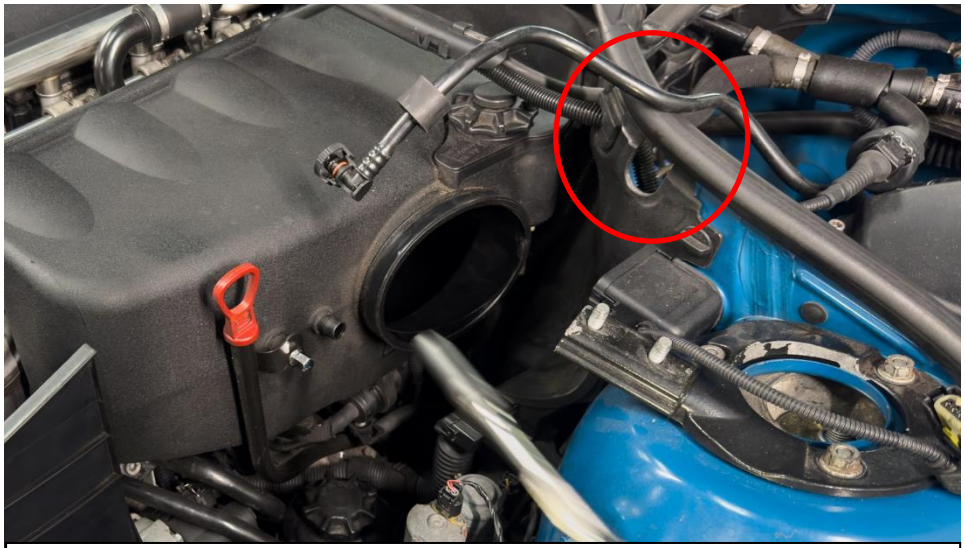
15. Remove the inlet elbow from the plenum.



16. Remove the breather pipe from the side of the plenum. Squeeze the sides to unclip it.

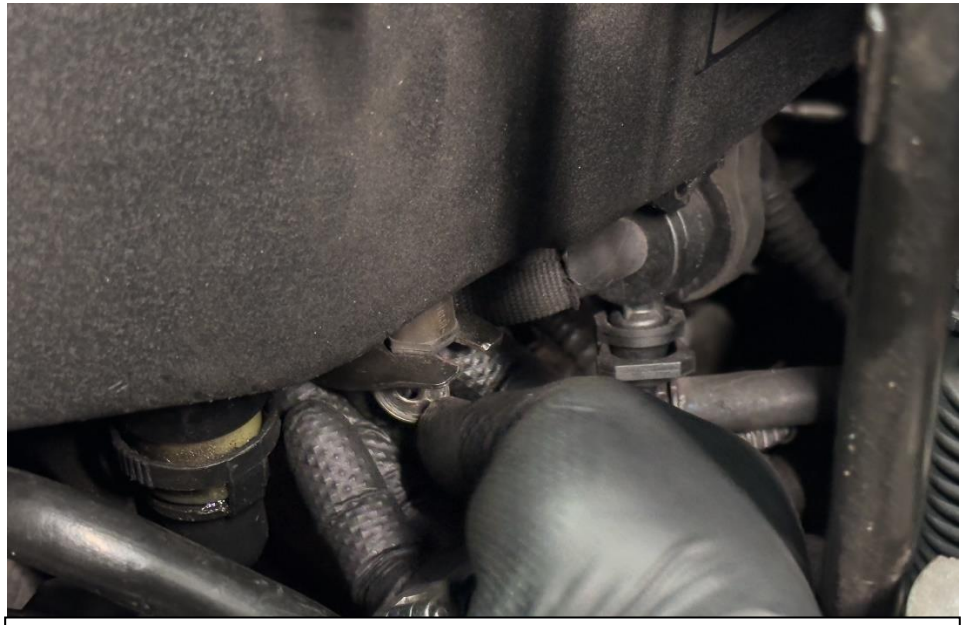


17. Remove the nut holding the oil dipstick to the manifold and move the dipstick away from the manifold for access.



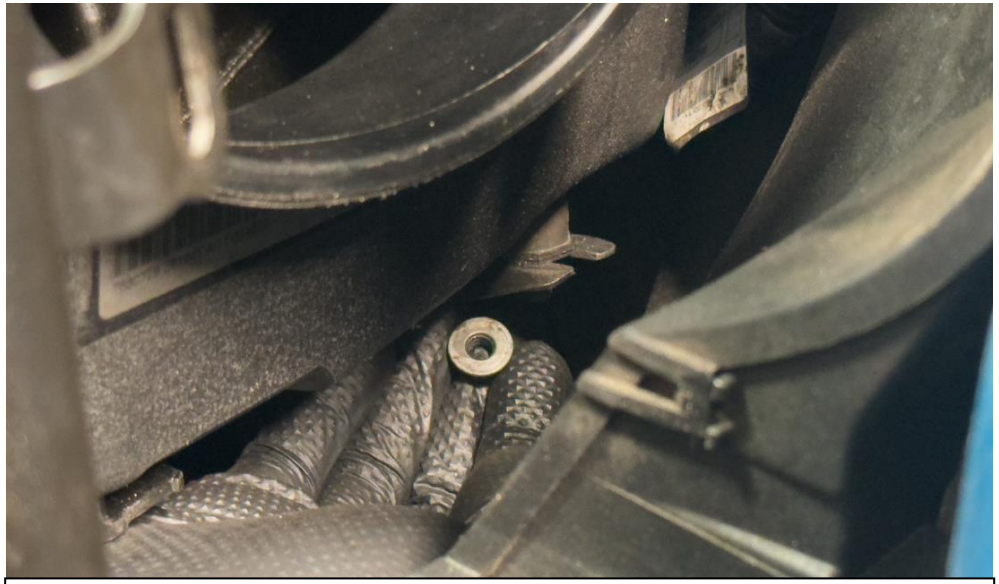
18. Lift the rubber trim and move the breather pipe out of the slot to give the manifold more room.

19. Underneath the plenum there are 2 breathers and also 2 mounting points. You can see the first breather and mounting point towards the front of the plenum. Unclip the breather hose by squeezing the sides.



19b. Remove the 10mm nut from underneath the mounting point using a spanner.

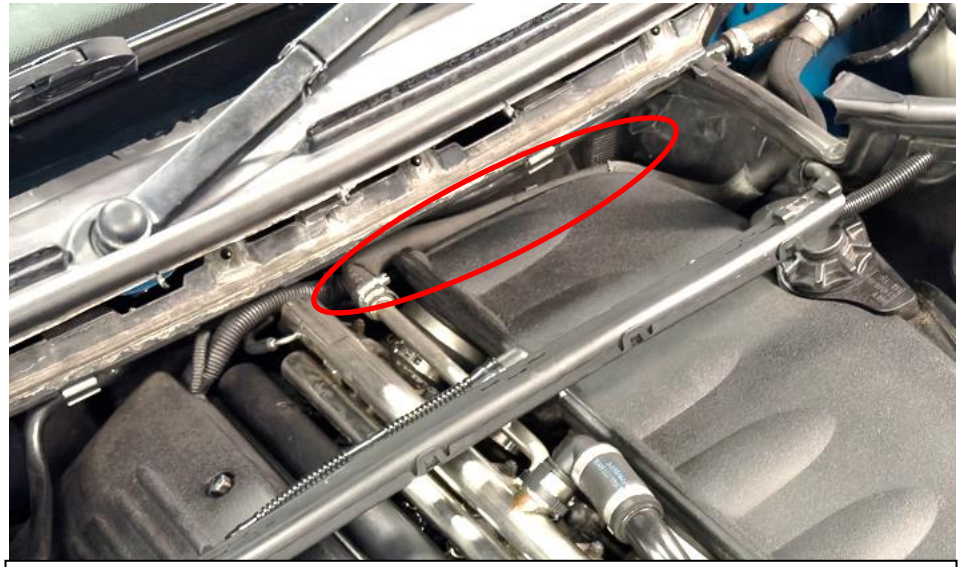
20. You can see here the position of the second mount and the second breather on the base of the plenum. The second breather can be removed when you lift the plenum up to gain more access.



21. Remove the nut on the second mount.

22. There is a solenoid attached to the airbox with a rubber hanger. This can be removed from the plenum by sliding the rubber hanger off the mount.

23. Remove the breather on the top of the manifold and crank case cover.



24. There are 2 hoses attached to the far side of the plenum. They can be removed from the plenum by lifting them out of the hooks on the plenum. See next photo.

25. Here are the 2 hooks on the side of the airbox which hold the hoses.

26. Using a pick or flat head screwdriver, remove the clamps around the rubber couplers at the throttle bodies. These are not re-useable.

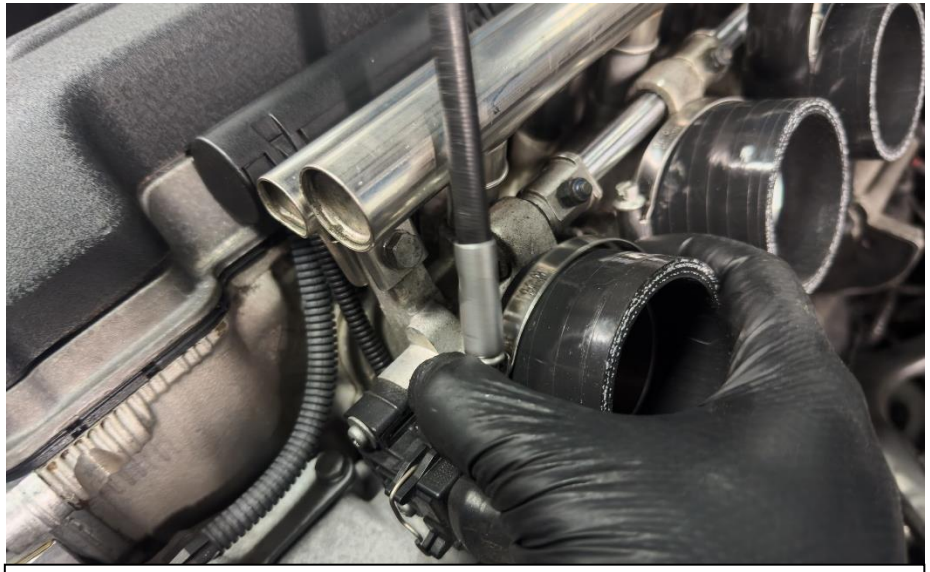
27. If you have an SMG, disconnect the SMG fluid hose from the tank on the plenum. The hose disengages from the reservoir by pushing the black circular clip upwards. Be careful to stop the fluid from leaking out when removing the hose.

28. Remove the cable attached to the airbox. It is secured with a bracket that unclips by pulling up a tab and slides upwards to release the cable in the position shown.

29. With all 6 clamps removed pull the plenum away from the engine and lift up to allow access to the base. Now you can remove the remaining breather hose by pulling it away from the plenum. It will unclip as you pull it out.

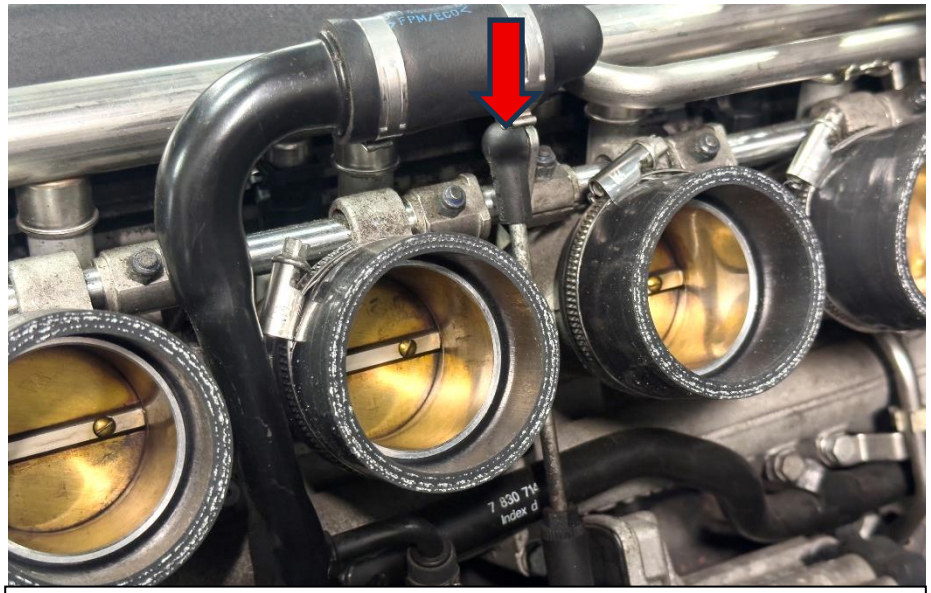
30. Plenum removed from the engine.

31. Push the new silicon couplers onto the throttle bodies.

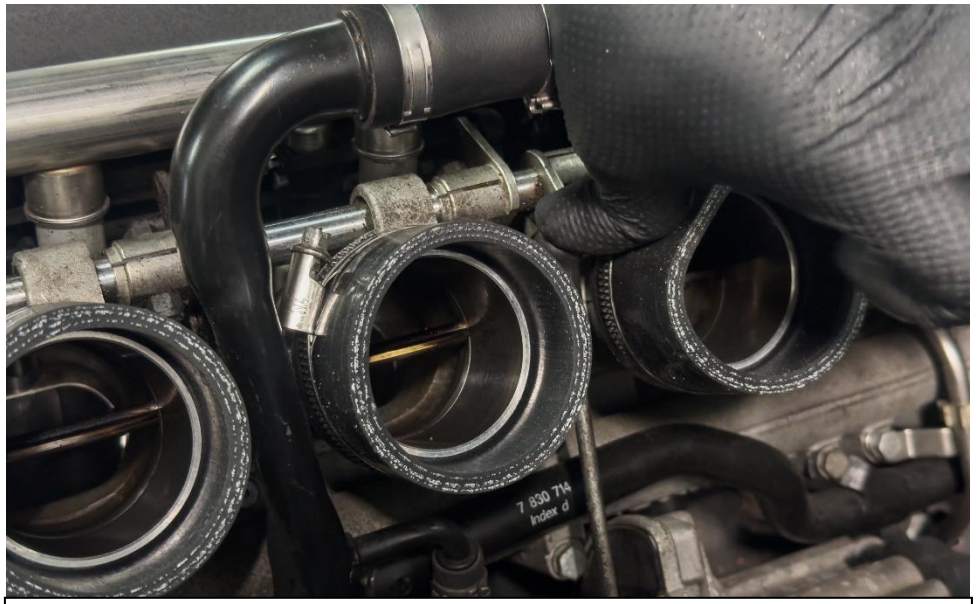


32. Secure the hoses by using the supplied hose clamps. The hose clamps must be positioned to allow the throttle body linkage to operate freely. See next photo.

33. Make sure the heads of the clamps are positioned either to the side of the throttle bodies or you can rotate them to be underneath the throttle bodies.



34. Once the clamps are secured, push the throttle body stalk down to make sure the valves open fully without obstruction.



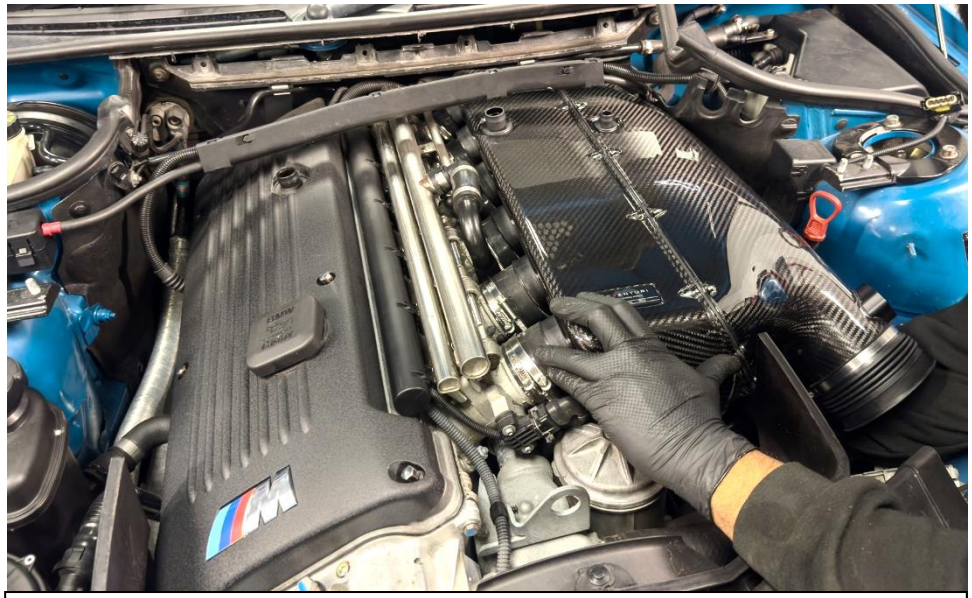
35. Valves fully open.

36. For SMG owners, install the SMG fluid reservoir relocation tank onto the strut tower with the SMG bracket and new line attached.

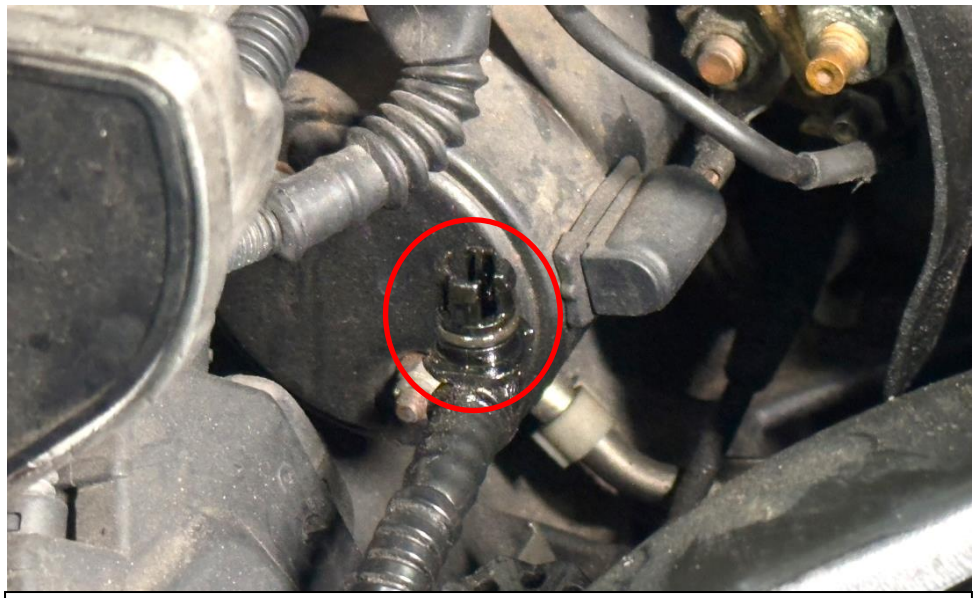
37. Place the second set of hose clamps over the silicons and make sure they are very loose.

38. Remove one of the vibration mounts from the OEM plenum and transfer it to the base of the carbon airbox. The carbon airbox only has one threaded hole and only requires 1 mount.

39. Place the carbon airbox into position.



40. Once lined up, push the small breather line into place underneath the airbox (see next photo). Do this before pushing the airbox onto the hoses as you will have more access.



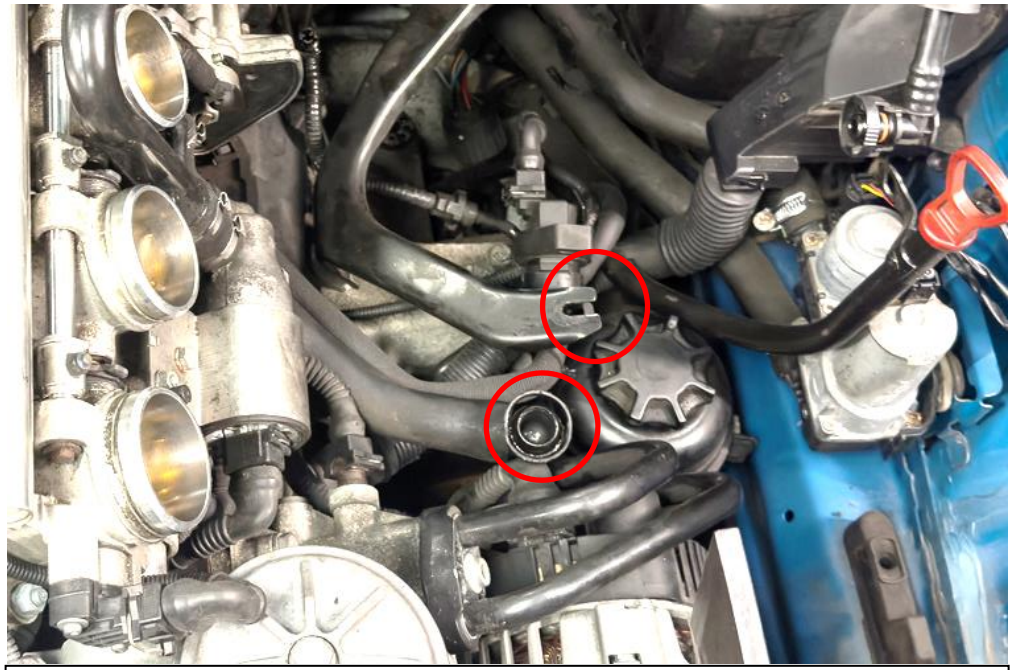
41. Push this breather into the airbox as removed from step 20.

42. Push the airbox into the silicon couplers. The OEM vibration mount installed to the airbox should slot onto the OEM bracket.

43. Take the flexible hose supplied and note the markings on each side. The side which is marked “PLENUM SIDE” should be pushed onto the carbon airbox.

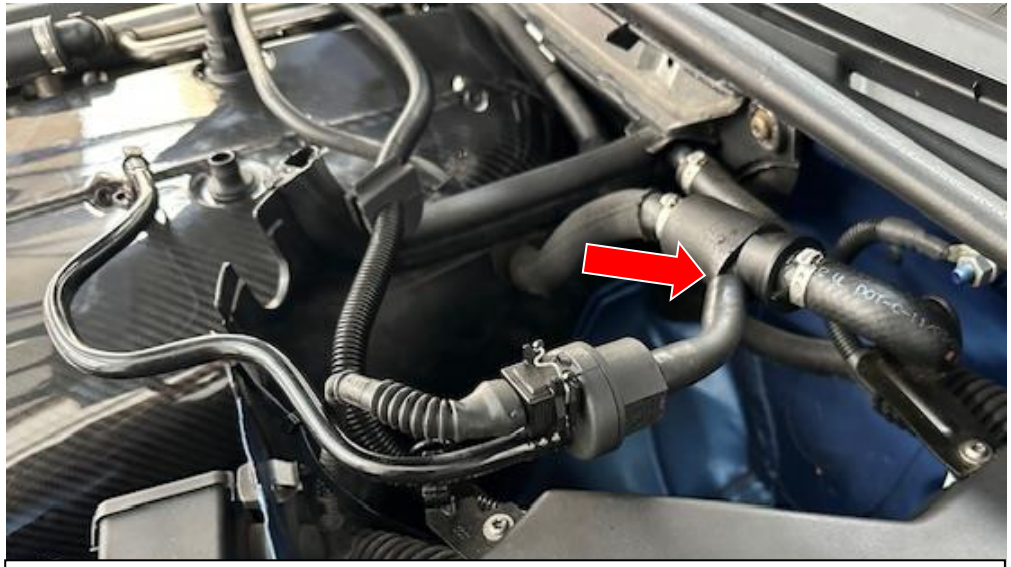
44. Push the flexible hose onto the carbon and secure with a hose clamp. Do not over tighten as you can damage the carbon.

45. Push the remaining breather hose into place underneath the airbox and secure the mount. See next photo to see the breather location. Also push the Oil Dipstick into the new clip attached to the airbox.



46. This is the breather to be pushed not place on the base of the airbox. Also the mount location to be secured with a nut as removed from step 19b.

47. Making sure the airbox us fully pushed into the silicons, secure the hose clamps around the trumpets. They only need to be hand tight.



48. Remove the air shut off valve located in the scuttle area. Unclip the sensor plug and remove the rubber hose from the rear connection as shown above and in the next photo.

49. Air shut off valve assembly removed.

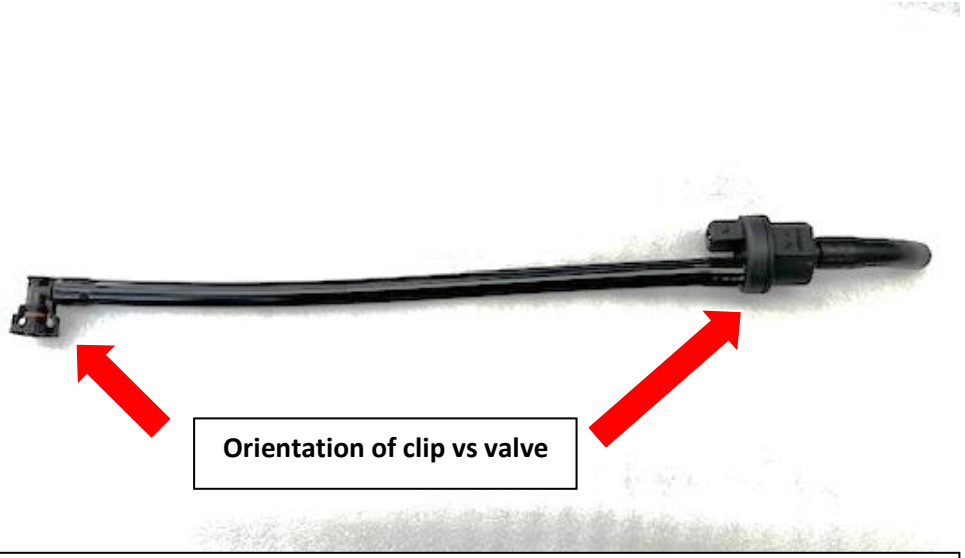
50. Using a sharp knife, slice along the hard line attached to the valve as shown with the red line. This will allow you to remove the line from the valve.

51. Remove the line from the valve.

52. Do the same for the connector side.

53. You should now have the valve and connector parts separate.

54. Take the longer vacuum hose from the supplied kit.

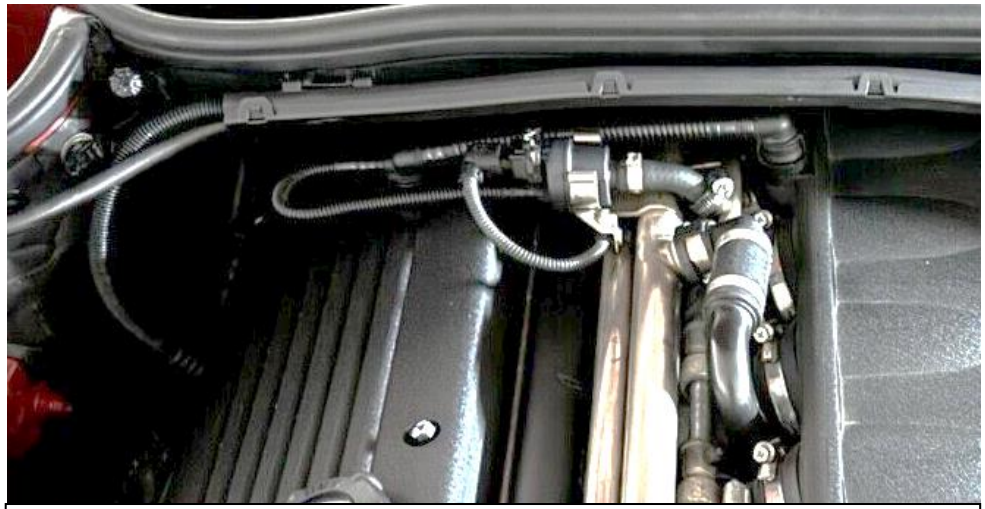


55. Use the vacuum hose to connect the valve with the breather connector as shown. Notice the alignment of the electrical connector with the direction of the breather connector.

56. Re-install the valve assembly.

57. Route the vacuum line through the trim and connect the breather to the airbox.

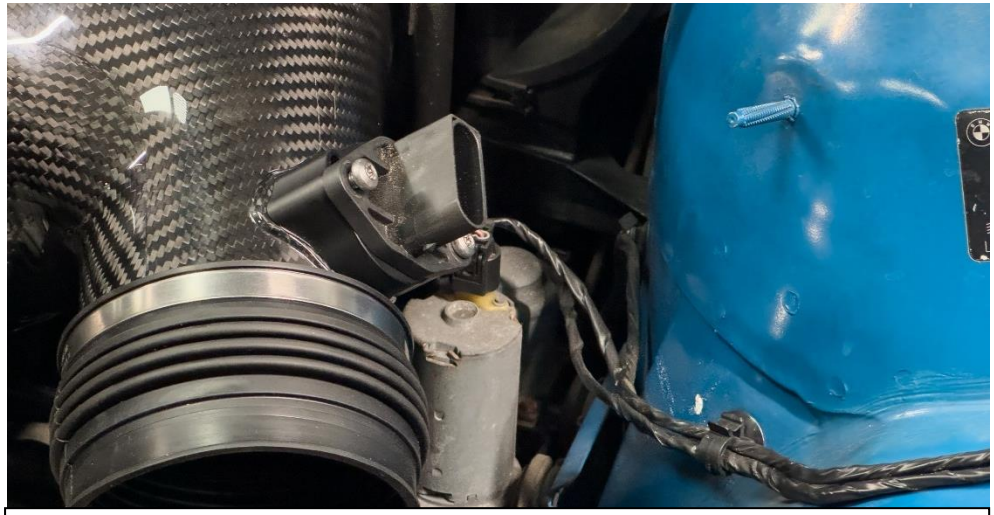
58. Use the new extended crankcase breather hose as supplied in the kit to connect the crankcase to the airbox. Note – the appearance of the tube may vary.



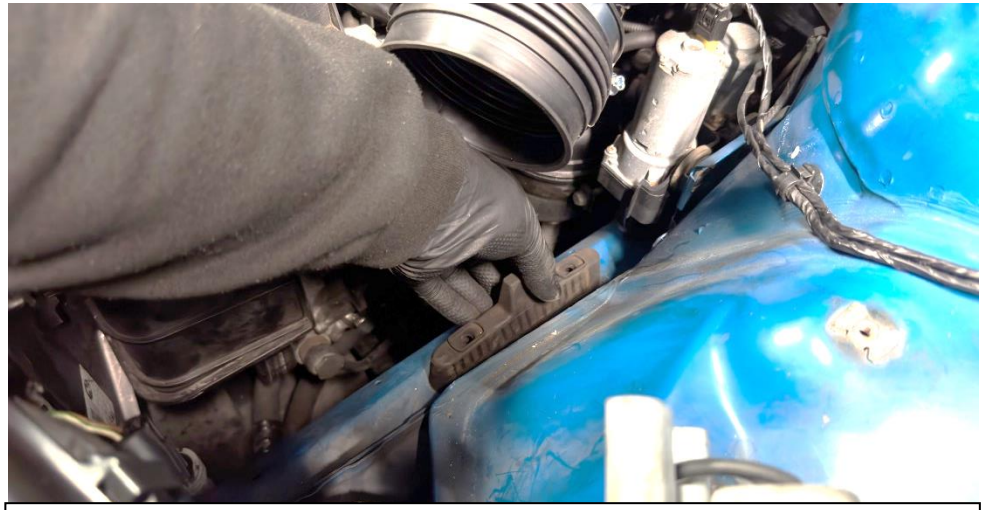
59. If your crankcase breather hose has a valve assembly as shown here then you need to extend the hose by cutting the existing hose off the breather connectors.

60. Cut across the connecting tube as shown on both sides and then take the shorter vacuum hose as supplied in the kit (see step 54) to join the connectors again.

61. Here is the breather assembly shown with the extended vacuum hose.

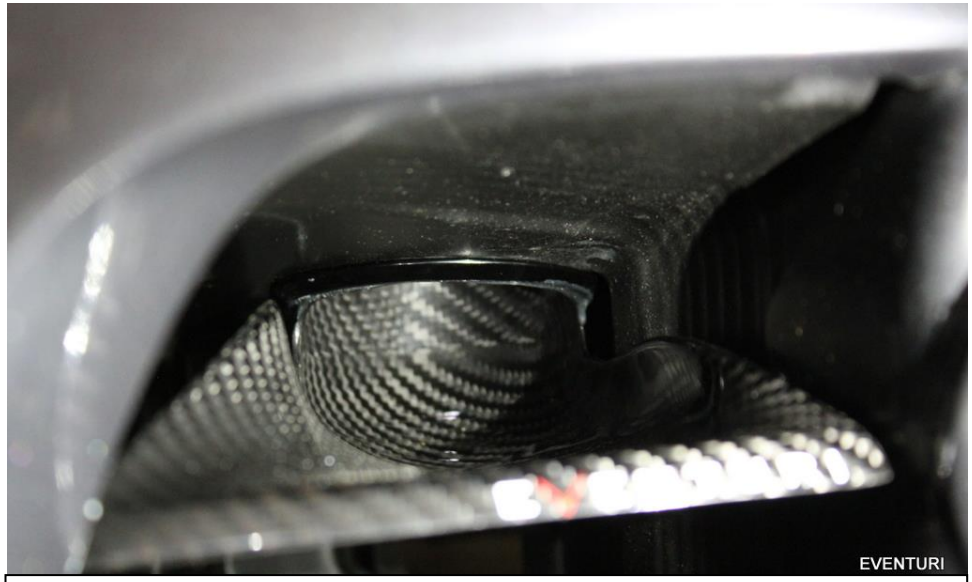


62. Remove the MAF Sensors from the OEM airbox and secure it to the carbon airbox using the supplied torx screws. **DO NOT USE THE OEM SCREWS.**

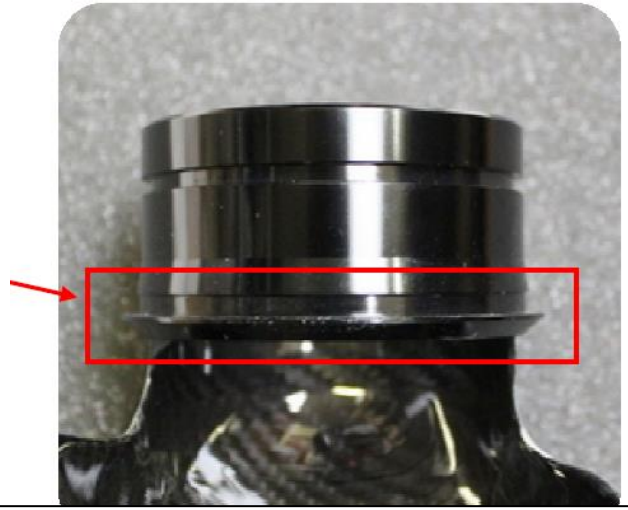


63. Remove the rubber mount on the chassis.

63b. Place the carbon scoop inside the brake duct. There is an opening inside which the metal collar needs to be pushed through.



63c. Pull upwards from the inside of the engine bay by pulling the machined collar up whilst pushing the plastic duct down with your thumb. The collar will CLICK into place and should sit as shown here with **the plastic duct sitting in the groove at the bottom of the collar – ALL THE WAY AROUND**. DO NOT put force on the carbon.



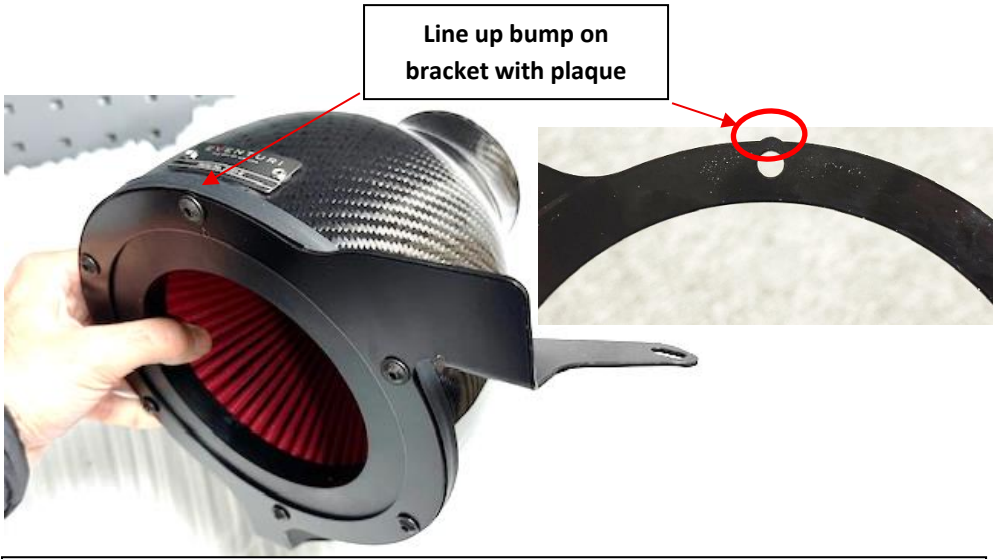
63d. The plastic duct MUST sit in this groove all the way around. Pull the metal collar up from all sides to make sure scoop is securely in place.

If you have bought the full airbox with intake, please proceed to page 19.

If you already had the Eventuri Intake and are upgrading to the airbox please proceed to page 18.

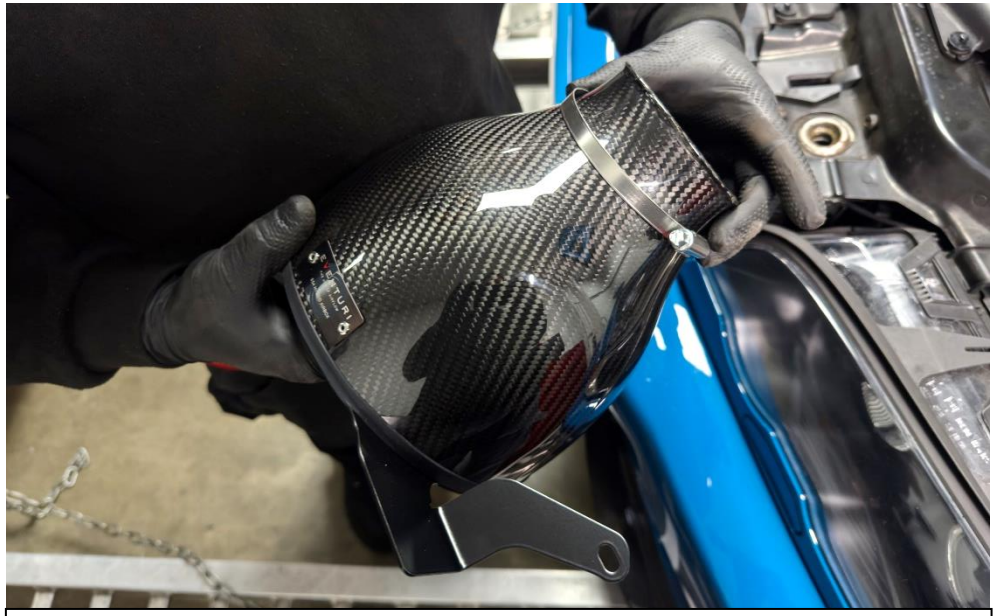
63e. Remove the heat shield from your existing filter housing by removing the 6 screws around the front.

63f. Remove the metal cowl as well. You don't need to remove the filter.



63g. Take the new bracket and place it over the filter as shown. We will not be using the metal cowl for clearance requirements. There is a small "bump" on the new bracket – line this up with the plaque on the filter housing. See next photo for another view.

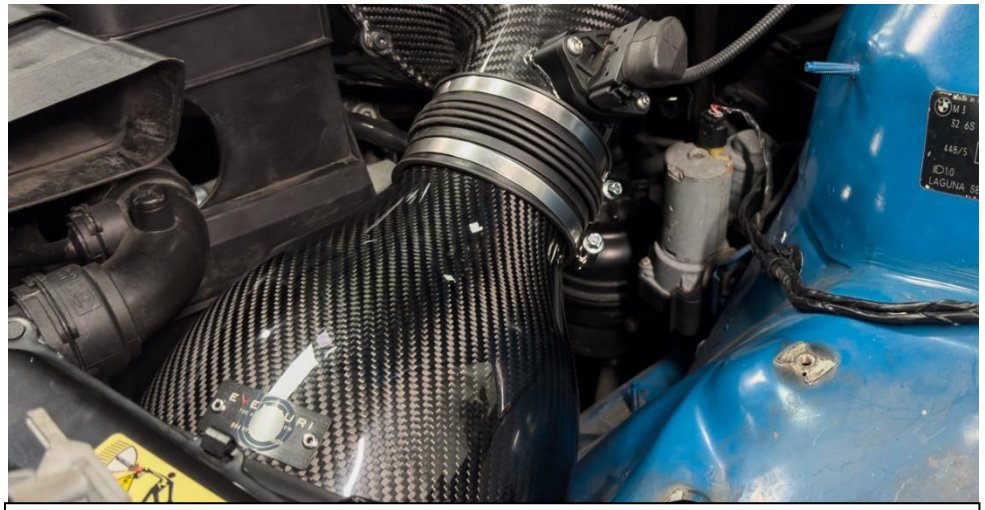
63h. Secure it with the 6 screws.



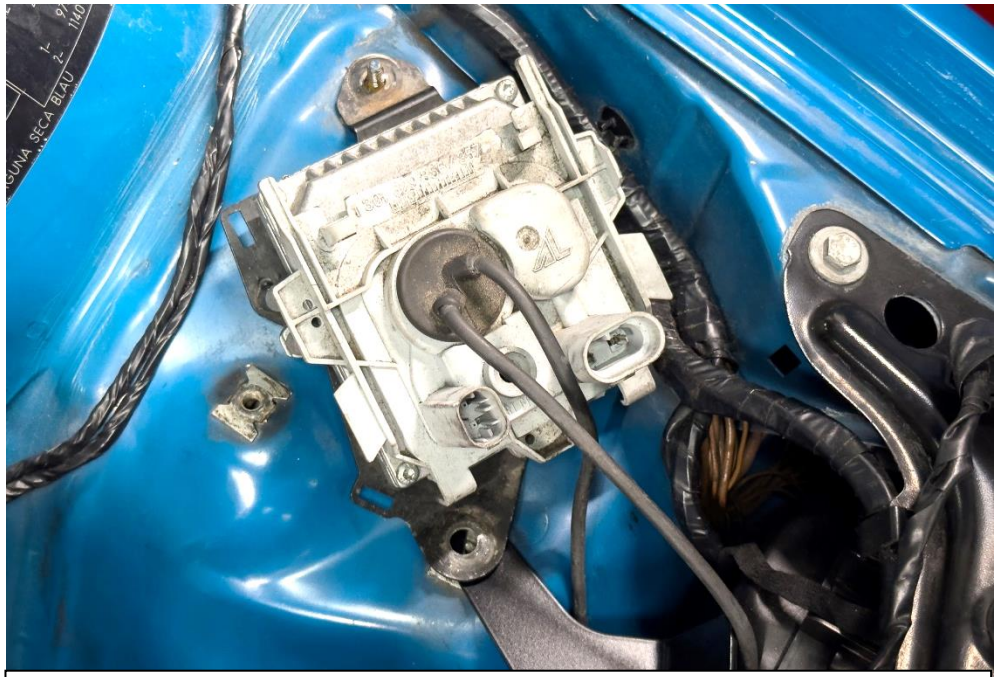
64. Take the filter housing and place the supplied hose clamp around it loosely

65. Lower the housing into place, push it down onto the flexible coupler and then pull the over the housing.

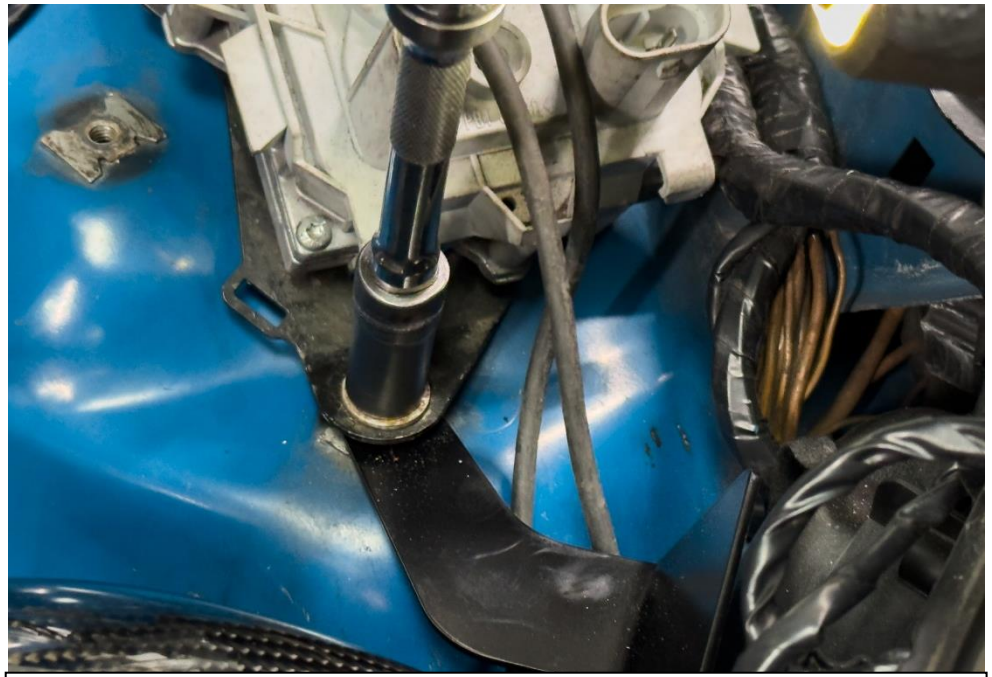
66. Position the lower bracket of the filter housing over the threaded stud on the chassis. Secure with the supplied M6 nut.



67. Ensure the flexible coupler is evenly around the filter housing and then place the hose clamp over it and secure the clamp. Do not overtighten it. It just needs to be hand tight.



68. Put the headlamp module back into place – note, it will not go over the filter housing bracket also.

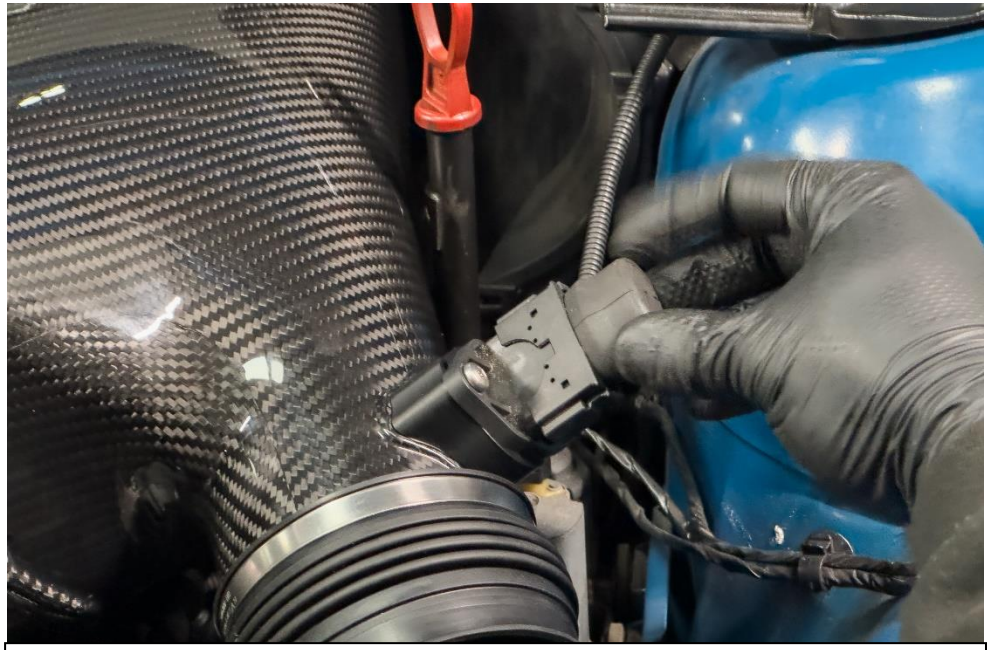


69. Secure the module with the OEM bolt and nut.

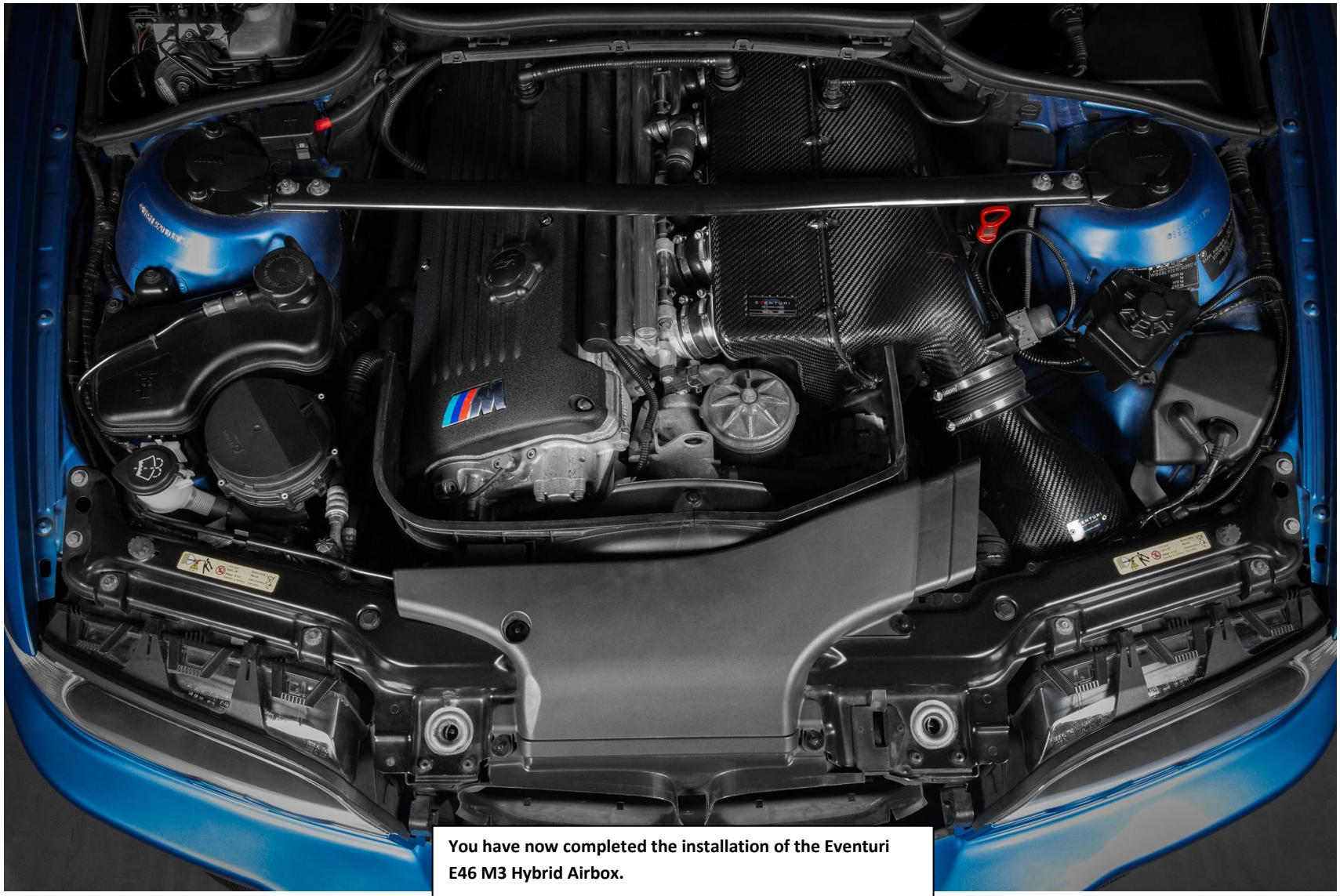
70. Put the cover back onto the module and reconnect the plugs.

71. Reinstall the scuttle panel with the pollen filter and cover.

72. Reinstall the strut brace and the scuttle rubber trims.



69. Connect the MAF sensor plug – make sure it goes in all the way and clicks into place.



You have now completed the installation of the Eventuri E46 M3 Hybrid Airbox.

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