



EVE-Z4MABX-CF-INT

BMW Z4M

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





1. Loosen the 2 hose clamps securing the elbow to the box and manifold.



2. Unclip the breather hose at the back of the elbow by pressing in the clip and pulling out. Unclip the coolant hose from the airbox as well.



3. Unclip MAF sensor plug.



4. Pull airbox out from elbow.



5. Pull airbox upwards and out from the 2 side mounts. Be careful with the coolant hose. Once away from the mounts, carefully remove airbox from engine bay.



6. Remove elbow from manifold. Take care to leave the rubber gasket in place on the manifold.



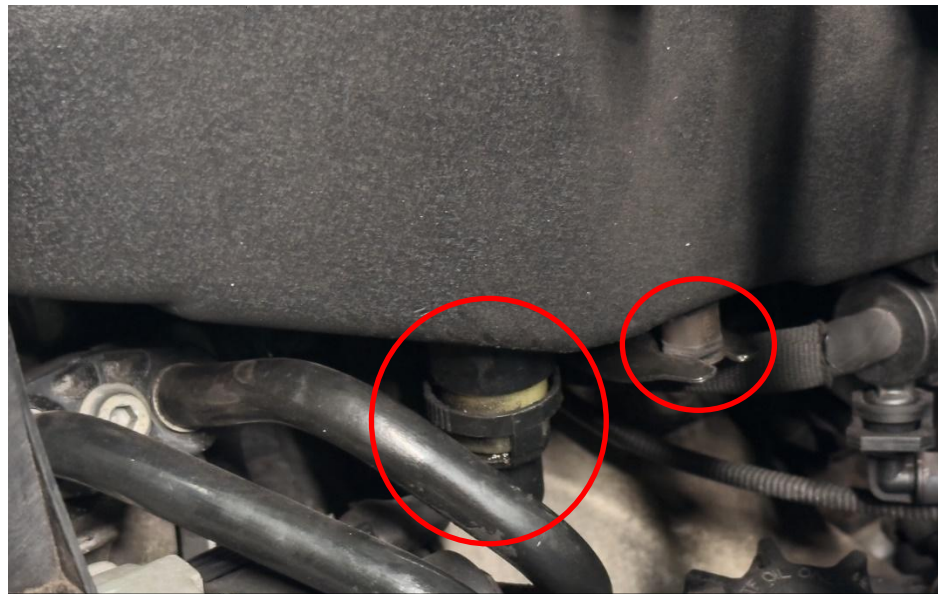
7. Remove MAF sensor from airbox by unscrewing the 2 Torx screws and carefully pulling the sensor out.

The next page starts at step 10



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

11. Go to next step



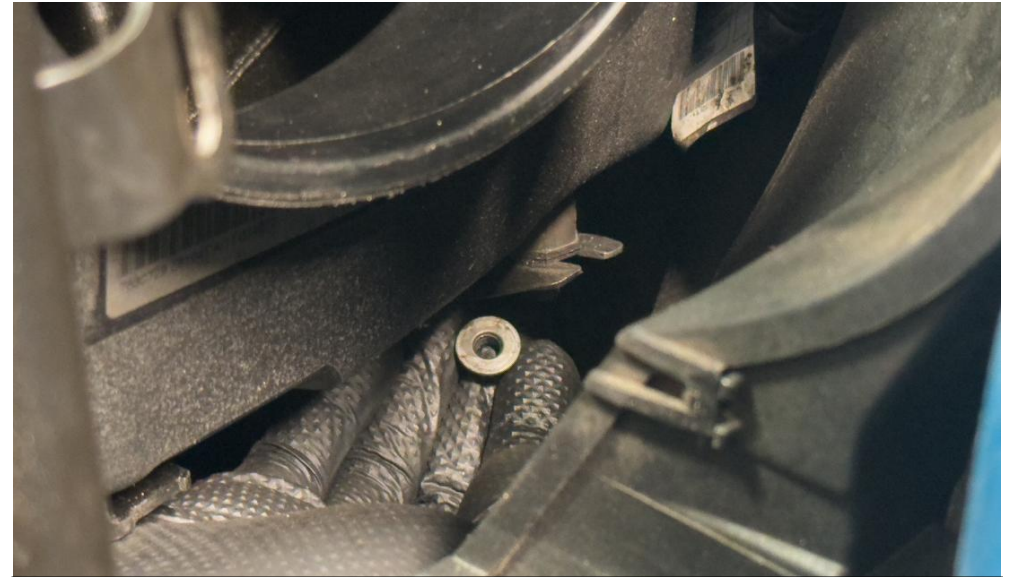
12. Underneath the plenum there are 2 breathers and also 2 mounting points. You can see the first breather and mounting point towards the front of the plenum. Unclip the breather hose by squeezing the sides.



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



14. 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.



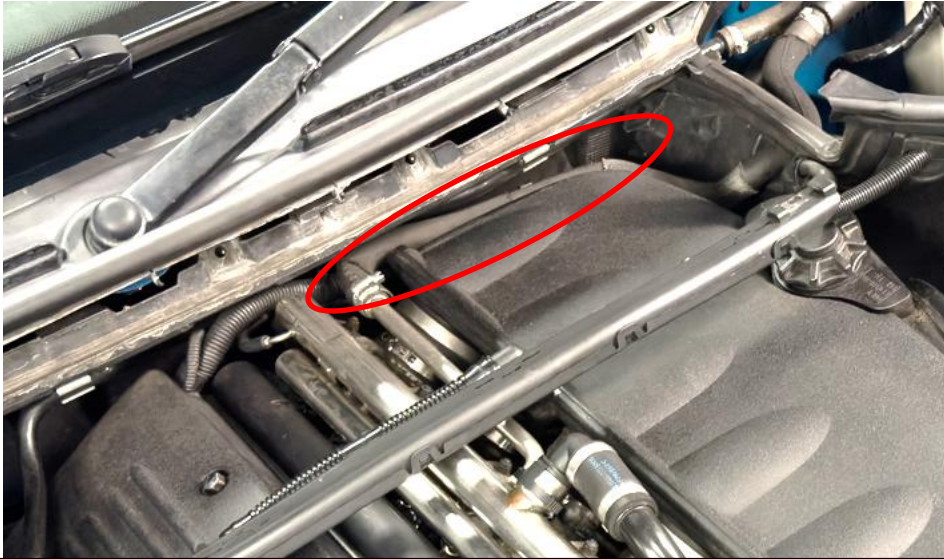
15. Remove the nut on the second mount.



16. 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.



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



17. 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.



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



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

20. Go to the next step



21. Remove the Breather module attached to the clip shown.



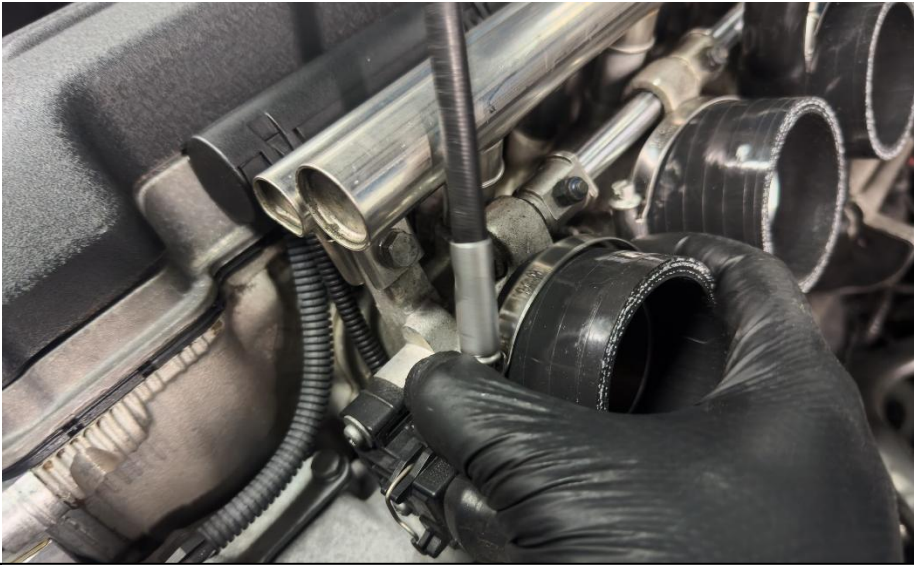
22. With all 6 clamps removed pull the plenum away from the engine and lift up to allow access to the base. Now you can remove the remaining breather hose by pulling it away from the plenum. It will unclip as you pull it out.



23. Plenum removed from the engine.



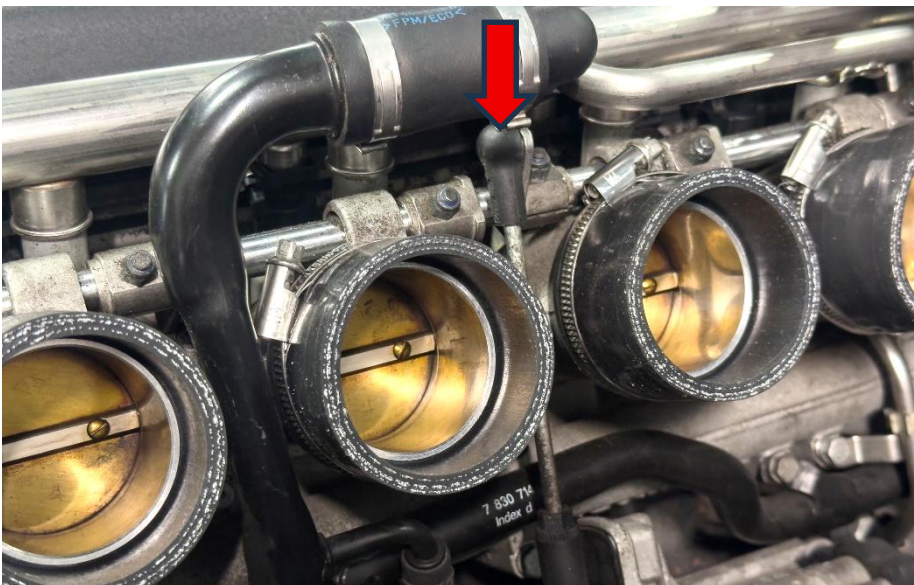
24. Push the new silicon couplers onto the throttle bodies.



25. 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.



26. 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.



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



28. Valves fully open.



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



30. 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.



31. We now need to relocate the oil dipstick.



32. Remove the nut holding the securing plate onto the base of the dipstick. Then remove the securing plate. See next image.



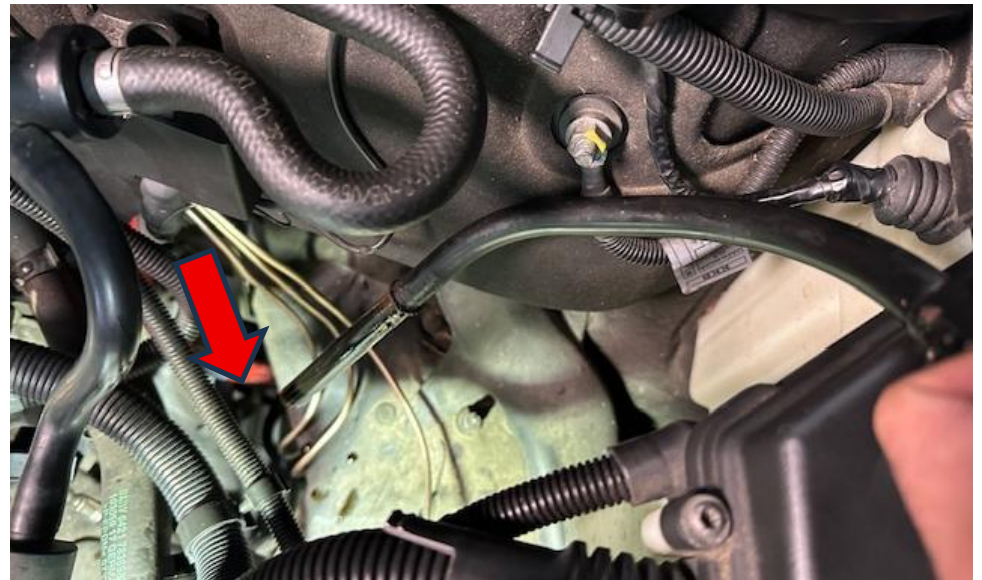
33. Securing plate removed.



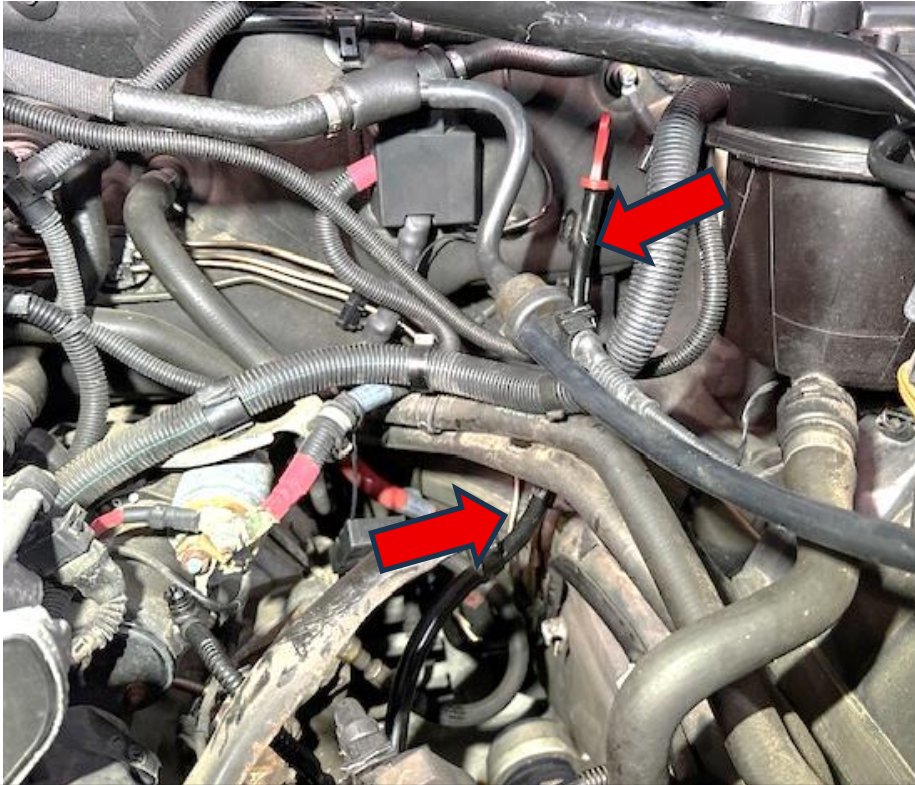
34. Remove the dipstick – be careful to also remove the washer from the dipstick. It may be stuck to the securing plate or the engine.



35. At the back of the engine bay, on the chassis you will see 2 pipes secured in the clip shown – remove them from the clip.



36. Guide the dipstick down the rear of the engine bay on the right side – see next step.



37. This is how it should look – the dipstick goes behind all the hoses shown.



38. With the dipstick relocated, push the hoses back into the clips.



39. Push the dipstick into place and secure it with the plate removed earlier. Ensure the sealing washer is also in place.



40. Use a cable tie to secure the dipstick around the conduit cable as shown.



41. Remove the breather hose from the module shown. You may need to cut it off. This breather hose went to the OEM intake elbow.



42. Remove the valve from the engine bay. 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.



43. Remove the hard line.



44. Take the supplied vacuum line with clip attached.

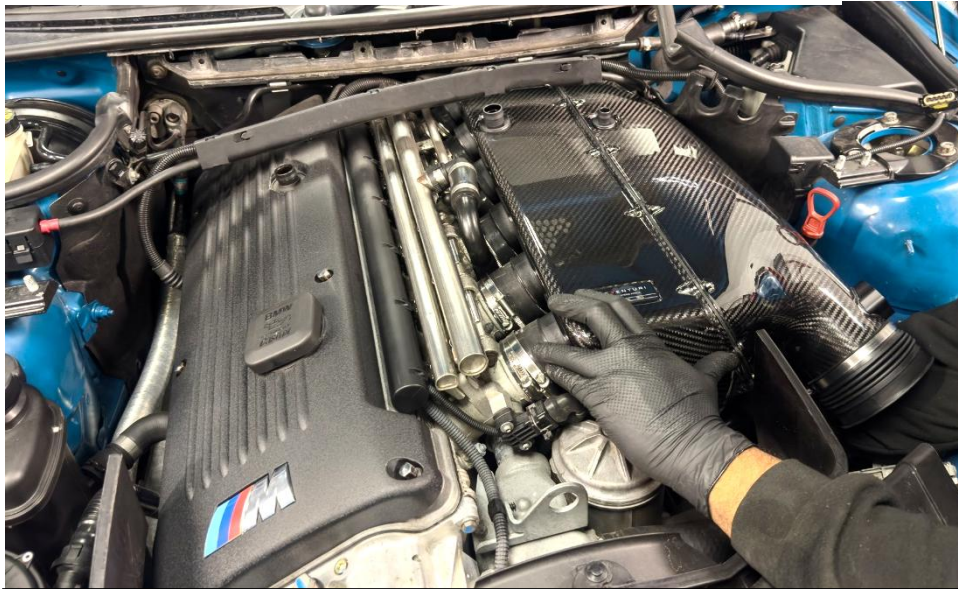


44b. Push the vacuum line onto the module and point the clip towards the engine as shown.



44c. Place the carbon airbox into position.

Go to next page



45. 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.



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



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



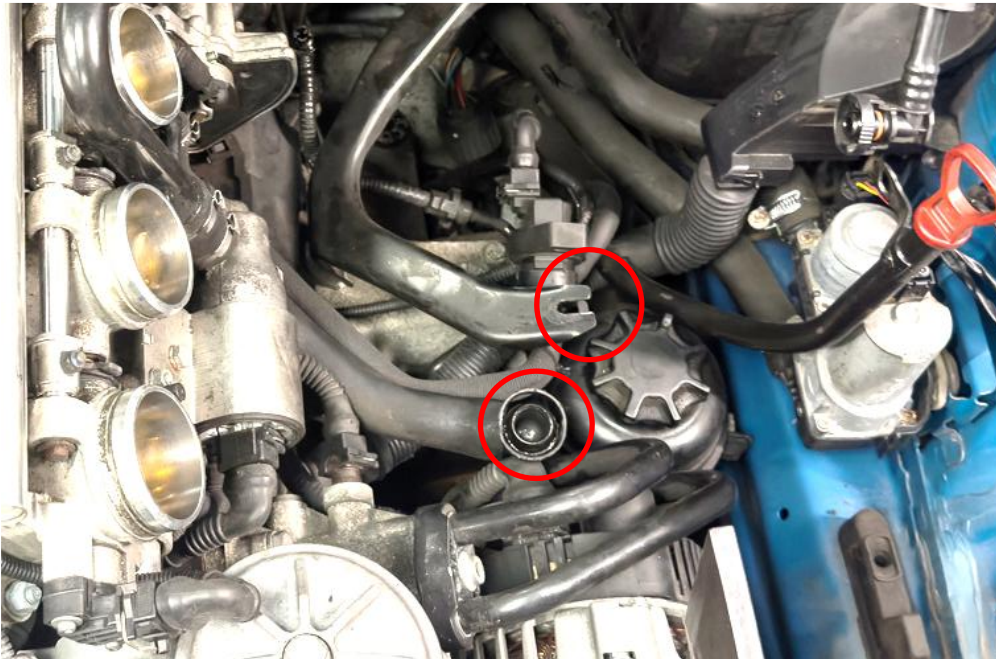
48. Take the flexible hose supplied and note the markings on each side. The side which is marked "PLENUM SIDE" should be pushed onto the carbon airbox.



49. Push the flexible hose onto the carbon and secure with a hose clamp. Do not over tighten as you can damage the carbon. 2Nm is enough.



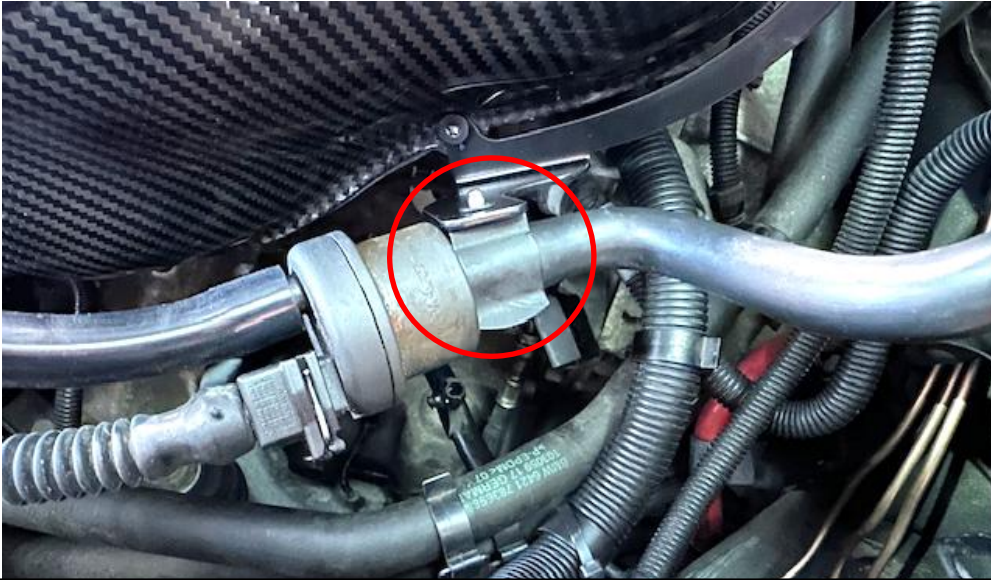
50. Push the remaining breather hose into place underneath the airbox and secure the mount. See next photo to see the breather location. Ignore the dipstick location – this is the E46.



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. Push the breather valve module into the clip on the airbox as shown.



49. Push the clip into the top of the airbox.



50. 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.



51. 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. See next page.



52. Cut across the connecting tube as shown on both sides and then take the shorter vacuum hose as supplied in the kit to join the connectors again.

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



54. 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.**

55. Take the new filter housing assembly – remove one of the rubber grommets from the OEM airbox and install into the bracket as shown.



56. Place a hose clamp around the carbon housing loosely.



57. Carefully push it down into position. Lift the coolant line over the housing.



58. Push the rubber mount into position.



59. Pull the flexible coupler around the housing and then tighten it with the hose clamp. Do not over tighten. 2Nm is enough. Also reconnect the MAF sensor plug.



60. There is a bracket attached to the base of the heat shield – this should locate over the stud in the chassis as shown.



61. Secure with the supplied Plastic Nut.



62. Clip the coolant line into the clip on the heat shield.

Go to the next page.



63. Pull the front right-side grill out by firmly pulling towards you - lower side out first.



64. Remove duct by firstly removing plastic screw/rievet from the leading corner as circled. The duct can now be pulled out – it is held in place with 2 push clips at the back as shown in the next photo.



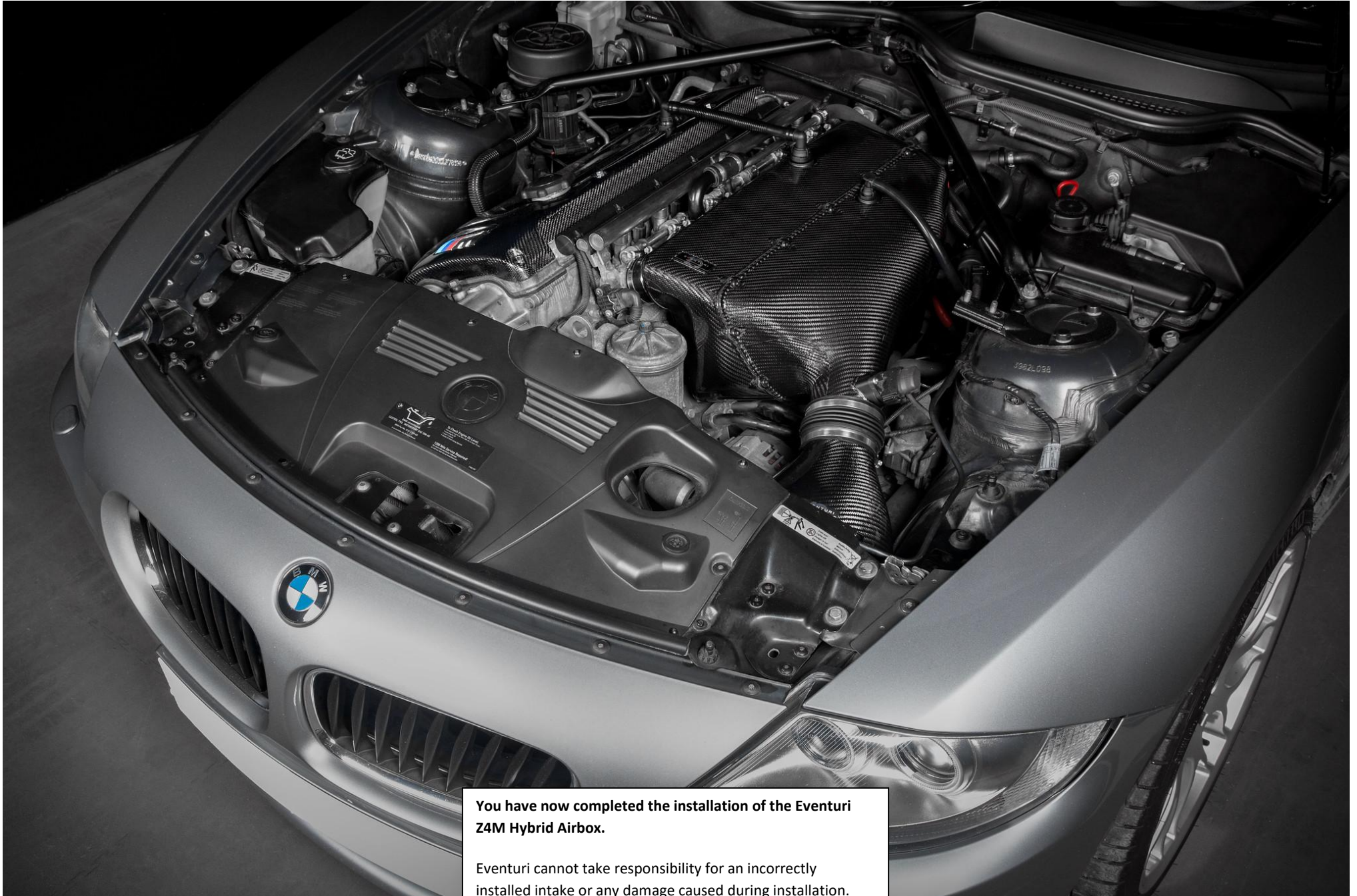
65. Photo showing plastic push clips which secure the original duct in place.



66. Put new scoop in place by lining up the mounting holes to the back panel where the original duct was secured.



67. Insert supplied plastic push clips and firmly push in the heads so that they click into place and lock the scoop. Re-install the grill.



**You have now completed the installation of the Eventuri
Z4M Hybrid Airbox.**

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