



1. Start by removing the silicon hose between the intake and the stock turbo inlet tube.



2. Loosen all the clamps around the silicone hose and remove completely. Remove the breather boss inside the hose for use later (circled).



3. Silicon hose removed



4. Remove the 4 M6 screws from the inlet tube.



5. We will now remove the wiring harness at the back of the tube. There are 2 screws to remove. One shown here.



6. The second screw is further up. Here the tube is shown with the screw removed.



7. Unplug the connector at the bottom of the wastegate actuator. This will allow access to unplug the wiring harness to the aircon compressor which is further down.



8. Unplug the other 2 connectors at the top of the harness and pull the harness out.



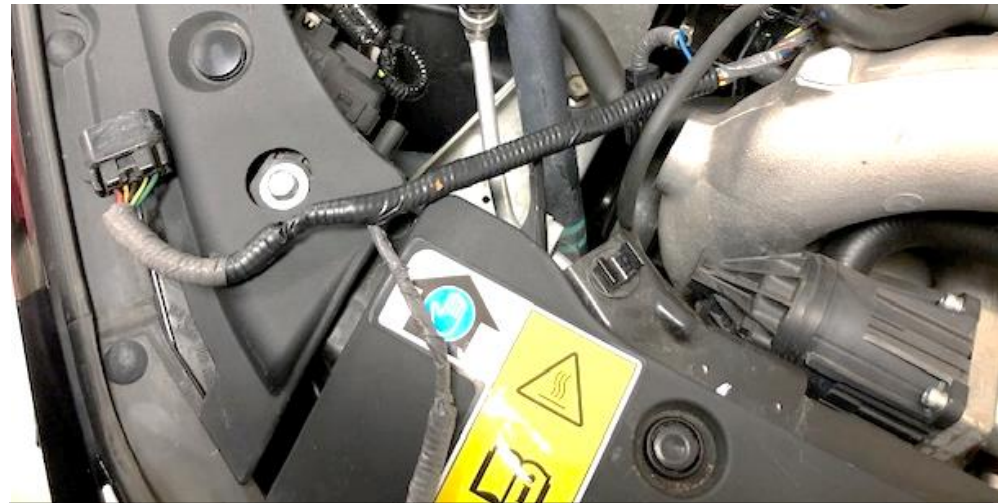
9. Remove the tape around the wiring harness. We now need to remove the plastic cover.



10. Using a flat head screwdriver – carefully start to prise open the clips around the plastic cover. Start from the top and work your way down opening the cover as you go.



11. Remove the cover completely to leave the exposed wires.



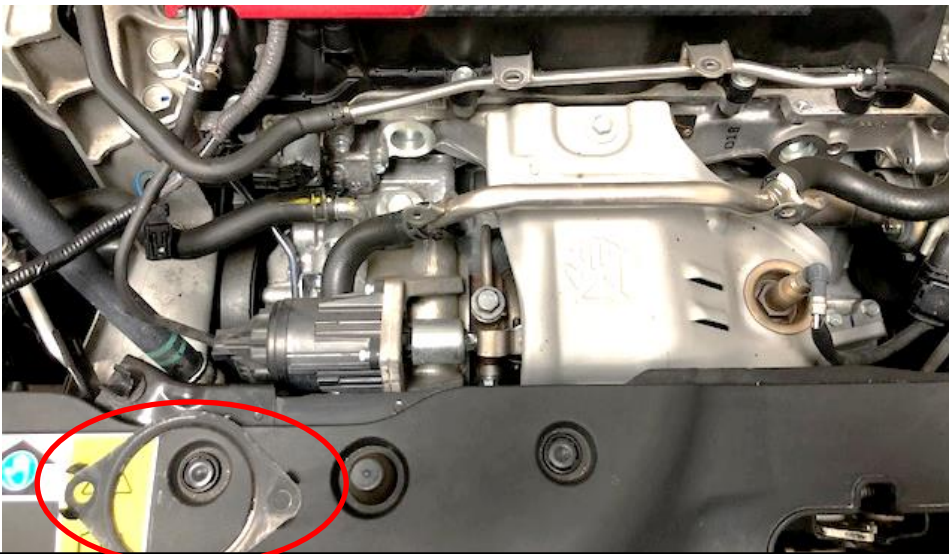
12. Use the supplied protective cable conduit and push the wires inside it. Cut to required length. The piece you cut can be used for the small length of wire which branches off. Tape around the conduit with electrical tape so that the wires are fully enclosed.



13. You can use the cut piece of conduit for this remaining wiring – or tape around it with electrical tape. Remove the 2 screws holding the tube to the turbo – one is circled, the other is out of view on the other side.



14. Remove the remaining M6 screw from the inlet tube mounting point on the engine.



15. Carefully remove the tube – there will be a gasket on the tube at the turbo side.



16. Take the machined turbo flange, 2 x M8 countersunk screws and the short silicon coupler.



17. Insert the gasket onto the flat face of the flange as shown.



18. Now take the coupler and notice the tapered edge on the inside. This side connects to the CARBON tube.



19. Push the silicon onto the flange – tapered side should remain exposed as shown.



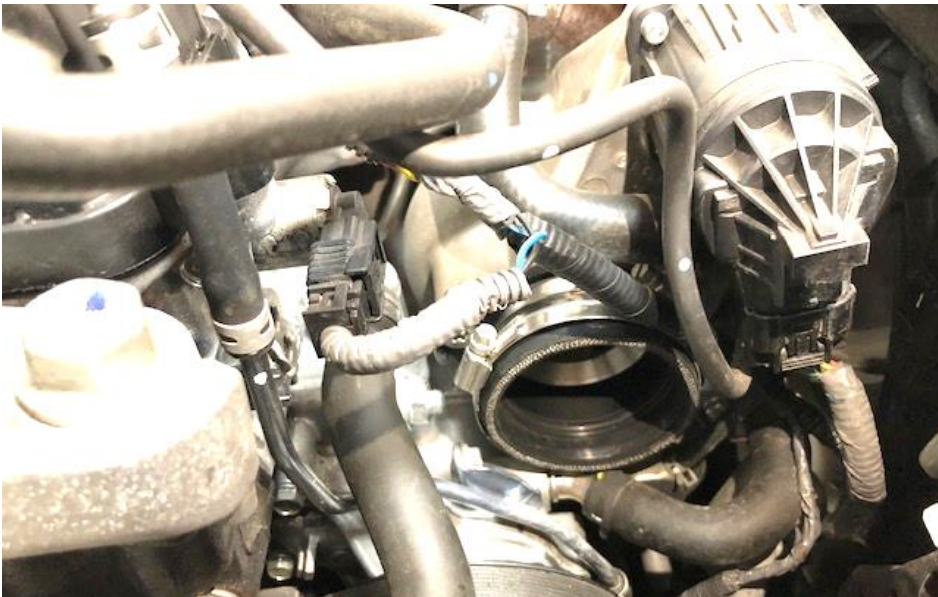
20. Secure with one of the 60-80mm constant tension hose clamps.



21. Install the flange onto the turbo with the 2 x M8 screws provided. DO NOT use the OEM screws. Ensure that the hose clamp does not touch any rubber tubes around it.



22. Place the second 60-80mm hose clamp onto the silicon coupler. Ensure it is loose. Position the head so that you can access it after the tube is in place – as shown.



23. Reconnect the 3 plugs from the wiring harness and the wastegate actuator.

24. Please go to the next page



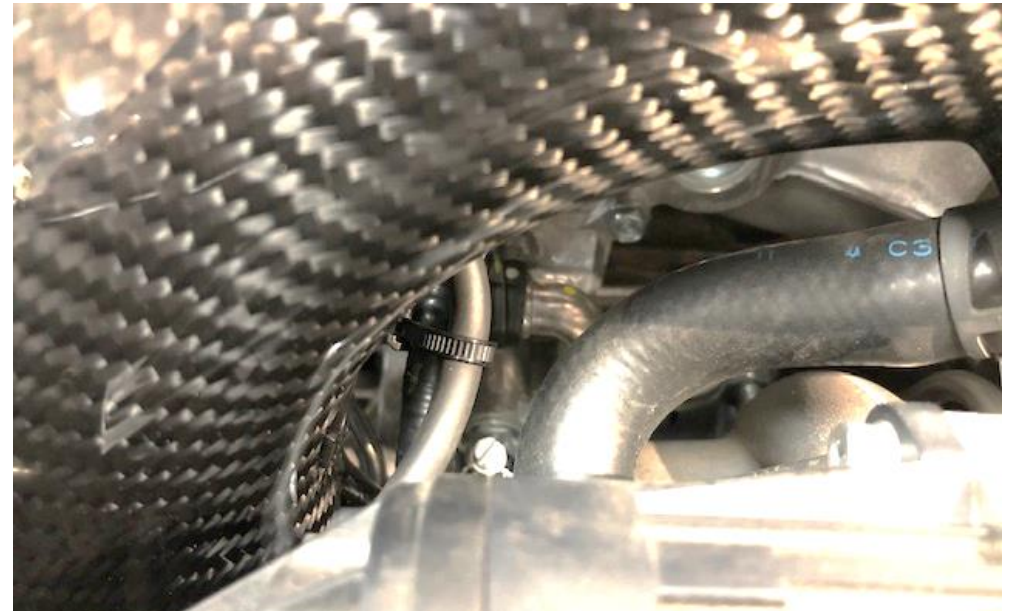
25. Insert the zip tie clip onto the small bracket on the carbon tube.



26. Carefully lower the tube into place.



27. The wiring loom and vacuum hose should be routed to the inside of the tube. Push the tube into the silicon coupler at the turbo side. Make sure it is fully in place inside the coupler.



28. Secure the wiring loom and vacuum hose using the zip tie on the clip. The zip tie goes back into the base of the clip and can be pulled tight.

29. See next step



30. Use the 2 x M6 x 16mm bolts supplied with the 2 x M6 lock nuts to secure the metal line to the bracket.



31. Secure the front metal line to the front of the tube with the supplied M6 x 10mm bolts.

32. Go to the next page



33. Secure the remaining hose clamp around the silicon coupler at the turbo side. Do NOT OVERTIGHTEN. This just needs to be hand tight.



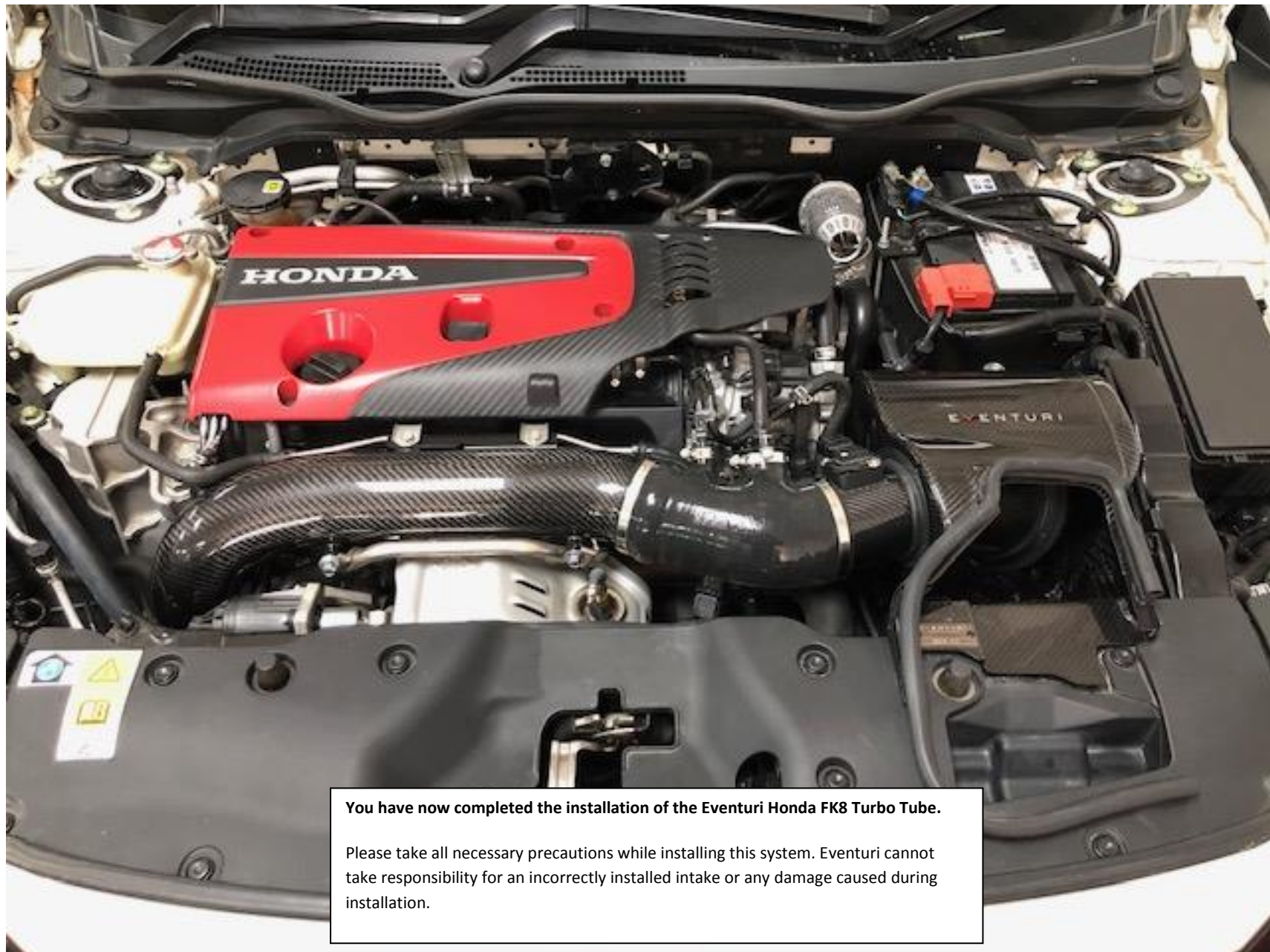
34. Take the new Silicon hose and use the 2 small hose clamps and the breather boss from your previous silicon hose removed from the intake (removed in step 2).



35. Install the new silicon hose.



36. Ensure the carbon MAF tube is pushed into the silicon as far as possible. Secure all hose clamps.



You have now completed the installation of the Eventuri Honda FK8 Turbo Tube.

Please take all necessary precautions while installing this system. Eventuri cannot take responsibility for an incorrectly installed intake or any damage caused during installation.