



1. Start by removing the Carbon MAF tube and the silicon hose connecting it to the OEM Metal Turbo Tube.



2. With both carbon and silicon tubes removed we can now remove the metal turbo tube.



3. Remove the boost line from the Metal tube.



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.



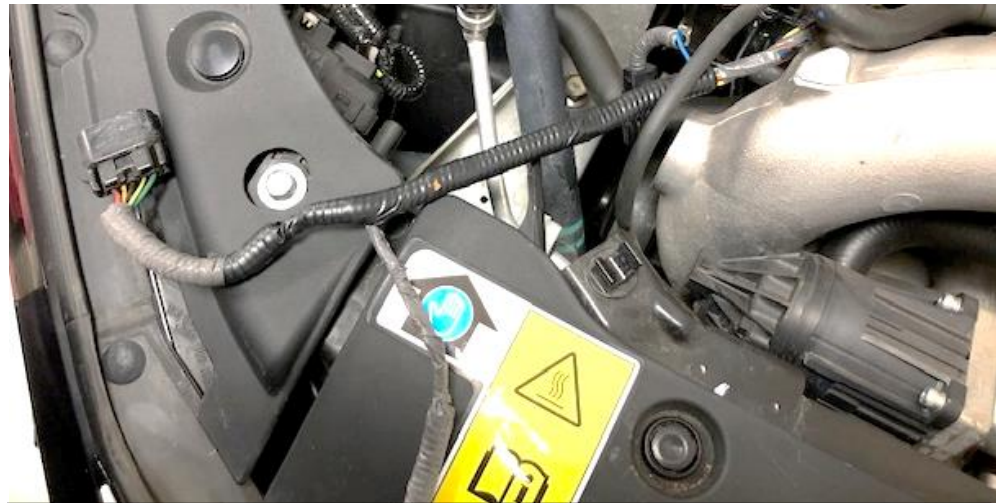
9. Remove the tape around the wiring harness. We now need to remove the plastic cover.



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.



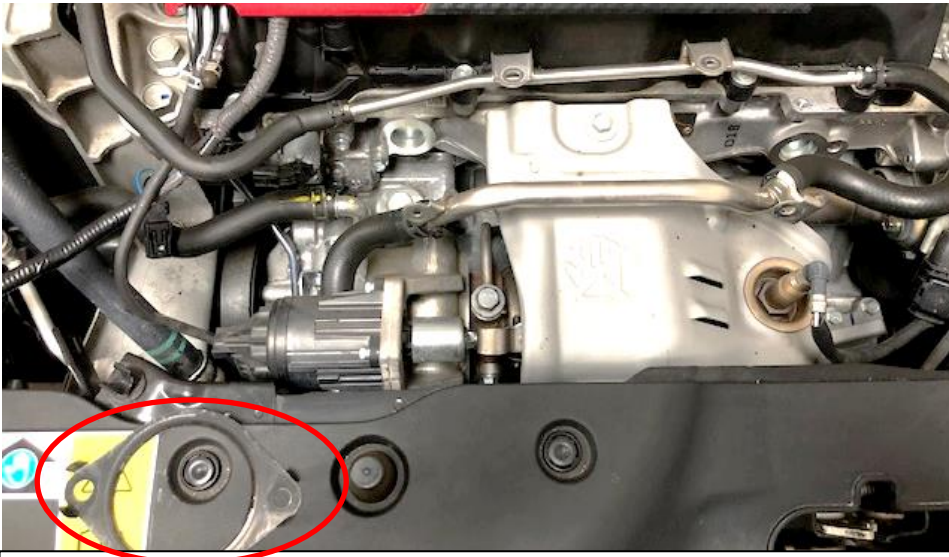
12. Use the supplied protective cable conduit and push the wires inside it. Cut to required length. The piece you cut can be used for the small length of wire which branches off. Tape around the conduit with electrical tape so that the wires are fully enclosed.



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.



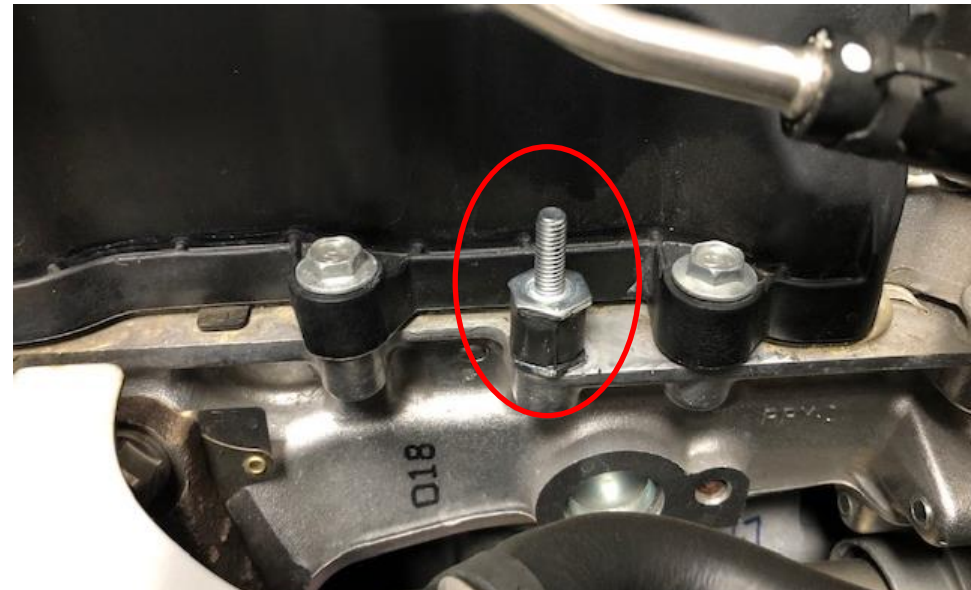
21. Install the flange onto the turbo with the 2 x M8 screws provided. DO NOT use the OEM screws. Ensure that the hose clamp does not touch any rubber tubes around it.



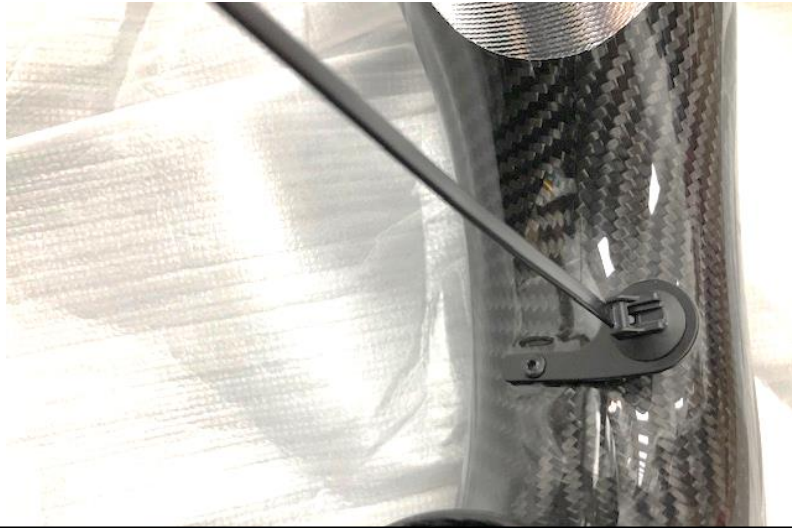
22. Place the second 60-80mm hose clamp onto the silicon coupler. Ensure it is loose. Position the head so that you can access it after the tube is in place – as shown.



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



24. Install the supplied anti-vibration mount to the tube mounting location on the engine. You removed a screw from step 14 here.



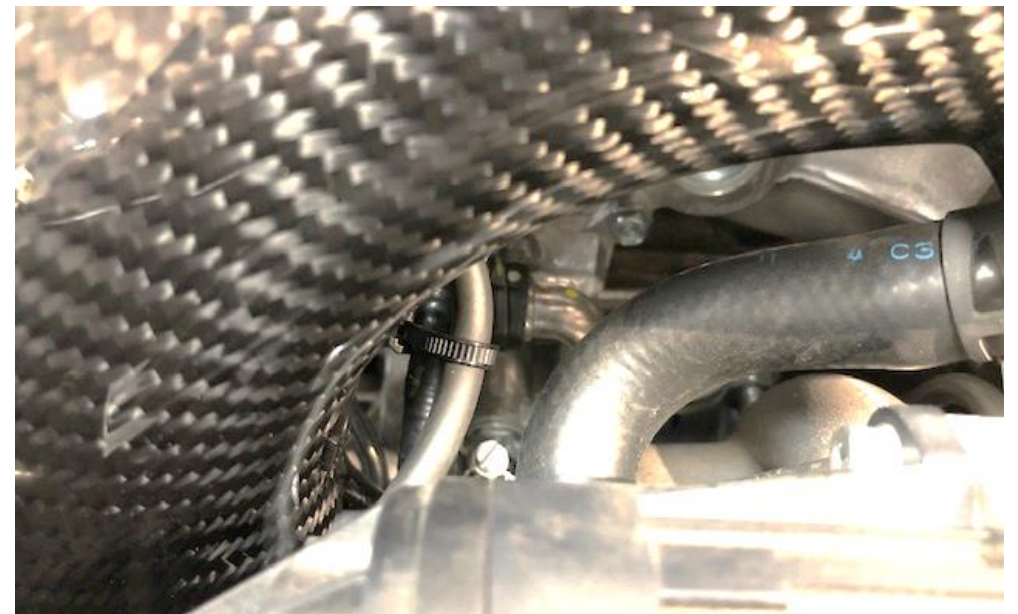
25. Insert the zip tie clip onto the small bracket on the carbon tube.



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. Rotate the tube to locate the bracket onto the anti-vibration mount. The bracket should sit flat on top of the mount.



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. Secure the tube with the supplied M6 Flanged nut over the anti-vibration Mount.



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 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. Secure all hose clamps.



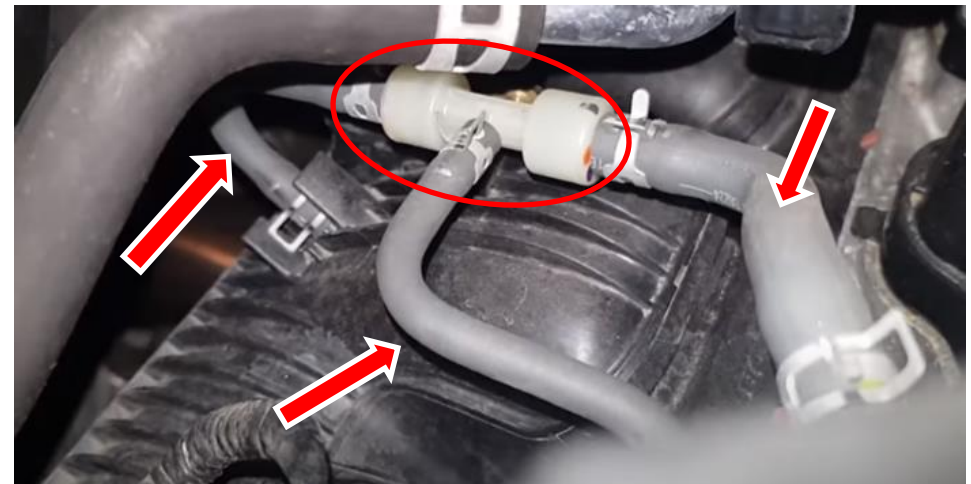
33. Now we must carry out the T Valve Modification. Your Turbo tube kit comes with 3 small bags containing 1 rubber pipe and 2 blanking plugs.



34. Remove the rubber hose from the OEM metal pipe on the Left side of the engine and blank it with the plug with part number 90634-PA0-000. In step 3 you initially disconnected the rubber tube from the turbo tube.



35. You now need to access the BACK of the engine. Remove the engine cover and locate the T-Valve which will be on the left side of the engine as you look at it from the front of the car. You might need to remove the scuttle panel for easier access.



36. Remove the T-Valve assembly including the 3 rubber tubes coming off it.



33. Replace the valve with the supplied HONDA rubber tube part number 36181-5BF-A00 and blank off the remaining tube with the blanking plug 90364-PA5-910.

The rubber tube connects from the actuator as shown.

The blanking plug goes onto the tube circled.



You have now completed the installation of the Eventuri FK2 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.