



Tools needed for the job

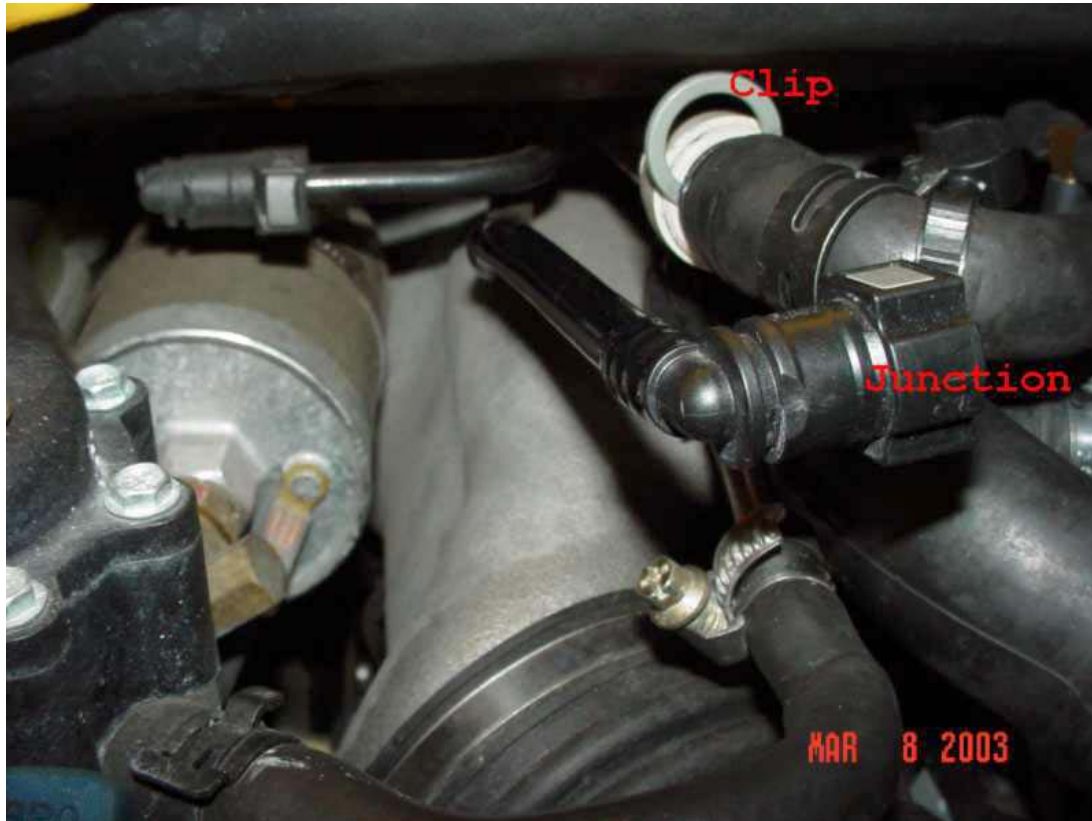
Needle Nose Pliers
Optional long needle nose pliers
Straight slot screw driver (small)
Straight slot screw driver long shaft medium head
1/4 Ratchet
1/4 socket size 10mm
1/4 socket size 13mm
4 washers 10mm

Total time is about 1.5-2 hours.

You will first want to lie something over the back of the car as not to scratch it. Remove the Factory air box by removing the 13mm bolt next to the decklid latch plate. Disconnect the MAF cable and loosen the hose clamp at the left side where it connects to the aluminum air distribution housing. Remove the airbox by lifting the right side up and rotating the airbox around counter clockwise up and out. Next you will want to remove the 2 10mm bolts holding the battery jumper box. The bolts are 1 and 2 on the diagram. Next remove the wire from the "Y" on the left intercooler neck. You can see that the metal "Y" has a slot that the wire drops down into. Pry the clip out of the slot and remove. Now the intercooler pipe should pull out. Be careful not to damage the o-ring. You should also cover the holes with a rag or a baggy and a rubber band to keep debris from falling in. You can also use a sizable rag to push in the hole. If you do make sure it is not far enough in that you cannot remove it. Do this for both the intercooler hose and the open hole of the "Y"



You will need to remove the clip that holds the upper hose over the BOVs. This is done by sliding the clip out as seen in the picture. Once the clip is removed you will notice the black sleeve pushes in and out of the mating portion. Pushing the hose all the way in the other section hold the inner black sleeve and pull the hose out. The metal neck will remove from the valve and will remain in the hose. Now pull the hose out of your way.



Next you will need to remove a few hoses. On hose #1 you will see a gray portion on the sides of the junction. While pressing these in pull on the opposite section of the hard plastic hose to separate. Pull the right side around and out of the way. Take caution not to bend or break this line. Next you will need to squeeze the clip of #2 together and move the hose off

of the metal "Y" to the intake. Hoses 3 and 4 go to the BOVs and remove in the same manner. You will also want to remove the vacuum line to the front BOV. The second unit is behind the first. You can hardly see the head of the second unit from pictures. This will be clearer in person.



Once the three clamps from the upper BOV ports and the "Y" have been removed you can remove the connecting hose as one whole unit. Once the hose is removed you can remove the lower clamps on the BOV and pull the front BOV out. Remove the vacuum line and the lower clamp and remove the rear BOV

Pull all the "Ford" style clamps out and place with the hose clamps provided with your BOVs. These are the screw type and are easier to use. Place the EVO BOV in the rear without installing the upper-vacuumed port. Screw the lower clamp in. Now place the vacuum line on the 90-degree swivel head port and place on top of the rear BOV.



Place the connecting hose back in its spot and secure the rear side clamp. Now place the front EVO BOV in and secure the clamps and vacuum line. Re secure the main clamp back on the "Y" as removed.





Reconnect the two upper hoses. Place the metal neck back in the port until it locks. Once it locks reinsert the plastic clip. Place the hard plastic hose back in its port. It will clip in, but with pressure only. Place the metal clip back on the "Y" as you took it out. Reinstall the OEM airbox and connect the MAF cable. Now place the intercooler pipe back in. You should hear it clip as it locks behind the clip. You can also confirm that it is locked in by pulling on it to see if it comes out. (Make sure you removed the rags before putting these back in) Once the intercooler hose is back in you will want to place the battery jumper box back in you will want to place a washer or two behind the box prior to putting the bolt in. This will keep the box from rubbing on the BOV or the hose.





When all completed the EVO stealth BOVs should not attract anyone's attention. You will notice better throttle/boost response as well as more boost pressure. Feel free to contact us at 480-317-9911 or via e-mail info@evoms.com.

That's it. Consider this a job well done. Now go out and test-drive your work

Insane Dedication To Performance

2125 E. 5th Street # 112 • Tempe, AZ 85281 • P: 480.317.9911 • F: 480.317.9901
www.evoms.com