

Installation Manual: EVO Fresh Air Induction System	
Porsche [®] Boxster [®]	
97-99 Boxster [®] 2. 5 L Manual Trans.	00-04 Boxster [®] 2.7 L Manual Trans.
97-99 Boxster [®] 2.5 L Tip. Trans.	00-04 Boxster [®] 3.2 L Manual Trans.

Installation tools required:	
Standard Screw Driver	8 mm Socket
Philips Head Screw Driver	10 mm Socket
3/8 Inch Drive Socket w/ Extension	13 mm Socket
6 mm Socket	8 mm Wrench
7 mm Socket	10 mm Wrench

Installation tips and notes: This installation of this kit has a high difficulty rating. Only perform the installation when the engine is cool. When working on any induction system, be careful not to get any debris in the intake track. Take care not to scratch the finish with belt buckles or buttons while leaning over the vehicle. After the installation, the ECU (Engine Control Unit) will automatically recalibrate for the increased air volume. For technical support dial: 480-317-9911

OEM Air Box Removal:

- 1. To access the engine compartment, please refer to your owner's manual.
- 2. Remove the driver side fresh air scoop. There is a Phillips screw on top that must be removed. Use a padded screwdriver to work around the four corners of the fresh air scoop. This is held in with a snap clips around the perimeter. To remove the grill, unclip the 3 fragile plastic arms that hold it in place. We now have access to the plastic fresh air snorkel (Appendix A), which also requires removal.
- 3. Remove the snorkel (Appendix A) by first pushing it up, then down and then pull the snorkel towards you. It is on tight and it does pull off with some force.
- 4. Now it is time to move to the top of the motor. Remove the MAF (See Appendix A) sensor from the OEM air box. Note: This sensor is very sensitive especially when it is hot! Be very careful when handling this sensor! You will need a T-20 tamper proof torx (provided with the kit) to remove. Install the MAF sensor into the new induction tube using the screws provided. Be cautious not to over tighten. Remove the gold color band clamp that connects the plastic air box tube to the throttle body. Also remove the band clamp at the other end that connects this same tube to the main air box.
- 5. Remove the air box tube (See Appendix A). Some models equipped with additional resonance chambers may require the chambers to be removed before the main tube can be extracted (See Appendix A).
- 6. The purpose of the next few steps is to make room in order to remove the remaining portion of the air box. We will have to move the driver's side intake manifold and throttle body housing in order to achieve this. Loosen the large clamps that couple the center throttle body housing(s) to the left and right intake manifolds. Be sure to note the presence of the vacuum lines that feed into these rubber couplers. There is a 10mm nut, which mounts the throttle body housing which will also need to be removed. You can also move the 1" plastic vent line, which connects, to the throttle body housing.
- 7. To move the driver's side intake manifold unbolt the six 10mm bolts which hold the intake manifold to the head. You will also want to remove the two 8mm bolts that hold the vent line flange to the driver front side of intake manifold near the firewall. **Be careful not to drop anything!**



- 8. Remove the air box hardware. In a triangular pattern there are four 10mm bolts, which hold the air box in place. One on the firewall behind the driver's seat, one on the driver's side fender side just below the fresh air scoop (which has to be accessed from underneath the car) and the last one on the driver's fender side just above the fresh air scoop. There is an additional bolt on the underside that can also be removed.
- 9. Removing the OEM air box. It is helpful to have two persons for this step. Move the already loose intake manifold towards the center of the motor. This will give you enough room to work the stock air box out. The MAF side coming out first is the easiest way. This is the hardest part of the installation. It is a very tight squeeze and will take some force to remove it.
- 10. You are now ready to install the EVO performance induction kit.
- 11. First step is to place the EVO fresh air box into position in the car and bolt the bottom into position. Leave the top bracket unbolted until all of the other components are attached. Some cars may require some minor trimming on the fresh air box for a perfect fit.
- 12. Reassemble the intake manifold, and throttle body housing. Be sure to reconnect all vacuum lines, vent lines and tighten all of the clamps. On pre 2000 cars be sure that the throttle cable is riding on top of the black support.
- 13. Insert the longer end of the EVO Aluminum MAF tube into the hole of the EVO fresh air box in order to attach the cone filter. The short end (end with larger diameter) will point towards the rear of the car. Install the EVO cone filter in the EVO fresh air box and secure it to the EVO MAF tube by tightening the hose clamp.
- 14. Install the EVO fresh air box support bracket and tighten.
- 15. Install the OEM air intake duct: You will reinstall the OEM air duct that use to connect from the OEM airbox to the OEM throttle body. Some of these air ducts have resonance chambers that will have to be removed. Once these resonance chambers are removed, insert the included billet plugs to block off the holes and secure with the OEM clamps.
- 16. Connect the OEM fresh air duct with the blocked off resonance chambers back in the same way as it was removed. Connect the one end to the EVO aluminum MAF housing and the other to the throttle body. Secure it with the OEM clamps.
- 17. Make sure all connections are tight with no leaks.
- 18. Start the car and allow the engine to idle. Some cars may surge or have an erratic idle for a couple of minutes. Because the engine is reading more airflow than before, it will take some time for the ECU to relearn the new airflow requirements.
- 19. Reinstall the engine cover, carpet and the cabriolet top latching cables and your ready to go.
- 20. Thank you for purchasing the EVO[®] Boxster Induction System and enjoy the new performance.

EVO Air Intake Components pictured with the OEM Tube



OEM Air Box Tube Note: Not all cars have the Resonance chamber. If your car does not have the chamber, discard the billet plug.





EVOMS High Flow Air Intake Installed



