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**INSTALLATION INSTRUCTIONS FOR
CARBON FIBER AIRBOXES & FRONT ENGINE COVER
FOR ALL NON-TURBO MERCEDES AMG 63 MODELS**

Please take the time to fully read over these instructions before attempting to install the kit. This will greatly speed up the installation process and minimize any difficulties you may encounter.

Tools Required:

- T20 Torx Headed Screwdriver
- Allen (hex) key
- Flat head screwdriver
- Sharp utility knife

Kit includes:

- 2 – Carbon fiber engine covers
- 2 – High flow performance Air Filters
- 2 – Allen head set-screws
- 2 – Closed cell foam MAF sealing gaskets
- 12 – Rubber Backed Washers

LABOUR ESTIMATE GUIDE

0.5 Hours

Step 1:

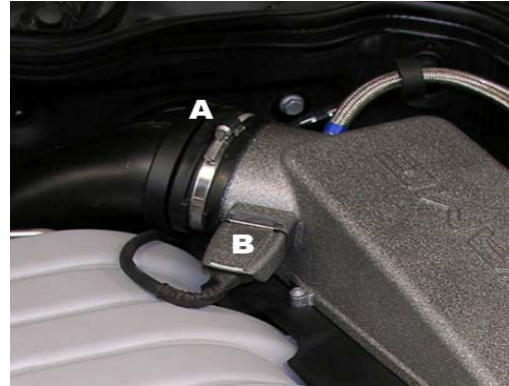
Remove the factory engine cover. This is done by carefully pulling up on it. It is held in place on 6 points and no tools are required for removal.

Step 2:

On each airbox, using a flat headed screwdriver, loosen the hose clamp (A) that connects the airbox lid to the OEM Y inlet pipe.

Step 3:

Remove the MAF cover (B) on each airbox by sliding it off and then disconnect the wire that leads to the MAF sensor. This is done by depressing the tab on the side of the sensor and by pulling apart.



Step 4:

Using a T20 Torx screwdriver, remove the 12 screws that hold the airbox lids to the airbox bases. Once this is done the airboxes can be lifted out.

Step 5:

Remove the stock air filters and replace them with the high flow units included in the kit.

Tip: When installing the new air filters it is a good opportunity to clean any debris that may be lining the plastic OEM airbox bases

Step 6:

Using a flat head screwdriver, pry off the clips that hold the black MAF sensor to the silver airbox lid. There is one clip on top and one on the bottom.

Once the sensor is removed, repeat the procedure to the other airbox.

Note: The sensor has a rectangular rubber sealing ring. Note its location and **MAKE SURE** to remove this seal as it will no longer be needed



Step 7: IMPORTANT

The sensor on the left and right airbox are the same but when installed it is important to get their orientation correct. For this reason:

ON THE DRIVERS SIDE: The sensor will have the Bosch ID label facing **DOWN**
ON THE PASSENGER SIDE: The sensor will have the Bosch ID label facing **UP**

There are some minor variations on the casings that BOSCH has used for the construction of the MAF sensors. Below are some notes and small external modifications that may be required to ensure an easy fit depending on the model of MAF that you have.

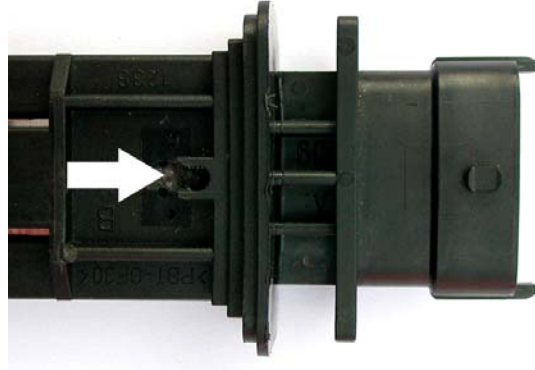
NONE of the modifications affect the function of the MAF or the ability to re-install the MAF to the OEM airboxes.

Notes on the MAF Sensors:

Oval depression:

On the side of **some** MAF sensors (opposite the Bosch ID labe) there is an oval-shaped depression shown in the image right.

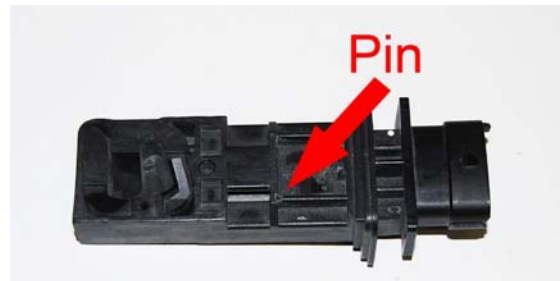
Using a sharp utility knife, trim off the end of the oval opening as indicated by the white arrow.



Alignment pin:

Some MAF sensors have a tiny indexing pin located on the side opposite the Bosch markings. This pin may interfere with the ability of the MAF to slide into the housing.

Using a sharp utility knife trim the pin off of the MAF.



Step 8:

Replace the rubber rectangular MAF seal (removed in Step 6) for the included closed cell foam seal.

Note that the foam seal has a white paper backing on one side. Remove this backing (which exposes an adhesive layer) and install the gasket with the adhesive side **AGAINST THE PLASTIC OF THE MAF** ensuring that it is seated in the same location as from factory.

Take your time to ensure a good and even seating of the gasket



Step 9:

Observing the MAF orientation from **Step 7**, and with the foam gasket installed as per **Step 8**, slide the MAF sensor with its rectangular gasket into the airbox making sure to push it **UNTIL THE FOAM MAF SEAL IS TOUCHING AROUND ITS CIRCUMFERENCE AND IS COMPRESSED ENSURING A GOOD SEAL. IT IS NOT NECESSARY FOR THE PLASTIC LIP OF THE MAF TO FULLY TOUCH THE PERIMETER OF THE CARBON AIRBOX HOUSING**. While holding the assembly tightly, tighten the Allen head set-screw (A). Make sure that the screw is tight.



TIP: A drop of glue (included in the engine cover kit) on the threads of the Allen screw will prevent it from loosening in the future.

Note: The drivers side will have the screw on TOP while the passenger side will have the screw on the BOTTOM

Step 10:

Included in the kit are 12 rubber backed washers. One by one, slide the OEM airbox screws (removed in Step 4) through these washers.

**ENSURE THAT THE RUBBER SIDE IS FACING THE AIRBOX
(NOT THE BASE OF THE SCREW HEAD)**

Tip: The rubber backed washers can have the rubber lubricated with dish soap, petroleum jelly, oil, grease or any other lubricant to prevent them from grabbing on the carbon during install. If the rubber of the washer grabs during install, it can tear the rubber affecting the aesthetic and cushioning properties of the washer.

Step 11:

With the carbon airbox lids now assembled they can be re-installed in the reverse order of removal. Make sure all fasteners, clamps, and connectors are re-installed, tight, and secure before driving the vehicle.

Step 12:

Start the car and let it idle for 5-10 minutes. During this time DO NOT ACCELERATE THE ENGINE AT ALL. This will allow the computer a chance to re-calibrate itself to the increased airflow offered by the intake. The install is now complete. Be sure to double check the tightness of all connections, bolts, and clamps before driving the vehicle.

INSTALLATION INSTRUCTIONS FOR CARBON FIBER ENGINE COVER FOR ALL NON-TURBO MERCEDES AMG 63 MODELS

Tools Required:

- Flat Headed Screwdriver
- Sharp knife or die grinder

Kit includes:

- 1– Carbon fiber engine cover.
- 1 – Glue Tube

Step 1:

Remove the factory engine cover. This is done by carefully pulling up on it. It is held in place on 6 points and no tools are required for removal.

Step 2:

The Mercedes Star is held to the factory engine cover by 6 pins that are melted in place on the back side of the engine cover. Using a die grinder or sharp knife, CAREFULLY grind or cut away the melted plastic to remove the star. Clean the star well to make sure there is no grease, oil, or dirt on it.

DO NOT CUT OFF THE MOUNTING PINS



Step 3:

Included in the kit is some fast-setting glue. Place a small amount of glue into the 6 mounting holes on the carbon fiber cover and lay some glue around the perimeter of the mounting circle for the star. At this time install the star on the carbon fiber cover and hold it firmly in place for 30 seconds. The glue will fully cure in about 5 minutes.

Step 4:

On the bottom of the factory cover there are 6 metal clips that are press fit onto the cover. Using a flat-headed screwdriver, pry these clips off and transfer them to the carbon fiber cover.

It is important to note that the clips on the OEM cover must be removed with care to avoid deforming them. In particular each clip has 4 sharp 'teeth' bent into their shape whose purpose is to dig into the material they mount to maintaining their grip. When transferring the clips to the carbon cover ensure that the 'teeth' are intact and not bent. Also ensure that the clips themselves have not been bent causing a less than tight hold on the carbon cover. This is the most common cause for lids that do not want to stay in place and can be avoided with a little attention during installation.

We apologize for not including new clips and requiring installers to re-use the original hardware. OEM clips are a Mercedes specific part and cannot be purchased separately nor are they available from any private sources

Step 6:

With the carbon cover now assembled, clip it onto the stock mounting locations. Installation is the reverse of the removal done in Step 1.