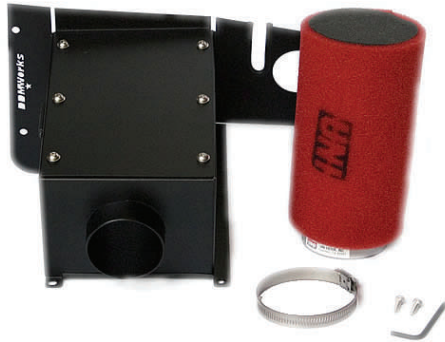


Cold Air Intake for MINI Cooper S R53 (2002-2006)



This Cold Air intake improves on the MINI Cooper S by supplying cold air to the supercharger, and also a larger 2 3/4" intake.

Installation time of the Cold air intake depends on you and your mechanical skills. It is suggested that you read through the directions (see link below) a few times to familiarize yourself with the components of the kit, and your car.

If you are pretty handy with tools the intake can be installed in under 30 minutes, however we suggest that you schedule at least an hour or two for the install.

If you have any questions during the installation you can call us at (864) 907-6004 or email us at Tech@ddmworks.com

TOOLS NEEDED

| |
|------------------------------------|
| Socket wrench w/ long 8" extension |
| 10mm and 13mm sockets |
| 10mm and 13mm wrenches |
| Small Phillips head screwdriver |
| Torx. Bit T-25 T-30 and T-40 |

Before we start installing the intake you need to do the following:

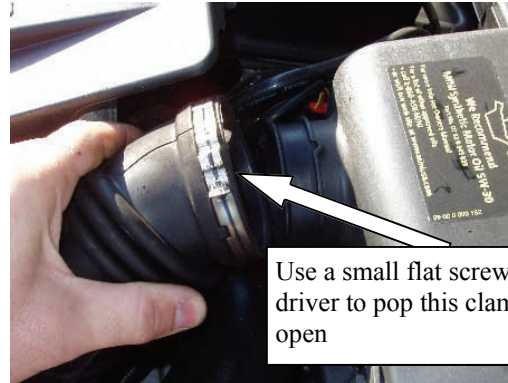
1. Make sure the car has had time to cool as we will be working closely with the engine.
2. Disconnect the negative terminal from the battery.

PACKING LIST

| Qty | Item |
|-----|-------------------------------------|
| 1 | Intake Box |
| 1 | Lid installed on box |
| 1 | Hose clamp (#44) |
| 1 | 2 3/4" Inlet Foam Filter, pre-oiled |
| 1 | Battery bracket |
| 2 | M6x12 button head bolt |
| 4 | M6 flat washers |
| 2 | M6 lock washers |
| 2 | M6 nuts |
| 2 | Stainless Phillips Screws |
| 1 | Hex Key |
| 1 | 13mm Stainless Hex Head Bolt |
| 2 | 13mm stainless steel flat washers |
| 1 | 13mm stainless steel lock washer |
| 1 | 13mm stainless steel nut |

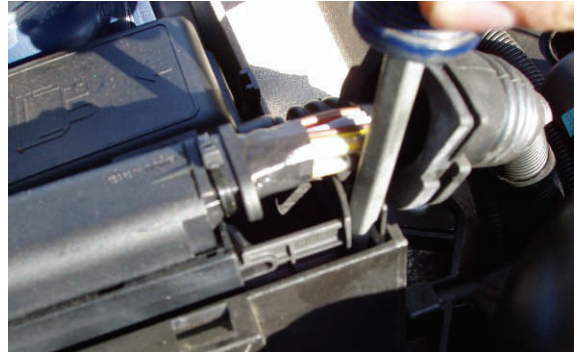
Removal of Stock Filter Assembly

1. Open the trunk and using a 10mm socket, loosen the bolt on the positive terminal of the battery. Remove the positive terminal from the battery and make sure that it can not touch the positive terminal on the battery.
2. Now we are going to release the hose clamp that is holding the intake tube onto the stock air box. You can release these hose clamps by inserting a small screwdriver into the clamp and prying the clips apart.
3. Next remove the plastic positive battery terminal box from the passenger side of the stock intake box. It simply pulls up and then can be pushed to the side.
4. The next step is to remove the weather stripping along the plastic back wall that separates the engine bay from the cowl area. Simply pull up on the weather stripping and it will come right up. You only need to pull up the part of the weather stripping that is attached to the plastic separator.
5. Now using the T-25 torx bit we want to remove the 2 screws that are holding on the front of the stock air box. Be careful when removing the screws so that they do not drop down into the engine.
6. Once the two screws are removed from the front of the stock air box, the top of the air box can be removed. It takes a little wiggling to get it to come out but it will. Also remove the stock air filter at this time also.
7. Your intake should look like the picture to the right at this point. This is a good time to clean the plastic bottom of the stock intake.
8. Next remove the cover on the factory ECU. To do this simply push in the two tabs located on both sides of the cover, this will release the front of the cover. Then slide the cover forward a little which will release the two tabs on the back of the cover, you should be able to fully remove it now. Set this aside, as we will be re-using it.



Removal of Stock Filter Assembly (cont.)

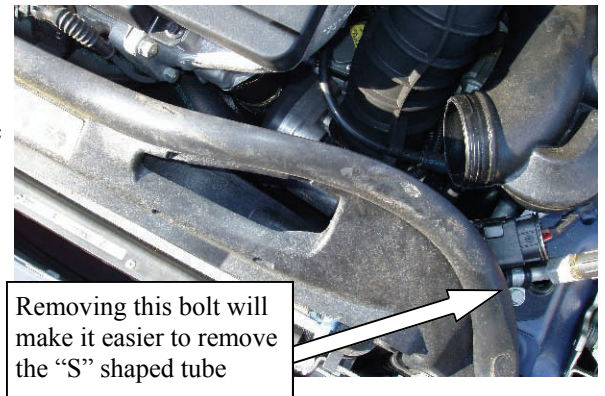
9. Now we will release the two (2) wiring harnesses that plug into the factory ECU. (make sure that you did disconnect the battery at this point). To release the wiring harnesses, there is a release that slides. If you look below the wires coming out of the harness you will see a rounded tab that looks like you fingers can fit into it. On the front harness this tab can be pulled towards the front of the car. If you have bigger fingers, try using a screwdriver to pull with, do not pry with the screwdriver though. Once the release slides forward about 1 1/4" the harness should be released and you should be able to simply pull up and remove the harness from the factory ECU. Now repeat the same process for the wiring harness on the back of the ECU. Except this time the release will slide towards the back of the car. Once both wiring harnesses are released we are on to the next step.



10. The next step is removing the plastic intake tube coming from just above the radiator. We will need to release another hose clamp by using the small blade screwdriver again, like we did on the first hose clamp.

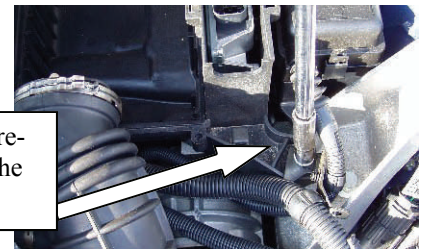
11. Once that hose clamp is released the plastic scoop that attaches to the radiator support can be pulled out, by releasing the four (4) tabs that hold it into the radiator support. Once it is released remove the plastic scoop from the car.

12. Now we will remove the "S" shaped tube that connects to the bottom of the stock air box. This is made easier by removing the 10mm head bolt that holds down the fan connector and the A/C connection. The "S" shaped tube simply pulls out of the bottom of the stock air box. Once it pops out of the air box, if you rotate and twist the tube you can remove it from the car.



13. There is a 10mm head bolt that is holding on the corner of the bottom of the stock air box. Remove that bolt, making sure you do not drop it into the engine bay. Once that bolt is removed, the bottom of the stock air box can be removed. The bottom of the stock air box is held in by two (2) rubber mounts underneath on the back of the box. These will simply pop off their mounts if you pull up gently on the back of the stock air box bottom. Once you have bottom of the stock air box removed, it is on to the plastic separator.

Remove this bolt to release the bottom of the stock air box



14. The rear plastic separator is the next thing to be removed. We will start by removing the two (2) T-30 torx screws that are holding the separator on the passenger side of the separator. Once you remove both screws, set them aside as we will be re-using them. There is also a plastic Phillips head retainer on the drivers side of the plastic separator that will need to be popped out.

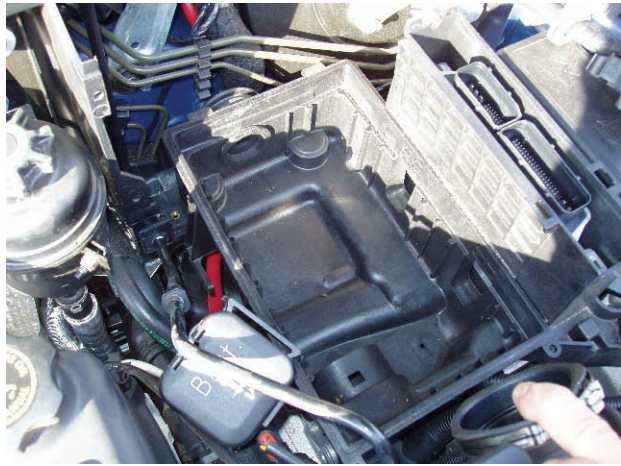
15. All that remains to remove the rear plastic separator is removing the two (2) T-40 torx head bolts. Remove these two (2) bolts and the plastic wall separator will lift out.

16. If your engine looks like the picture on the right, you are ready to install the DDM M62 Cold Air intake!



Installation of DDM M62 Cold Air Intake

1. First we will start by re-installing the two (2) T-40 torx bolts that were removed earlier. Re-install them now.
2. Now get the bottom of the stock air box, and re-install it into the car by popping the back over the two (2) T-40 torx bolts you just re-installed. You will also find the 10mm bolt that we removed earlier and re-install it on the front corner of the box.
3. After tightening down the bolt holding in the corner of the bottom of the stock air box, we are going to put the "S" tube back in. Start by twisting it into place and inserting the tube into the bottom of the stock air box. Once you have that side inserted, re-install the plastic scoop that you removed into the radiator support by lining up the four (4) clips that hold it in place and pressing it firmly into place. Make sure that the "S" tube fits into the rubber coupler on the plastic hose scoop. The hose clamp that we popped open earlier will need to be clamped shut. Do this by using a pair of pliers and gently squeezing the two parts of the clamp together, until it snaps into place.
4. Once you snap that hose clamp back together, go ahead and re-install the bolt that we removed that holds the fan connection and the A/C connection in place.
5. Using the provided Allen wrench remove the lid from the new DDM M62 Air box. Also remove the 13MM head bolt on the corner of the intake and set aside.
6. Set the DDM intake into place over the bottom of the stock air box. We will start securing the new DDM air box by re-installing the two (2) T-30 torx bolts on the passenger side of the air box. Next using the supplied stainless steel Phillips head screws, secure the two (2) tabs on the front of the DDM air box. The final attachment point is the 13mm head bolt on the drivers side corner of the intake. Once all of those bolts and screws are tight we are ready for the next step.
7. Remove the pre-oiled UNI foam filter from the bag. You will need to loosen the hose clamp on the filter a couple turns to fit it on the intake tube. Also it helps if you wipe the inside of the filter flange to get any oil off of the inside of the flange. Once the filter is ready, install it on the tube and tighten the hose clamp on the filter.
8. Next put the battery positive terminal onto the bracket on the passenger side of the DDM intake.
9. Fit the stock rubber hose onto the front of the DDM intake. If you are using the stock rubber hose, it helps to heat the intake hose with a hair dryer to get it to stretch over the larger tube in the DDM intake. Once you get the rubber hose on, use the supplied hose clamp to tighten it onto the tube on the DDM intake.
10. Now find the two (2) wiring harnesses that go to the factory ECU. The harness that comes from the brake master cylinder fits nicely into the slot in the DDM intake with the protective edge on it. After putting the harness through the slot, re-connect it to the ECU by pushing the connector on gently and pushing the sliding lock back in until you get a good firm connection. Next, re-connect the front factory ECU harness. RE-install the lid on the factory ECU. Your car should look like the picture to the right.



Installation of DDM M62 Cold Air Intake (cont.)

12. Re-install the factory edge molding in front of the cowl area, on top of the new DDM intake.
13. Final clean-up. Make sure all bolts are tight and all hose clamps secure. While you are looking around, it is a good time to check your brake fluid level, oil level, washer fluid level and tire pressures.
14. Your car should look like the pictures below at this point.
15. Lastly re-connect the positive terminal on your battery using the 10mm socket.



Congratulations!

You did it! With the cold air intake installed your supercharger will be able to develop more power and improve your supercharger kit. Now go enjoy your new DDM modification! If you have any questions feel free to give us a call or send us an email.

Take Care,
DDMWorks Team

