

## M7 Cold Air Intake (R53) Install Guide



Please Check the following parts list to ensure that you have all necessary pieces for installation.

### **M7 R53 Cold-Air Intake**

- Cold Air Intake Housing
  - Finish:  Stainless Steel  Black Powder Coat
- 91/4 Rubber Seal (Installed)
- 53/8 inch Rubber Seal (Installed)
- 5inch Rubber Seal w/Slits (Installed)
- Filter
- Hose Clamp
- 1 Mounting Screw w/2 Flat Washers, 1Spring Washer, and 1 nut (5/16inch)
- 2 Screws

### Disconnect your battery.

Remove the clamp and the intake hose connected to the filter box (The hose clamp will be replaced). Pull up on the rubber weather stripping lining the plastic back wall separating the engine bay from the cowl area. Pull up on the positive battery connection point to release it from the top of the air filter housing. Remove the two T-25 screws located toward the front of the car that are holding the upper filter housing in place (Location noted by red circles). Remove the upper filter housing and the filter element.



Follow the positive battery cable down towards the bottom half of the air box. Maneuver it out of the slot that holds it next to the lower air filter housing.

Remove the plastic intake tube connected to the radiator shroud. Release the 4 tabs that lock the tube into place and remove it from the car. The "S"-shaped plastic tube is connected to the bottom of the airbox. Pop it out from its connection. With some turning and maneuvering, the tube can be removed from the engine bay.

Remove the ECU cover located to the right of the air box.



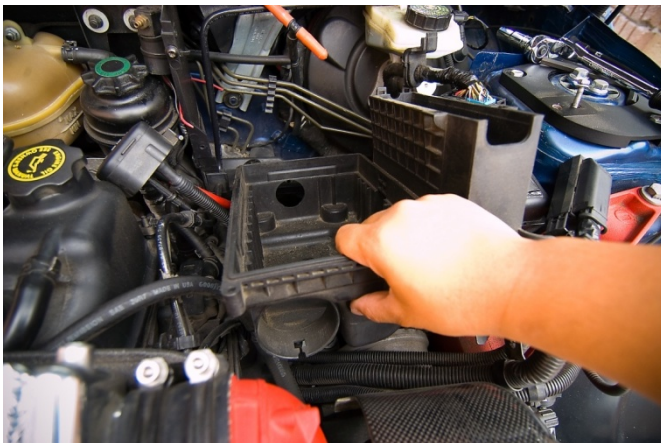
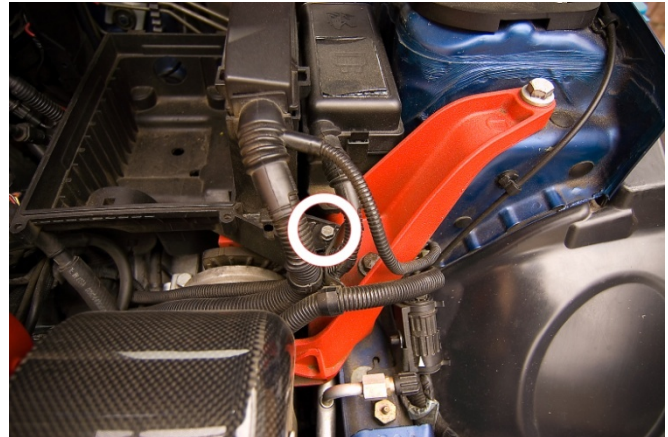
The two ECU Wiring Harnesses have to be removed.  
**BE SURE THAT THE BATTERY IS DISCONNECTED.**



Look to where the actual wiring ends and goes into the connector. Under this junction, there will be a lock with two hook-like tabs. To release the locks, you have to pull on the hooks. For the harness closest to the front of the car, this will slide to the front. For the harness closest to the rear of the car, this will slide to the rear. Both of these will slide out about 1 ¼". If your fingers are too big to get into the hooks, try using a screwdriver to slide the locks out. Make sure you're not bending these pieces, it should slide straight out. Do

this for both of the wiring harnesses. Afterwards, the wiring harnesses can easily be removed from the ECU. Move the two harnesses out of the way.

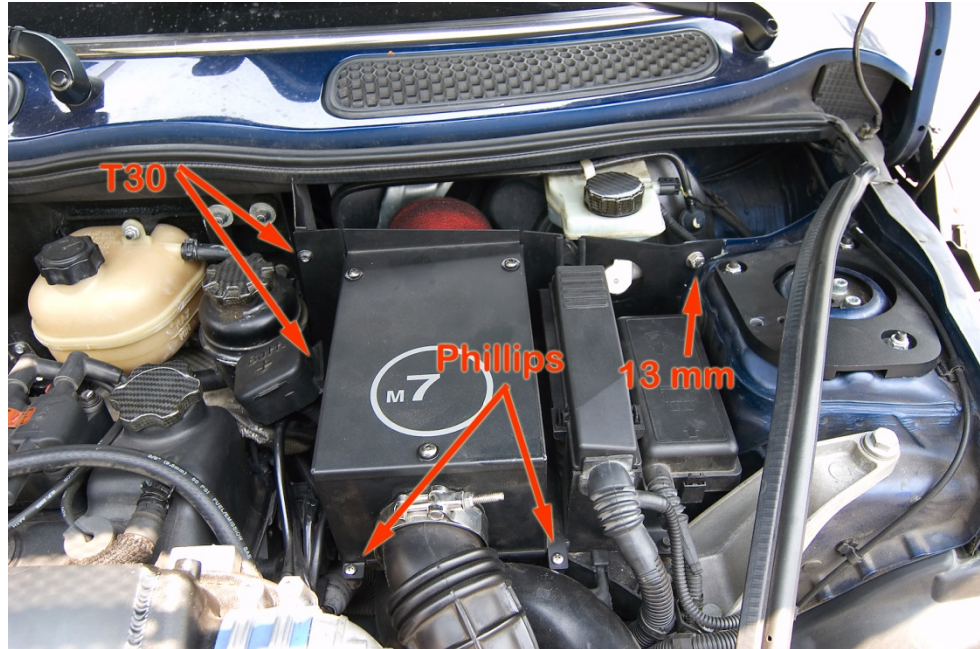
At the front driver's side corner of the ECU box there is a 10mm bolt holding the lower air filter housing in place. Remove this bolt (be careful not to allow it to drop into the engine bay) and the lower air filter housing will be free for removal. Simply pull up on the lower air filter housing and it will be out of the car. There will be some resistance from the back of the box because it is held in by two rubber mounts. These will pop off of with enough pulling force. Set all of these parts aside as you will need them for reinstallation.



With the bottom of the stock airbox out of the car, the last thing to remove is the plastic separator. There are 2 T30 screws on the passenger side of the separator. Remove these two as well as the plastic Phillips retainer screw on the driver's side of the separator. Remove the 2 T40 screws holding in the bottom of the plastic separator (these may be hidden under two large rubber caps used for holding in the bottom of the airbox). The back separator can now lift out of place.

Re-install the 2 T40 screws and replace the bottom half of the airbox. Reconnect the 10mm bolt that holds down the front of the ECU box. Reinstall the "S" tube by twisting it back into place until it connects with the bottom of the airbox. Be sure to reconnect the smaller plastic intake tube that connects to the radiator shroud.

Remove the lid from the M7 Cold Air Intake and place the main part of the box into the engine bay. Reuse the T30 bolts to connect the passenger side of the M7 CAI to the cowl area. Attach the 13mm bolt/ nut set on the driver's side of the intake. Use the 2 stainless steel screws to attach the front tabs of the intake to the bottom of the stock airbox. Reconnect the OEM rubber intake tube to the CAI using the provided clamp to tighten this connection (the clamp has a 10mm nut for tightening).



Loosen the clamp on the foam filter. Wash away and dry any oil on the rubber part of the filter (do not wash oil off from the foam element or you will need to purchase and use a re-oiling kit). Slide the filter onto the tube inside of the CAI and tighten the hose clamp. Reinstall the lid.

Place the positive battery connection onto the hook on the side of the M7 CAI (similar to the OEM holder). Reinstall the rubber weather stripping to the partition between the engine bay and the cowl area. Check to make sure that all of the connection points are tightened down so that no air leaks exist. If all is well, **reconnect your battery** and you're done!

If you need further help, please email [techsupport@m7tuning.com](mailto:techsupport@m7tuning.com) or call our office at 562-608-8123 Monday – Friday, 9:30am – 6pm PST.

Enjoy the Ride,  
Team M7