

M7 Super AGS (R56)



Tools:

T-25 Torx
10mm Wrench
Flathead Screwdriver
Phillips Screwdriver

Estimated Install Time (*Actual time may vary*):
45 minutes – 1.5 Hours

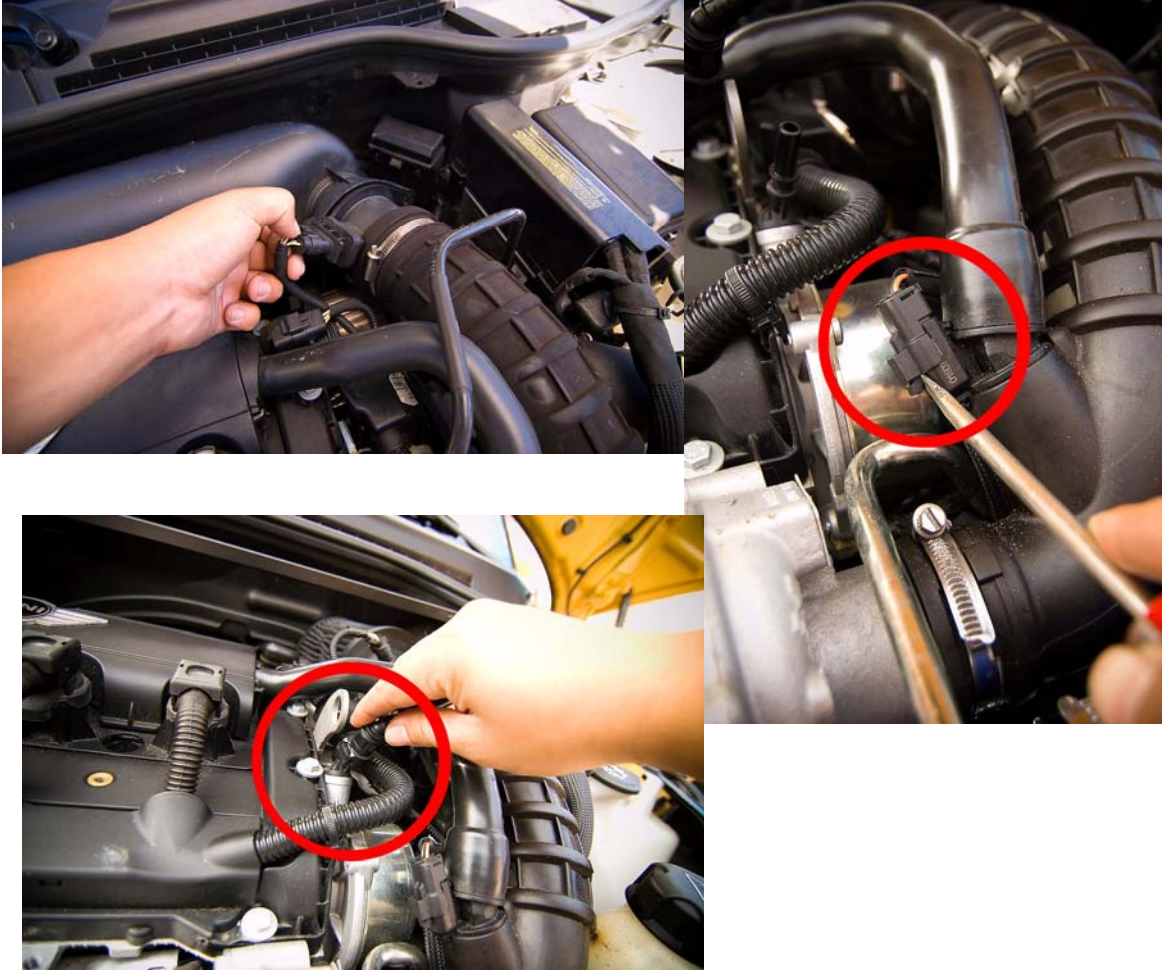
Parts Checklist:

- 1 AGS Unit (7" foam strip pre-applied to bottom)
- 1 Filter Bezel with emblem Black Silver
- 1 Filter
- 4 Black Plastic Pin Fasteners
- 2 Clamps
- 1 Elbow Hose Black Blue Red

Procedure:

Disconnect the battery.

Disconnect the wiring harnesses on the intake hose and the sensor tubes around the intake hose.





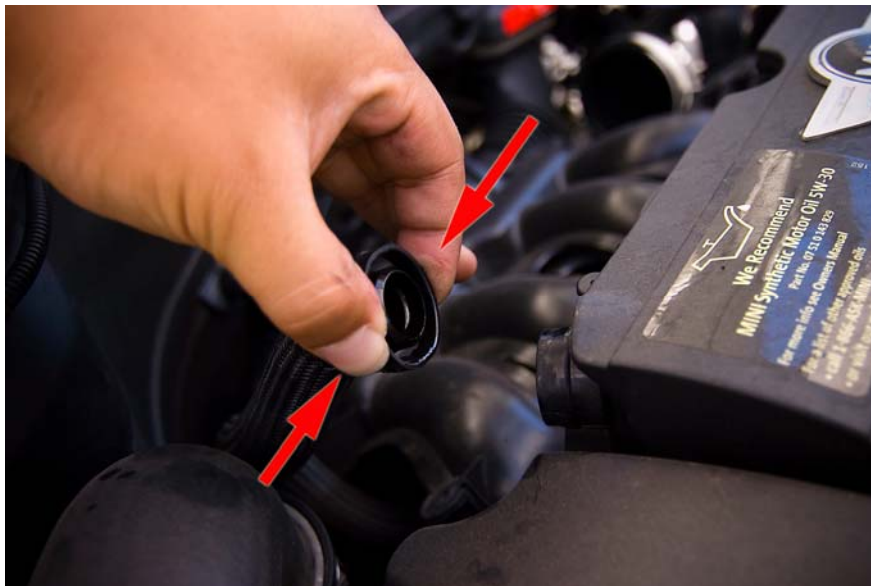
Loosen the hose clamps holding the MAF sensor to the intake hose and the intake hose to the turbo.



Remove the recirculation tube by unlocking the U-shaped lock unit. There are two tabs (one on each side of the lock) that need to be pushed in with a flathead screwdriver. The lock slides up and out of place. When this is removed, the recirculation tube can be pulled out.

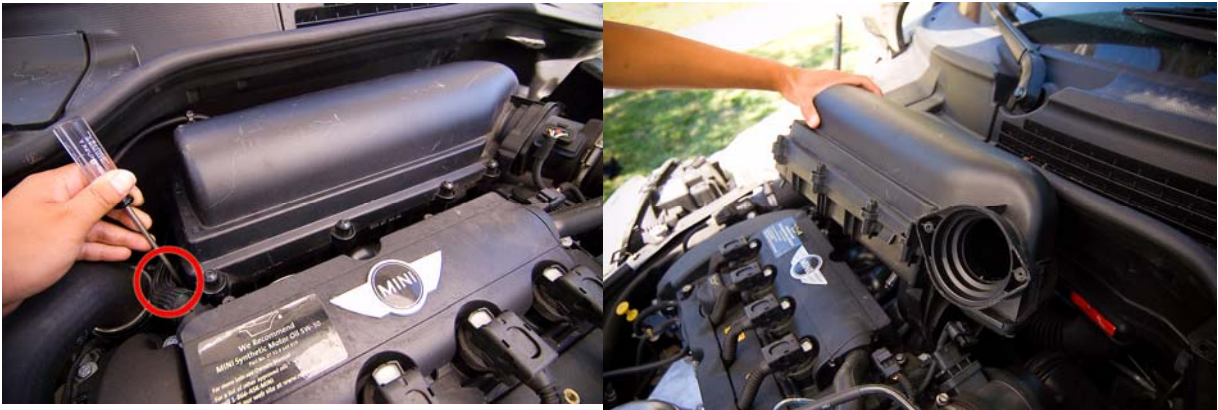


Remove the intake hose. In order to keep the wiring harness safe from chaffing, the MAF sensor has to be slightly rotated when the M7 Super AGS is installed (2009+ JCW cars do not need to cut this notch). Cut a similar MAF sensor notch in the hose about $\frac{1}{4}$ of an inch to the left of the original notch. After this has been done, re-install this hose (do not reconnect to the MAF sensor at this time).



Remove the tube connected to the valve cover on the passenger side of the car. Pinch the locking ring and pull the tube out. This will help with removal of the stock air box.

Remove the T-25 securing screw holding in the stock airbox. This is located on the passenger side just under the tube you just disconnected. Save this screw and the plastic spacer for later. Pull the airbox out of the car. Once the stock airbox is out of the car, remove the MAF sensor from the airbox and set it aside.



Remove the lower intake hose.

Disconnect the sensor tube from the clip by pulling the tube towards the driver's side of the car.

With a flathead screwdriver, release the intake hose from the bezel in the front of the car (near the headlight). When the hose is disconnected, remove it from the car by twisting it counter-clockwise out of place. You will no longer need this hose.



Next, assemble the M7 Super AGS:
Place the filter over the lower box. Place the bezel over the filter and lock it into place with the four plastic locking screws.



Loosely install the silicone elbow as shown. Note that the MAF sensor is also attached to the elbow. Although the clamps are installed, do not tighten them down at this time.



Note that there is a closed-cell foam strip attached to the bottom of the Super AGS. This should be pre-installed 1 inch in from the edge with the bracket and 1 inch in from the back edge of the intake. This location will have the foam sitting right on top of the intake manifold of the engine. When the unit is installed, this foam strip will help the intake sit properly inside of the engine bay.



Reconnect the tube that connects to the valve cover on the passenger side of the car. Install the M7 Super AGS in the same place as the stock airbox. Make sure that the pin close to the driver's side of the Super AGS slides into the hole surrounded by the rubber grommet. Using a little WD-40 will help the pin slide in easier.



For 2009+ JCW cars with the hard plastic intake tube, some extra modification is necessary. The JCW plastic tube does not flex like the rubber tube found in normal Cooper S models. This results in the intake tube slipping off of the turbo as seen in the image to the right. In order to remedy this, you will need a heat gun to heat up the plastic tube so that it may be reformed to a better fit with the Super AGS. Install the plastic tube onto the turbo so that it covers the connection flange completely.



Tighten down the clamp as much as possible so that the tube does not move. Do not connect the plastic tube to the Super AGS assembly at this time.

Reference the picture below. With the heat gun, heat up the corner circled in red. While doing this, pull and hold the tube in the direction of the arrow. After a minute or so, continue to hold the tube and have someone pour cold water over the heated area. Repeat this procedure until you can reconnect the MAF and intake tube without the intake tube sliding off of the turbo (Tip: rotating the tube so that it sticks straight up while following this procedure may give you more room to pull the tube if necessary).





6233 Elsa Street
Lakewood, CA
90713 USA
Ph: 562-608-8123
Fax: 562-608-8135

Tighten down the clamp that connects the Super AGS to the silicone elbow. Reconnect the OEM intake hose to the MAF sensor. Tighten down all clamps making sure there are no leaks.

Use the stock T-25 screw you removed earlier along with the plastic spacer to hold down the Super AGS. This attaches to the flange protruding from the passenger side of the box.

After tightening the system into place (this includes tightening the hose clamps if you haven't already done so), reconnect all factory sensors, recirculation tubes, and wiring harnesses. Reconnect the battery. Installation is now complete! Make sure everything is reconnected or tightened down before starting up your car.

If you have questions or need additional technical support, please email techsupport@m7tuning.com or call our office at 562-608-8123, Monday – Friday, 9:00am – 6pm PST.