

M7 Speed High Flow Intake Hose Kit for MINI N18 Engines
Part No. 56-3182XX
Fits all Gen 2 MINI R55S through R61S with N18 Engines



M7 Speed engineers and manufactures the highest quality and best fitting Mini Cooper accessories and performance parts available anywhere on Planet Earth! Please inspect your parts when you receive them to verify everything is included and no damage has happened during shipment. Read these instructions completely BEFORE attempting to install this product. If you are not confident you can do the work described or do not have the tools or skills necessary please contact a local M7 dealer (listed on our website www.m7speed.com) or a local automotive accessory installation center to perform this work. We acknowledge not everything is perfect but we work very hard every day to improve our products and make installations easier. If you have any comments please contact M7 Customer Service directly at 704-663-0094. We encourage and welcome all criticism. Thank you.



**FOR YOUR SAFETY INSTALL THIS PRODUCT ONLY WHEN THE ENGINE IS COLD.
THIS WILL PROTECT YOU FROM INJURY AND DAMAGE TO YOUR ENGINE & COMPONENTS.**

Tools & Supplies Required:

- Heavy Duty Wire Cutters (Side cutters)
- Heat Gun
- Needle Nose Pliers
- Diagonal wire cutters (side cutters)
- Flathead Screwdriver
- Phillips Screwdriver
- MAF sensor cleaner (optional)

Estimated Install Time (Actual time may vary):
30-60 minutes

Parts Checklist

- (1) Intake Hose with 3/4" straight connector and 5/16" 90 degree connector installed
- (1) #32 Hose Clamp
- (1) #44 Hose Clamp
- (1) #8 Euro Hose Clamp
- (1) #4 Hose Clamp
- (1) Electronic replicator (large)
- (1) Electronic replicator (small)
- (2) 1/2" x 2" shrink tube
- (1) Rubber cap

REMOVAL OF THE FACTORY AIR INTAKE HOSE

1. Remove the metal c-clip holding the PCV hose to the factory OE hose at the PCV heater. Use needle nose pliers or a 90 degree pick tool. Pull the PCV hose off from the connection.
2. Locate the electrical connector and twist it to un-clip it from the holder. Be careful not to damage it.
3. Remove the pinch clamp that fastens the plastic connection fitting to the 3/4" PCV hose. Remove the plastic fitting on the end of the PCV hose. Keep the plastic fitting and the c-clip if you want to reinstall the OE intake hose in the future. See Figure #1

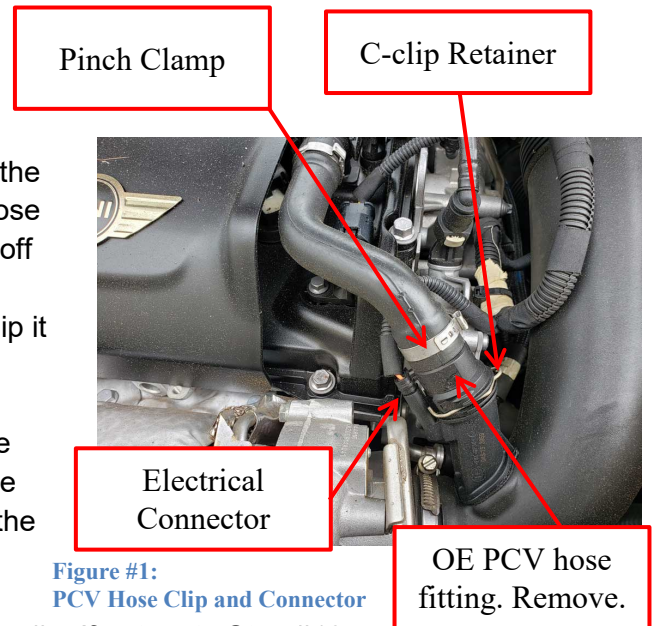


Figure #1:
PCV Hose Clip and Connector

OE PCV hose fitting. Remove.

If equipped with a secondary block vent hose go to Step #4. If not go to Step #18

4. Remove the small metal c-clip that holds the small vent hose to the side of the factory OE intake hose. Use needle nose pliers or a 90 degree pick tool. Pull the hose off from the connection.
5. Locate the small electrical connector and twist it to un-clip it from the holder. Be careful not to damage it.
6. Remove the 1/2" pinch clamp that fastens the plastic connection fitting to the small vent hose. Remove the fitting from the hose and retain it and the c-clip if you want to reinstall the OE intake hose in the future.
7. Loosen the hose clamp connecting the OE intake hose to the MAF housing.
8. Loosen the hose clamp connecting the OE intake hose to the turbo inlet housing.
9. Remove the OE intake hose and retain it for future reinstallation if desired. Be sure to remove the rubber reducer from the turbo housing if it did not come off with the hose.
10. Clean the turbo inlet and MAF sensor hosing to remove any oil and dirt residue.

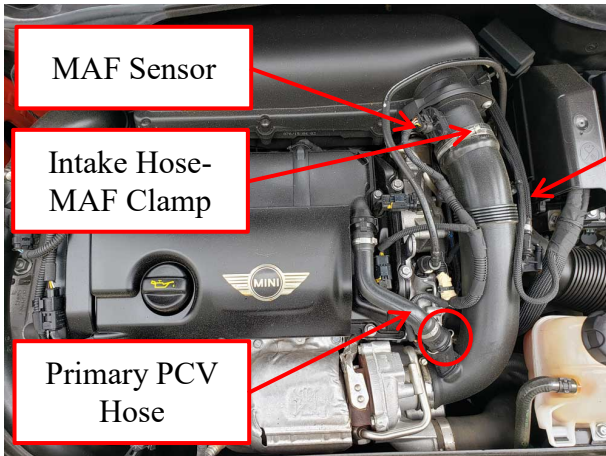


Figure #2: N18 Engine Top View

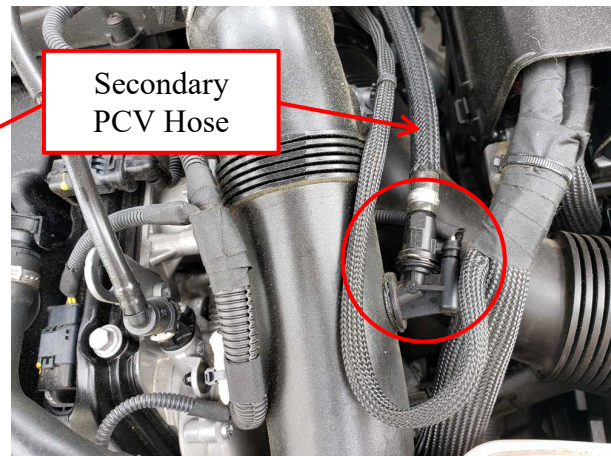


Figure #3: Secondary PCV Hose Clip and Connector (Not all MINIs are equipped with this hose)

PREPARATION FOR INSTALLATION

11. (Optional) This is a good time to clean your MAF sensor using a specially formulated MAF Sensor Cleaner you can buy at any local auto parts store. Remove the MAF sensor from the housing to be able to clean it thoroughly. Note the flow direction arrow on the plastic housing. Be sure to re-install it in this same direction.

INSTALLATION

12. Slide the #44 clamp (3" dia) and #32 clamp (2 1/4" dia) onto the new M7 silicone inlet hose. Install the large end onto the MAF housing and the small end onto the turbo inlet housing. NOTE: The M7 design is a direct fit on to the turbocharger inlet and eliminates the OE reducer bushing so no need to reinstall it.
13. Align the two clamps and tighten. Do not overtighten. This hose is not under positive pressure while in use. Only tighten the clamps enough to seal the connection from any leaks where dirt can enter. Over tightening will damage the hose and mating parts.
14. Place the #8 euro hose clamp (1" dia) over the 3/4" PCV hose (or oil catch can hose if one is installed) and slide the PCV hose onto the 3/4" fitting. Hand tighten the clamp.

15. Locate the electrical connector disconnected in step #2. Slide one piece of ½" black shrink tube over the connector and wire. Plug the **LARGE** electronic replicator into this connector.

If equipped with a secondary engine block vent hose continue to STEP #16. This is a small hose located on the driver's side of the OE Intake Hose. If not go to STEP #18

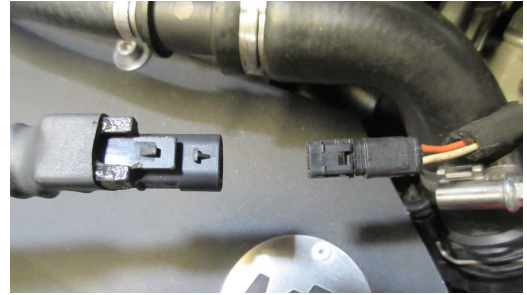


Figure #4: Replicator Connection

16. Place the #4 hose clamp over the ½" secondary PCV hose and slide the hose onto the small 90-degree black plastic fitting located at the mid-point of the M7 hose. Hand tighten the clamp.
17. Locate the electrical connector disconnected in step #5. Slide one piece of ½" black shrink tube over the connector and wire. Plug the **SMALL** electronic replicator into this connector.
18. If your MINI is not equipped with a small secondary PCV vent hose. Install the supplied rubber cap over the small fitting located at the mid-point of the M7 Intake Hose to seal off the port.
19. Start the car and let it run for one minute. Check that the CEL (Check Engine Light) is OFF after one-minute running time. If the CEL is ON do the following;
 - a. Turn the car off.
 - b. Check that the Small and Large replicators are fully seated into their respective connectors
 - c. Check that the MAF sensor is installed in the proper airflow direction (airflow towards the turbocharger) and the connector is correctly plugged in.

20. Once the CEL is off slide the heat-shrink tubing over the replicator's connector and the wiring harness connector interface. Using a heat gun shrink the tubing to create a weather-tight and secure connection. Do this for one or two connections depending on how your MINI is equipped.

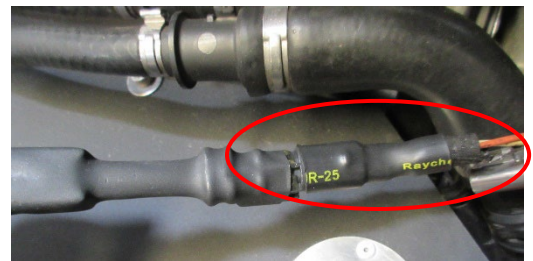


Figure #5: Heat Shrink installed over final connection

21. Tie the replicators to a secure and out of the way location using the supplied wire ties. We recommend attaching the replicators to the PCV hose, oil catch can hose (if equipped) or the factory wiring loom.



CAUTION: DO NOT ATTACH THE LARGE M7 REPLICATOR TO THE MAIN VACUUM LINE. SEE FIGURE #6 BELOW



Figure 6

22. **Safety check** | Check that all hardware & clamps are tight, all electrical connections are plugged in and all hoses and necessary parts are installed properly. Verify there is no excessive strain on any electrical wires, which may cause a problem in the future.