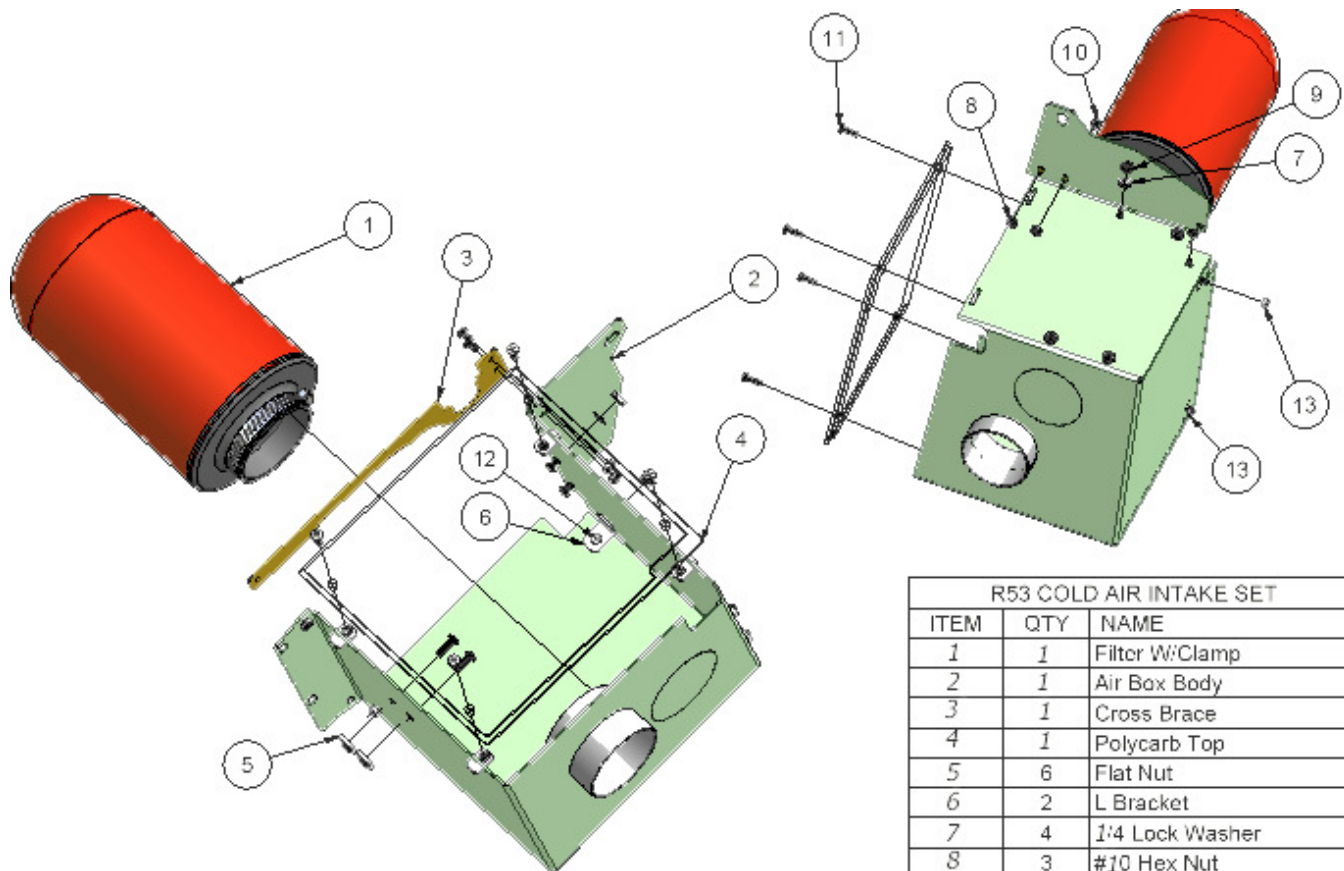




## Thank you for purchasing the Craven Speed Cold Air Intake

Part # CRMC-0025R

'Return of The CAI'



R53 CAI ASSEMBLY DIAGRAM

R53 COLD AIR INTAKE SET		
ITEM	QTY	NAME
1	1	Filter W/Clamp
2	1	Air Box Body
3	1	Cross Brace
4	1	Polycarb Top
5	6	Flat Nut
6	2	L Bracket
7	4	1/4 Lock Washer
8	3	#10 Hex Nut
9	4	1/4 Hex Nut
10	3	#10 Pan Head Screw
11	10	1/4x5/8 Pan Head Screw
12	4	#8x3/8 Flat Head Screw
13	4	#8 Nylock Nut

**Please Follow All Directions Carefully.**

### Tools Required:

Clamp removal tool or small standard screwdriver and small plier  
Hex Wrench kit  
Socket Wrench Set  
5/16 Wrench  
Standard screwdriver  
Philips Screwdriver  
Torx Drivers

1. Remove the stock intake.
  - a. Start by removing the battery terminal from the side of the airbox - it just clips out.
  - b. Remove the clamp at the intake boot.
  - c. Remove the two #25 torx bolts at the base of the intake heat shield and the matching bolts at the front of the airbox.
  - d. Remove top of the box and the panel filter.
  - e. Remove the ECU cover (it just has two tabs on each side that squeeze together and pull off)
  - f. Remove each of the two plugs. These are a little tricky - they have tabs on the end of the plug that pull away from the plug, that forces the plug up and off. It's easiest to use a small screwdriver very carefully to pull these tabs away from the plug.
  - g. Pull out the ECU
  - h. Remove the 10mm bolt that holds the driver side of the airbox down. There is also a small steel bracket holding a wiring loom that is attached with this same 10mm. You will need to move this loom slightly out of the way to remove the airbox.
  - i. Now remove the clamp on the snorkel to the air box. You will either use a standard screwdriver if you have replaced the clamp, or the factory removal tool if you still have the stock clamp (you can also remove the stock clamp with a small screwdriver and replace it with the screwdriver and small pliers). Press down on the tab inside the bottom of the airbox that holds the snorkel in place and pull it out of the car.
  - j. Slide the wiring to the battery terminal out from the lower airbox clip.
  - k. You can now remove the lower airbox half by pulling back and then out.
  - l. Unscrew the two small, rubber, mounting bolts at the bottom rear of the partition. The box is molded on the underside to fit into these mounts, which is why you had to pull toward the front of the car before you pulled up and out.
  - m. Now you can pull out the back portion of the box as well leaving space for your new CAI to breathe air from the cowl.
2. Assemble the Box
  - a. Use the four #8x3/8 Flat head Bolts **(12)**, and #8 nylock nuts **(13)** to attach the L-Brackets **(6)** that secure the sides of the box to the bottom base.
  - b. Mount the ECU to the sidewall using four 1/4x5/8 bolts **(11)**, lock washers **(7)** and hex nuts **(9)**.
  - c. Attach two of the flat nuts **(5)** to the outside of the box, opposite to the ECU using 2 more 1/4x5/8 bolts **(11)**. (These will hold the battery terminal after installation)
  - d. To attach the cross brace **(3)** you will need to use three #10 bolts **(10)**, and the #10 nuts **(8)** with the built in conical washers.
  - e. The other four 1/4x5/8 bolts **(11)** and flat nuts **(5)** are used to secure the polycarbonate top **(4)** to the box. The flat side of the top is the top of the top **(4)**. For now, just lightly thread them with the flat nuts on the under (machined) side of the poly top.



3. Install the air box
  - a. Place the air box, with the open side up and the piping facing toward the front of your MINI, in the spot where you removed the stock box.
  - b. Find the spot on the lower left where the M5 bolt goes from the back, through the plastic tube and out through the hole in the steel box.
  - c. Tighten the nut onto the front while holding the back with a M5 or similar hex wrench.
  - d. Repeat with the upper left attachment area.
  - e. Use the third nut and bolt in the upper right to secure the airbox.
  - f. Slide the foam rubber seal over the firewall and rear of the airbox.
4. Re-attach the ECU cables
  - a. Start with the back cable
  - b. Adjust the rubber seal on the wiring until it sits in the cutout portion of the air box.
  - c. Make sure the tab is all the way out on the rear ECU cable.
  - d. Place the rear cable attachment in place and push the tab back in, this will lock the cable into the unit.
  - e. Adjust the rubber seal on the front cable until it sits in the front cutout.
  - f. Make sure the tab is all the way out on the front cable.
  - g. Place the front cable in place and push the tab back in, this will lock the cable into the unit.
5. Affix Filter to inside of the air hose tube
  - a. Your new filter comes pre oiled from the factory, but we recommend that you add your own filter oil.
  - b. You may need to loosen the clamp with a standard screwdriver before the filter slides over the steel piping.
  - c. Tighten the clamp with a standard screwdriver once the filter is in place.
6. Place Top onto the box
  - a. Start with the machined side down, and the notch in the lower right corner.
  - b. Turn the flat nuts on the underside of the top so that they are parallel to the sidewall of the box before putting the top in place. Then when you tighten the bolts from the top they will turn into the open slots on the side of the box to secure the top in place.
7. Place your new Craven Speed MINI engine badge where the plain MINI one used to be.
8. Turn the ignition key on for 10 seconds to reinitialize, and then start the car. Check to see that nothing is askew. Listen for noises; check hosing alignment, check for any air leaks, etc.
9. We are always looking for ways to improve our products and also their instructions. If you have any questions, suggestions or feel like giving the writer of these instructions a general hard time;

If you have questions, comments or suggestions

Call Craven Speed at (434)CRAVEN4 (272-8364) or email [support@cravenspeed.com](mailto:support@cravenspeed.com)