



Congratulations on your purchase of the MRN Cold Air Induction kit, see below installation instructions for fitting. This installation requires some basic mechanical knowledge, please read these instructions completely prior to starting the job and if you are not confident, please seek professional advice/installation.

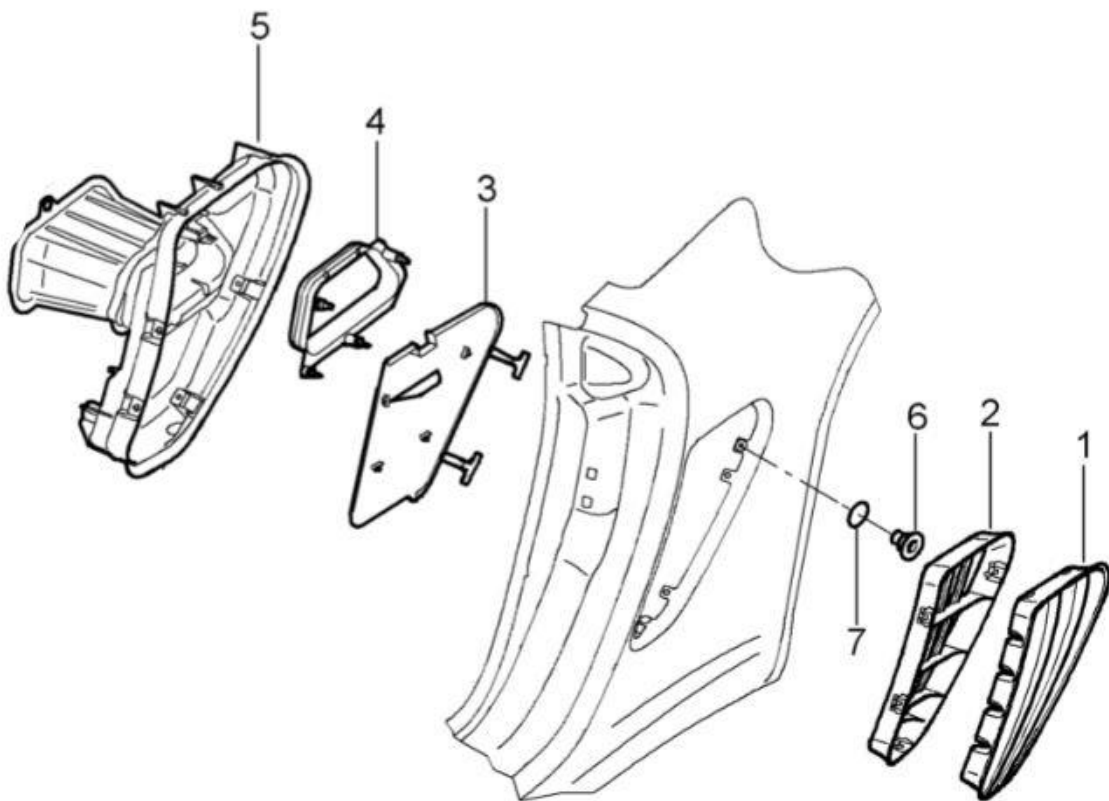
Tools required:

- Socket set with assorted standard (metric) sizes
- Philips head screwdriver
- E10 socket
- Tin snips
- Dremel (or equivalent) with a tool to cut plastic
- Knife
- Allen (hex) keys

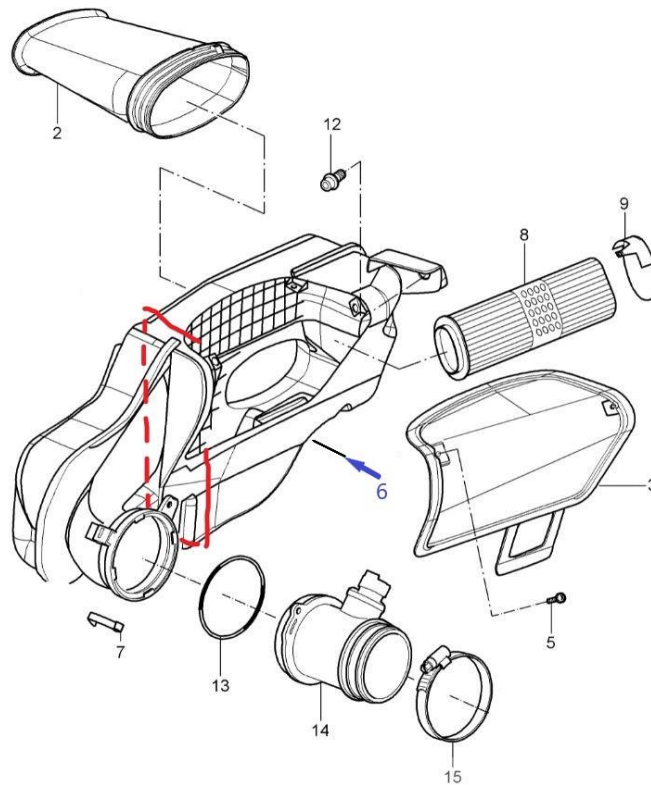
- 1) Remove top engine cover to gain access to the engine
 - a. Remove carpet
 - b. Remove metal engine cover
- 2) Remove the OEM air filter
 - a. Remove plastic inspection cover on airbox
 - b. Remove air filter
- 3) Remove the near side (left side) inlet runner
 - a. Loosen the 4 worm drive clamps between the inlet runner and plenum (Red in Pic below)
 - b. Slide the rubbers to the left onto the runner
 - c. Unclip the solenoid from the inlet runner (Blue in Pic below)
 - d. Undo the fasteners securing the inlet runners to the cylinder head, this will also loosen the fuel rail.
 - e. The fuel injectors need to be worked loose from the inlet runner, **use caution so as to not damage/contaminate the injectors**, once free move the injectors away from the inlet runners on the rubber fuel hose and remove the runners. **At this point it is important to blank off the inlets to the cylinder head to stop any foreign material entering the engine.**



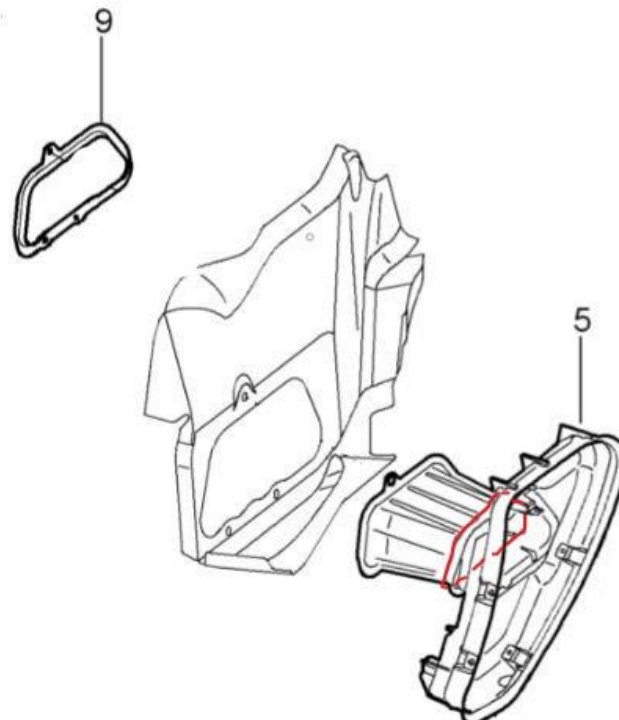
- 4) Remove the inlet grille on the side of the car (#1 in Pic below), this part is clipped in and just required pulling out. It is clipped on the horizontal bars of the vent. It is recommended to do this on a warm day so the plastic is more supple and less likely to break. If the part is cold using a hair drier will warm it enough.
- 5) Next remove the retaining frame (#2 in Pic below), this is secured with radial plastic pegs and they have 4 tabs that need prying then the frame will pull out towards you.
- 6) Remove the baffle plate (#3 in Pic below), the clips are visible on the face of the plate and once unclipped the part will come away and out.
- 7) Remove the frame that the plate was attached to (#4 in Pic below), this frame is located into the rubber surround and just pulls out.
- 8) Remove the airbox snout, this can be seen when you look into the opening and is an oval shaped tube. This also just unclips and pulls out.



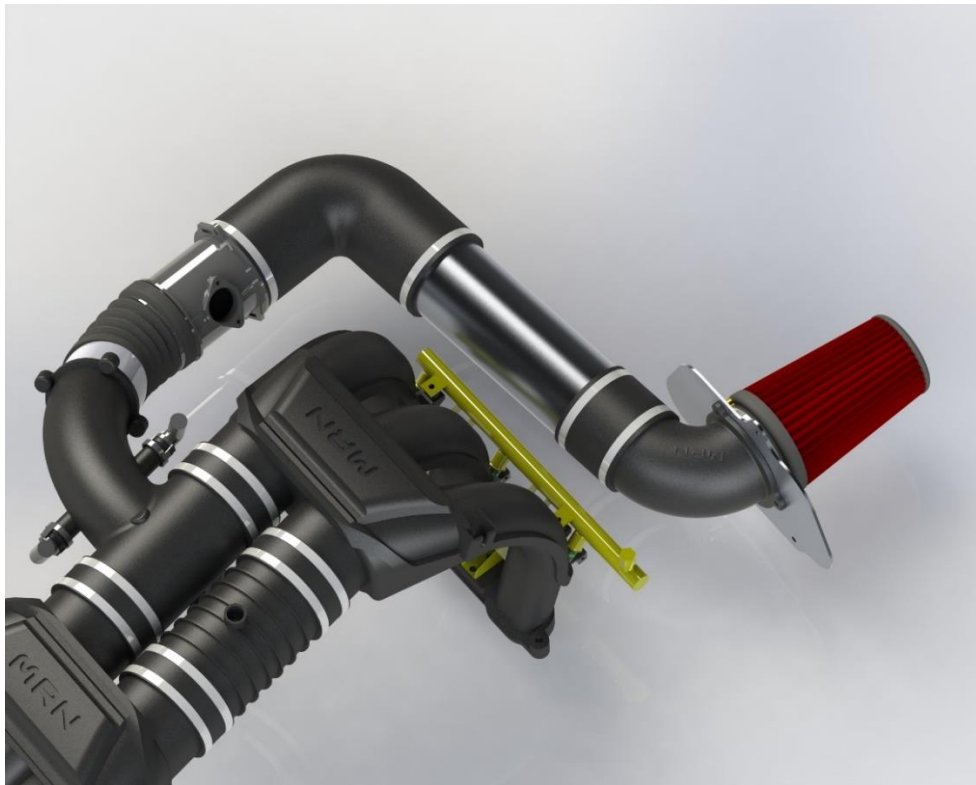
- 9) Remove the MAF sensor (#14 in the Pic below), undo the worm drive clip on the right side (#15 in the Pic below), unclip the 2x metal latches where it connects to the airbox (#7 in the Pic below), unclip and remove the electrical connection and remove the MAF sensor by pulling it right out of the airbox. **Cover the inlet tube to the throttle body to ensure no foreign material can get in there.**
- 10) Airbox removal. There are two ways of approaching this, if you have a lot of time on your hands and do not want to cut the OEM airbox you can lower the engine off the engine mounts and get the airbox out in one piece. That is a large undertaking and not a route the majority of customers take so we will only be covering the simple route in these instructions.
 - a. Remove the two fixing screws that secure the airbox to the car, one is high up at the front (#12 in the Pic below) and the other is difficult to access under the airbox (#6 in the Pic below), this uses a 10mm hex head.
 - b. Cut the airbox in to two pieces, a pair of tin snips can get most of the work done then the Dremel will get to the parts the snips cannot. (See red line on the Pic below for a rough guide to cutting)



- 11) Remove the aluminium retaining frame (#9 in the Pic below), this is accessed from the engine side and you may need to pull away some of the sound proofing material to access the fixings.
- 12) Remove and trim the large rubber shield (#5 in the Pic below), once unclipped from the bodywork it will fold up and come out of the side vent of the car. Once removed, trim the part with a sharp knife using the red line in the Pic below as a guide. **Do not trim too close to the main body, the part removed in step #7 above will need to be refitted later.** If unsure, refit the part to the rubber shield and use that as a guide.
- 13) If you have sound proofing material hanging down from above where the new filter will go you need to trim or remove it so as to not block the filter.



- 14) Refit the rubber shield in the reverse way to its removal in step 12.
- 15) Refit the inlet runner removed in step 3 in the reverse order, **take care to ensure the fuel injectors are properly seated and the rubbers that connect the inlet runners to the plenum are seated correctly, an air leak here can be difficult to diagnose.**
- 16) Assemble the blanking plate and plastic elbow using the M6 fasteners and plain washers provided in the kit. Only fit the two captive fasteners at this time.
- 17) Fit the part assembled in step 16 to the body of the car from the engine side using M6 fasteners supplied.
- 18) Fit the air filter from the outside of the car, **take care to ensure the filter is fully seated onto the elbow and try to leave the worm drive clamp in a position that you can tighten it up.** A hex socket on a ratchet should work but do not overtighten the filter. Make sure all of the filter material is not being fouled by any sound proofing material (refer to step 13).
- 19) Refit the parts removed in steps 4, 5, 6 & 7 in reverse order.
- 20) Refit the MAF sensor to the convoluted rubber as removed in step 9
- 21) Loosely fit the 90° silicone elbow to the MAF sensor along with the aluminium tube and silicone joiner as per the Pic below, once satisfied that the parts are fitted in a relaxed position (not under stress) tighten the worm drive clamps.



- 22) It is recommended to run the engine with the cover still removed at this stage and check for fuel leaks, air leaks and that the engine is running well.
- 23) Refit the engine covers.

Your car may need to adapt to the extra air flow that is provided by fitting this kit, the car will learn and apply new adaptations usually within approx. 50miles of driving, do not be alarmed if it is running differently to normal during this period, and differences should be minimal, if the car is not running well it is most likely there is an air leak due to an error during installation. For maximum gains we recommend your car is remapped by a competent tuner.

If you have any issues please don't hesitate to contact us via the website, we hope you enjoy your purchase and drive safely!