

“Howard” Gets new lungs!

Hey low again everyone! Just a brief update on Howard and the parts that were added this week!

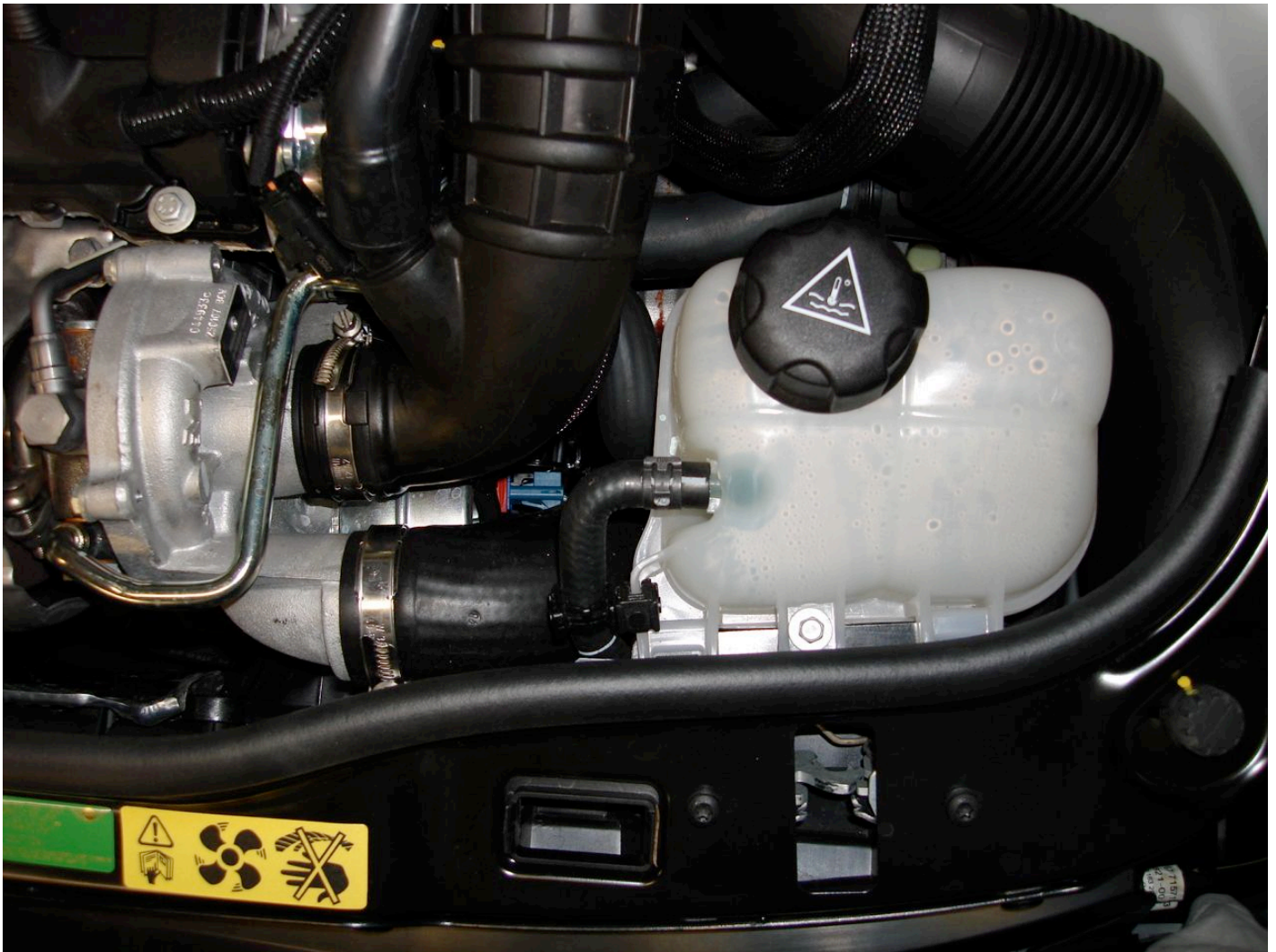
He got a new set of intercooler hoses and an intake system. I know that many of you R56 owners have been dying for us to release these items and my apologies for the delay!

Well here we go! Starting with the I/c plumbing and I/C muffler delete.

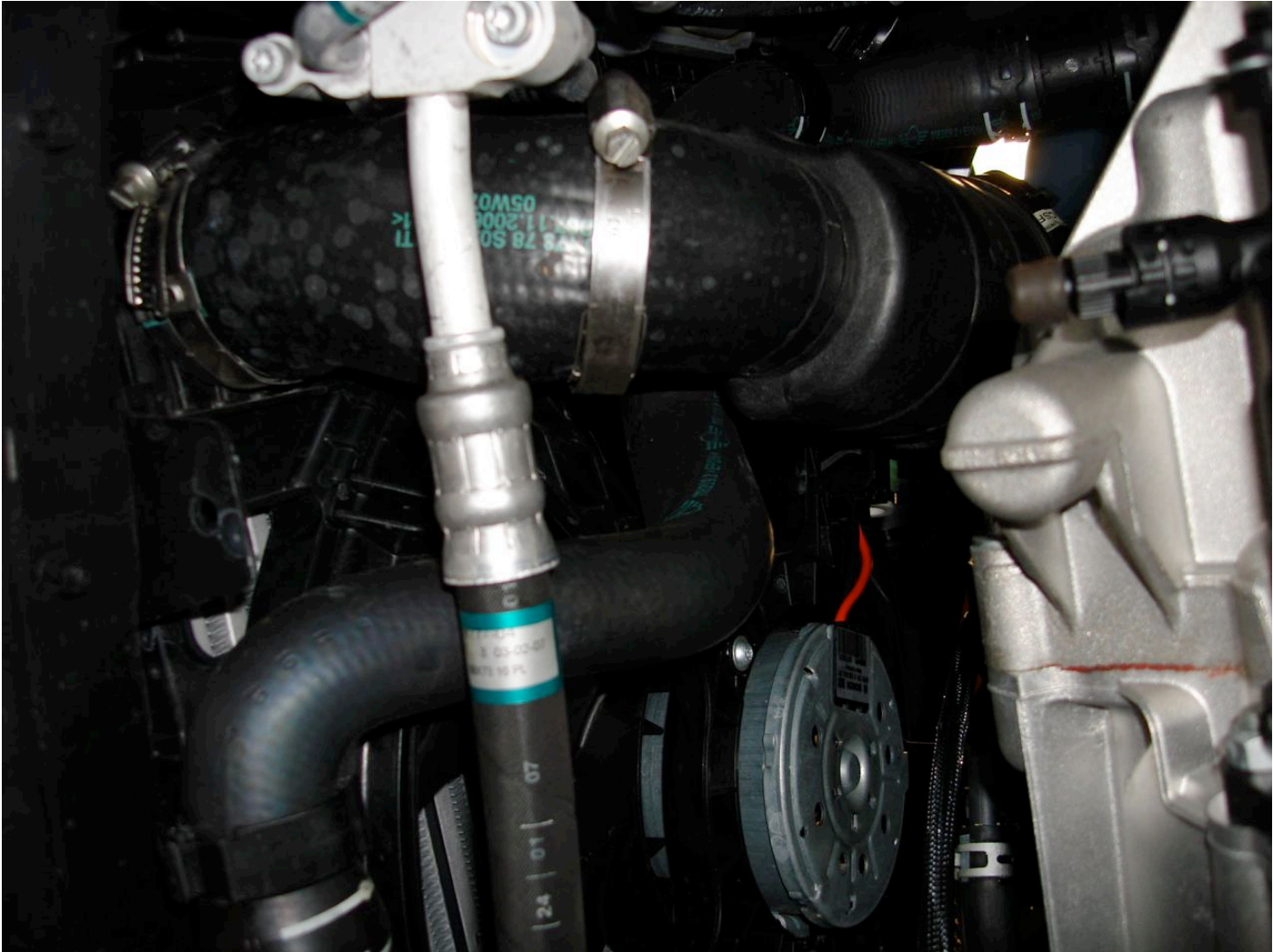
As with nearly everything on the MINI, raise the hood, disconnect the battery and raise the car onto suitable ramps or stands. Please take necessary precautions to avoid injuring yourself or your MINI!

Now looking under the hood and near the radiator, locate the coolant reservoir. Loosen and remove the mounting bolt and wiggle the tank back away from the radiator. I then secured it out of the way using some cable ties I had in the garage. The photo below shows the tank still in the factory location. (Do not open the cap or remove any of the rubber lines to the tank. That will make a big and unnecessary mess!)

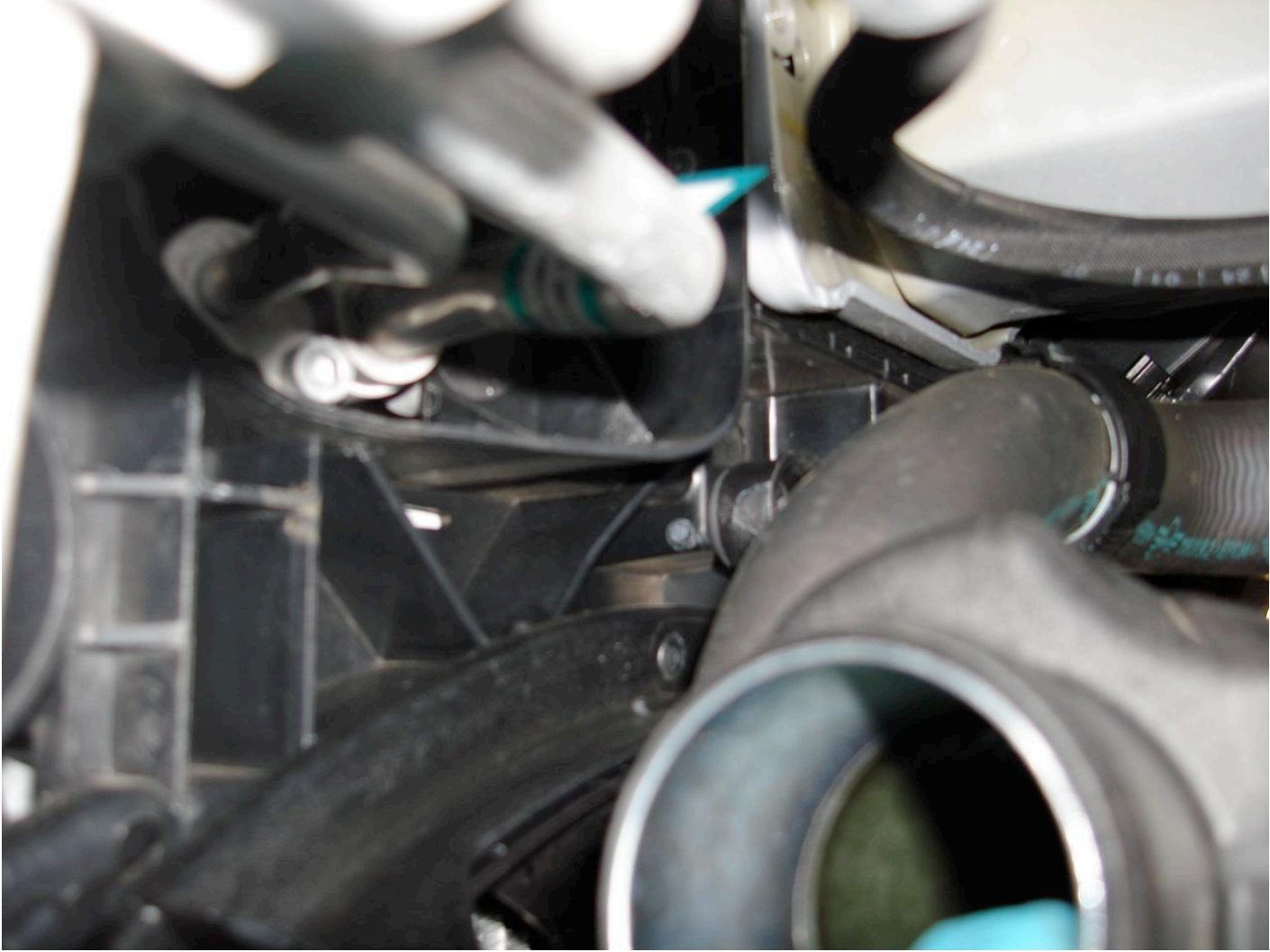
Also in the photo below you can see the single clamp securing the boost tube to the outlet of the turbo. Simply loosen the clamp with a 7mm nut driver or socket.



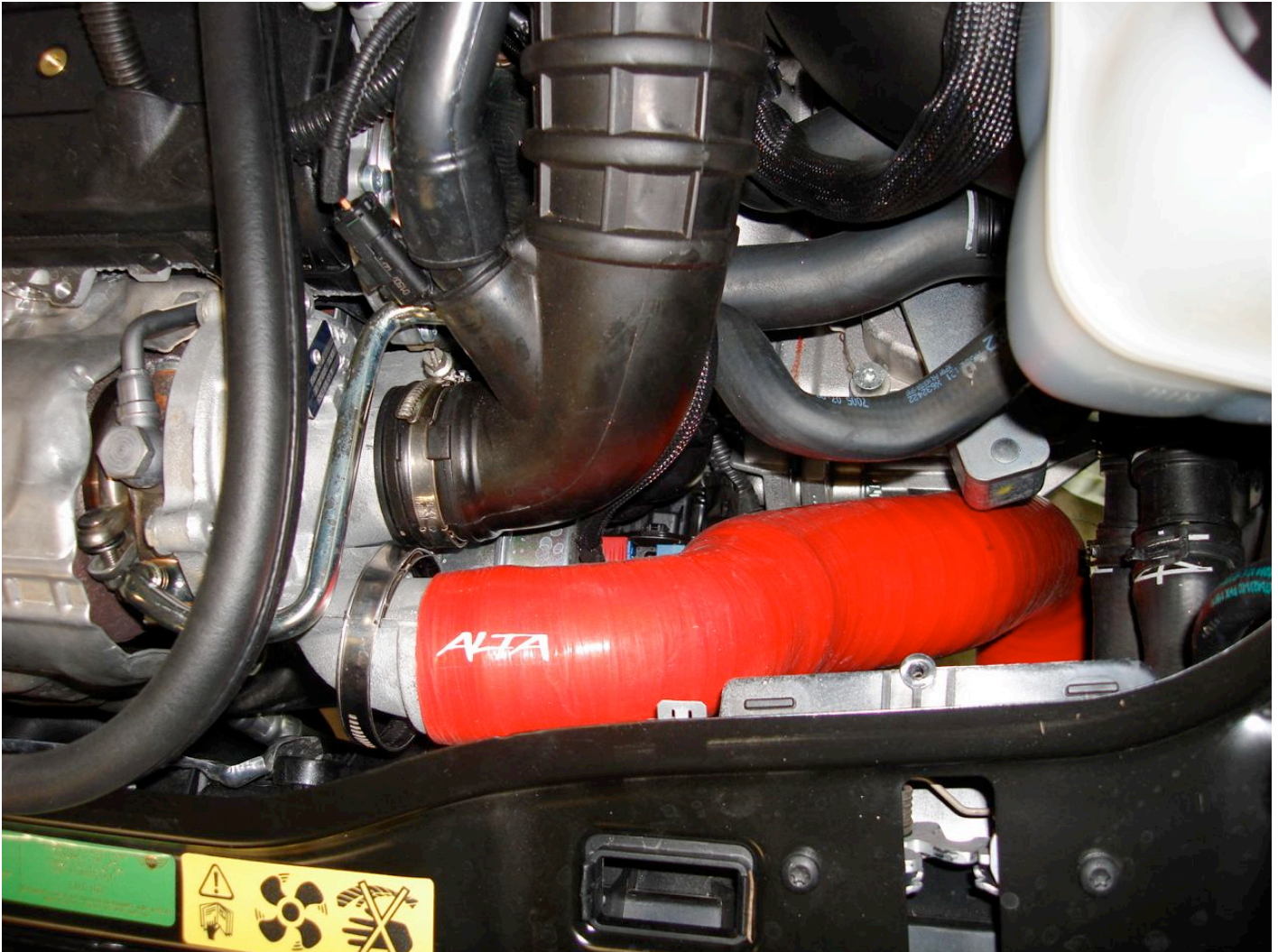
Now go under the vehicle and remove the two clamps that secure the lower portion of the tubing to the intercooler. Then remove the 90 deg rubber elbow from the bottom of the IC muffler. This is a snug fit so be patient. The photo below shows the upper clamp loosened. You can see in the right side of the photo, the muffler. This will be removed next.



The photo below shows the lower elbow removed and the muffler still in place. Dead center in the photo is the PITA torx headed screw that secures the muffler to the radiator core. Find a way to loosen and remove this screw. Then the upper hose and muffler drop out the bottom as an assembly. Now on to the easy part!

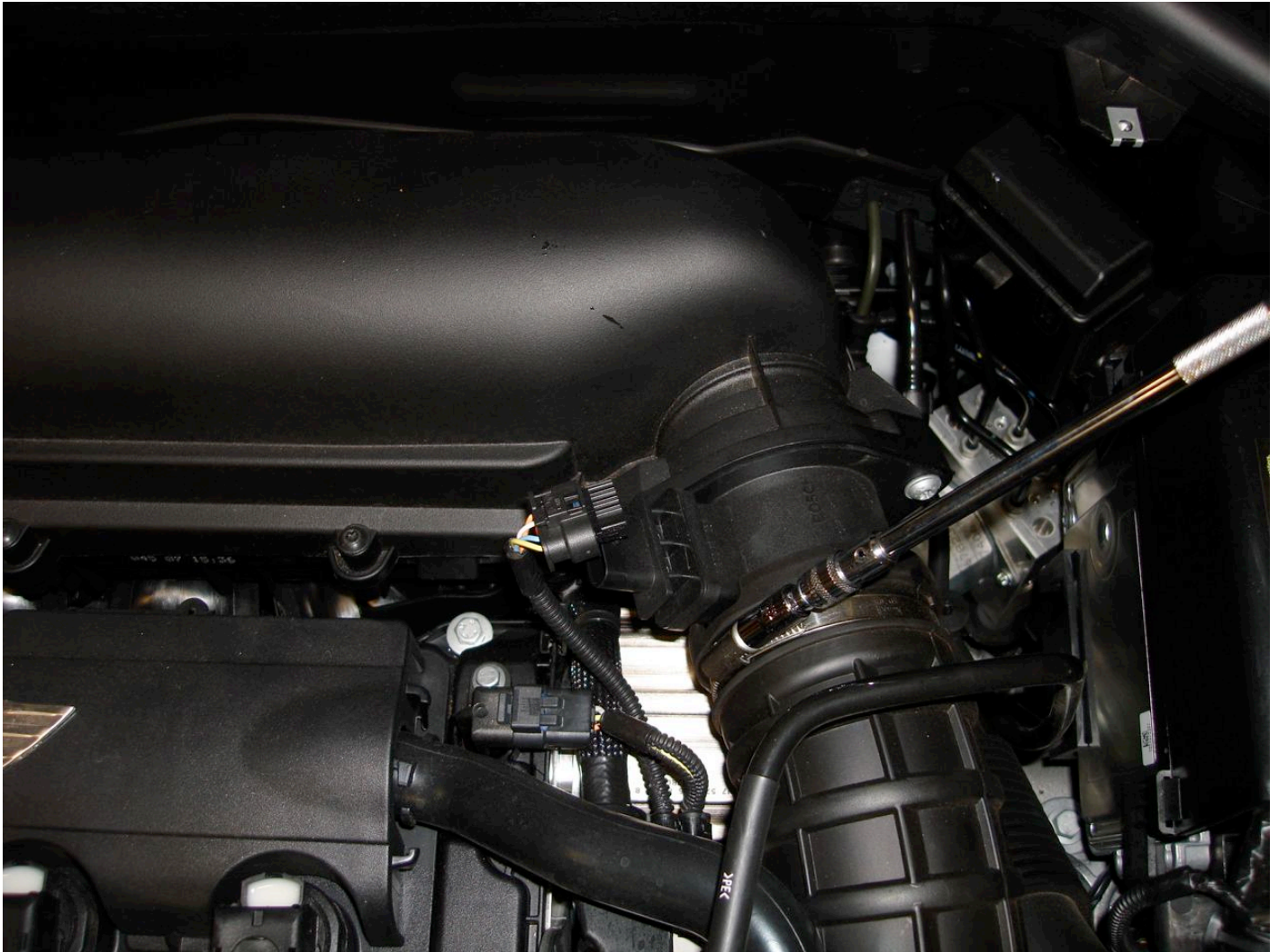


Using the supplied hose clamps from the ALTA kit, place the appropriate size over both ends of the new IC hose. Then simply drop it in from the top into the engine bay. Gently secure the upper end to the turbo, then align and final tighten the bottom clamp to the intercooler. Then final tighten the upper clamp. Lastly re-install the coolant reservoir and secure it with the bolt removed earlier.



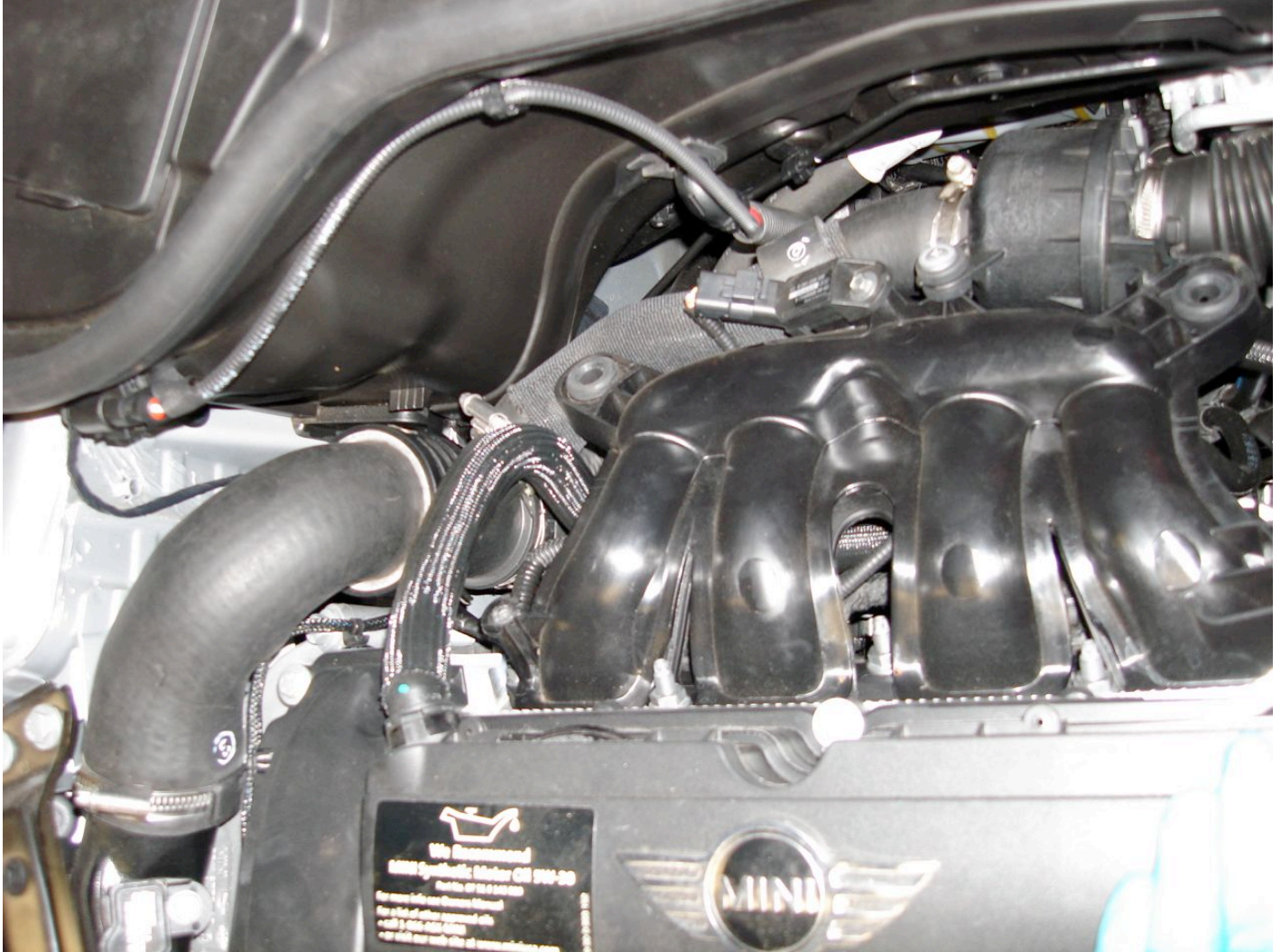
Now that wasn't so bad right? Well now on to the slightly more difficult stuff. I will now detail the steps necessary to do both the cold side I/C pipe AND the intake. The reason being that the intake box etc. must come off to access the Cold side IC pipe as well as install the intake. You do not HAVE to remove the cold side IC tube to install the intake if that is the only product you are installing. If you have questions PLEASE let me know! (adam.taft@altaminiperformance.com or 503-222-MINI)

Now loosen and remove the clamp securing the MAF sensor to the intake tube. Then unplug the MAF sensor from the engine harness. Next remove the four bolts that secure the air box top to the bottom. Then tilt the assembly back and remove it from the bottom portion of the air box. Remove the panel filter from the box. Then simply lift up on the bottom to remove it from the rubber feet holding it to the intake manifold. Then twist the fresh air tube (lower section connects to the air box bottom) approx 60 degrees to release it. You can look inside the box as you do this to see when the tab lines up with the holes. Also, on later production car there is an air line that is connected to a stay on the fresh air tube. Un-clip this hose to prevent damaging it later on. This releases the box from the engine. Separate the MAF sensor from the air box top by removing the two torx screws. **DO NOT DROP THIS SENSOR!** It is easily damaged and expensive!





The photo below shows the air box removed and the cold side IC pipe still installed. On the lower left side you can see the clamp securing it to the plastic boost tube. Loosen this clamp. Then loosen the clamp near the firewall that secures the sound generator recirc hose to the boost tube. Once loosened then remove the hose from the boost tube and tuck it out of the way. This will allow access to the last clamp on the throttle body directly below it.

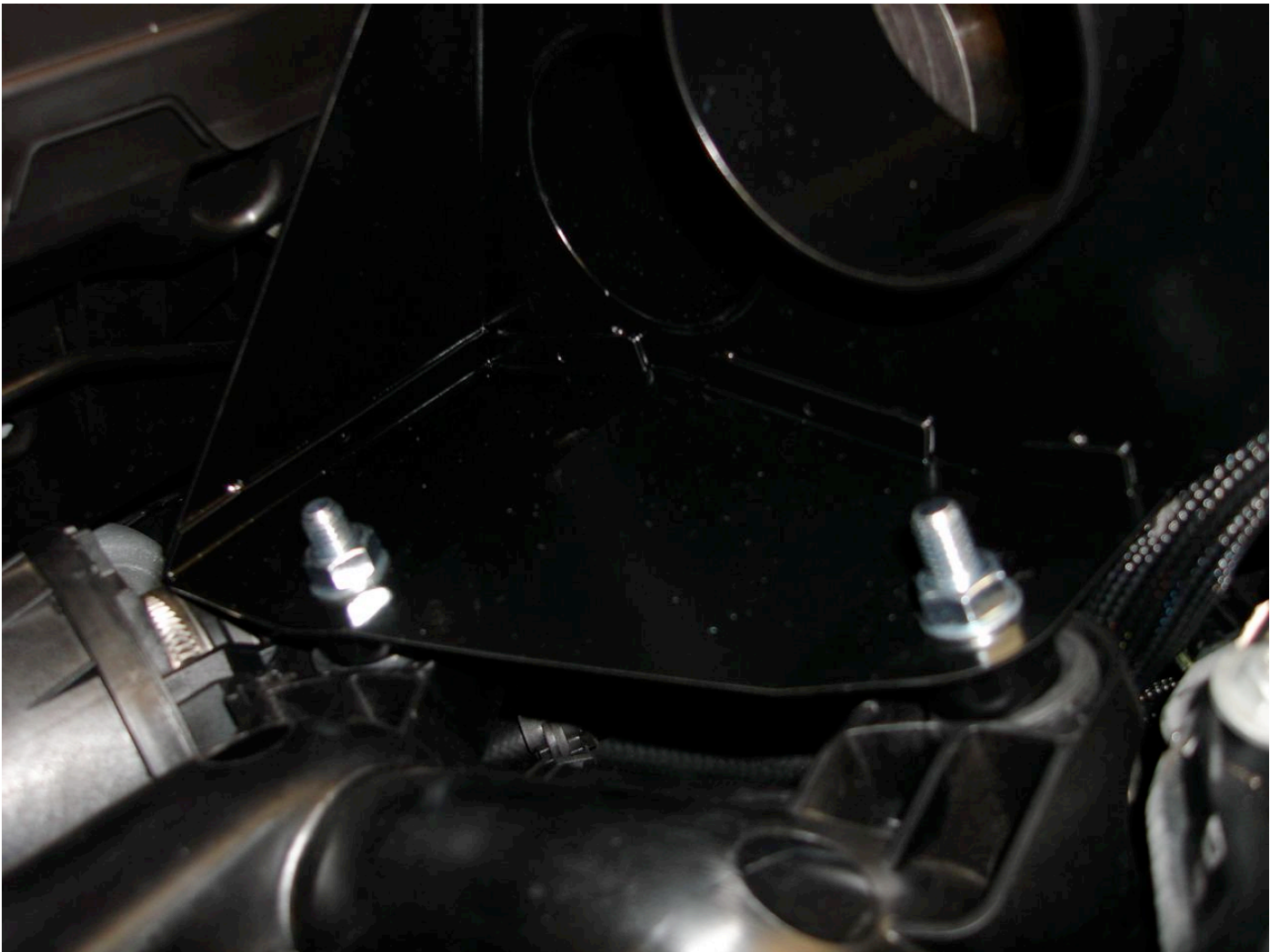


Then loosen and remove the clamp securing the tube to the T/B. This can be a bugger and may require a couple screwdrivers of varying lengths, or 7mm swivel sockets etc. Once that is off then remove the tube as an assembly.

Install the new ALTA tube into the vehicle and secure it with the supplied clamps at the throttle body and hard plastic boost tube. Now, on earlier cars the crossover tube may NOT need to be trimmed, on later production models (like mine) I had to trim about 1" off the crossover tube. Once trimmed, place the supplied aluminum coupler into the crossover tube and secure with supplied clamp. Then press it into the ALTA IC tube and secure with clamp! Then it will look like the photo below! Now onto completing the intake!



Mount the air box to the intake manifold using the supplied hardware. The hardware shown in the photo below WILL vary from that included in the kit, this is a pre-production hardware setup shown. Essentially the box mounts to the manifold re-using the OEM rubber cushions. The plate washers, bolts and nuts secure it through those mounts. Do not final tighten at this time.



Then using the supplied reducer coupler, attach the OEM fresh air tube to the lower tube on the ALTA air-box. First secure the coupler to the fresh air tube and final tighten the clamp. Then slide the coupler over the air box and tighten the clamp. Be sure to hold the air box vertical while tightening. Also, the coupler shown below is also pre-production and the kit will include a proper coupler in the same color as the upper tube, logo etc.



Now install the MAF sensor into the ALTA upper tube and secure with supplied clamp. Then carefully slide the sensor into the OEM inlet hose and then the ALTA hose over the upper tube of the air box. Tighten clamps. Again photo depicts a pre-production tube. Production versions have an ALTA logo.



You are CLOSE to being done! Final tighten the mounting hardware for the air box. Then using the supplied trim, run it around the air box. Lastly install the filter. Use an old rag or paper towel to remove excess oil from the filter from the mfring process. Especially from the inside lip of the mounting surface. I use a light amount of simple green to help remove the oil in this area. Then slide it on, align the logo and tighten it.

DONE!



Now lower the vehicle from the jackstands, find any missing tools, re-connect the battery and close the hood. Start the motor and get ready for more POWER! Plus the intake and muffler delete allow the turbo and blow-off valve to be heard more readily. Not enough to be obnoxious, but just loud enough to mean business!

I am really enjoying these two pieces. They give me a nice splash of color under the hood and a bit more power under my foot!

Let me know if I can help in anyway!

Adam
ADAMSALTAMINI
Adam.taft@altaminiperformance.com
503-222-MINI