



DINAN

COLD AIR INTAKE

INSTALLATION INSTRUCTIONS

PART NUMBER D760-0323A

APPLICATION: 1998-00 E36/7 M-Roadster or M-Coupe 3.2 Liter

PARTS LIST



Necessary Tools: 1/4" drive 8mm socket (magnetic will help), long 1/4" extension (about 12 inches), 1/4" ratchet or socket driver, Long flat blade screwdriver, Medium Phillips screwdriver, Utility Knife, 10mm wrench or socket, whiteout or similar marker, jack and jack stands or lift.

Congratulations for being selective enough to use a Dinan Engineering Cold Air Intake. We have spent many hours developing this system to assure that you will receive maximum performance and durability with minimum difficulty in installation. Please take the time to read these instructions thoroughly. If you feel that you do not have the requisite skill, please arrange for a qualified repair facility to perform the installation.

If you encounter any difficulties during the installation, or if these instructions are not clear to you, please call Dinan's Technical Support Staff @ (408) 779-8584.

FOR BEST PERFORMANCE, WE RECOMMEND THAT THIS INTAKE BE USED WITH THE APPROPRIATE DINAN PERFORMANCE SOFTWARE FOR YOUR VEHICLE. There are two methods to install the software:

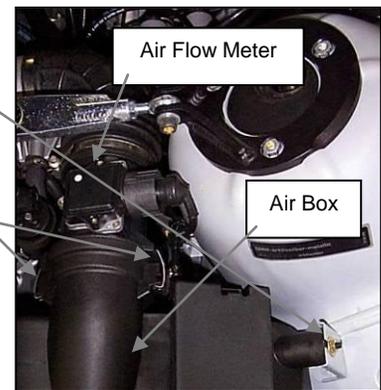
- A Dinan Exclusive Dealer can download the software directly into your ECU. In this instance, you may proceed directly to Section 2, "Intake Tube Installation Instructions". Please contact your Dinan representative to locate the facility nearest you.
- You can send your ECU to Dinan for programming. Please contact your Dinan representative so that we may prepare for its arrival.

Intake Tube Installation Instructions

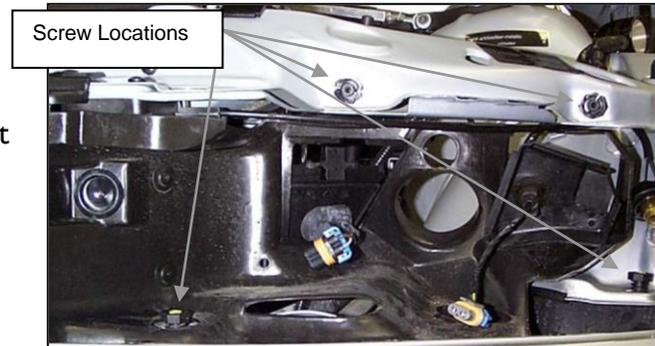
1. Open the hood. Remove the factory air box from the vehicle. Start by loosening (don't remove) the 10mm nut securing the air box to the mounting bracket on the front left fender.

2. Release the clips between the Airflow Meter and the Factory Air Box. Pry them away from the Airflow Meter with a screwdriver.

3. Pull the Airflow Meter out of the Air Box and remove the Air Box by lifting it straight up. It will not be re-installed.



4. Locate the four 8mm headed screws around the perimeter of the drivers headlight assembly. The bottom two are accessed from top through access holes using a long extension. (picture shows headlight already removed to show location of all four).



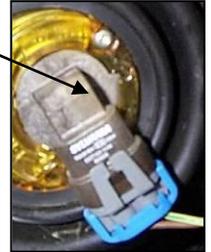
5. The screws are mounted into slotted adjusting bushings that might move during removal and installation of the headlight assembly. This would change the headlight alignment. Mark the adjusting bushings with whiteout or similar marking utensil so they can be put back to the original location should the bushings turn.

6. Remove the four 8mm headed screws around the perimeter of the drivers headlight assembly. *Any time these bolts are installed or removed the bushings must be held with a screwdriver in the slot.* The lower two bolts are accessed with a long extension, and a magnetic socket helps. The lower front bushing can be held with a screwdriver stuck in from the front and inner side of the



headlight. The lower rear bushing can be held with a long screwdriver stuck in from where the air box used to be.

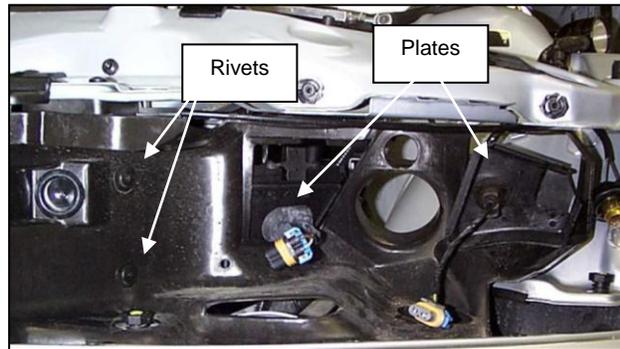
- Slide the headlight forward and, unplug the headlight assembly connectors. The two Headlight Bulb clips are easily removed by pulling up on the two plastic fingers with a thumb, and then pulling the connector out with your thumb. The Blinker Bulb simply unscrews out of the headlight assembly.



- Remove the Headlight Assembly by pulling it forward. Place it in a safe place until it is re-installed.

- Now remove the black plastic ductwork positioned behind the Headlight Assembly.

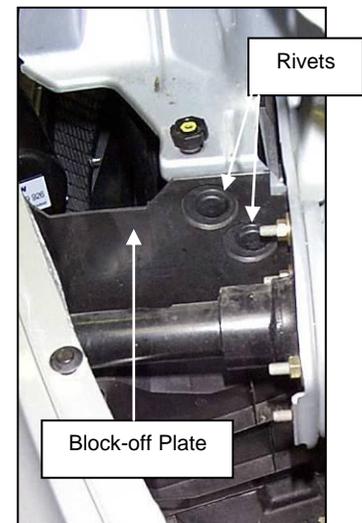
First: The two plastic plates that the headlight wires run through must be removed. Separate them from the ductwork. Then push the rubber grommets out of the plates and slide the plates off of the headlight clips. Cut a slot in the rubber grommets to slide them off the wires. These will not be re-installed on the car.



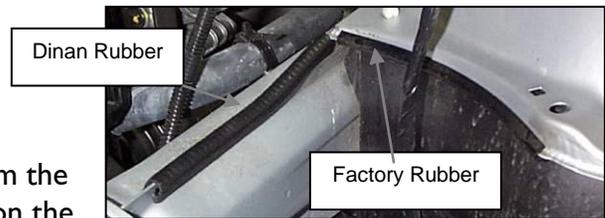
Second: Remove the two plastic rivets that hold the ductwork to the car. The center section of these rivets must first be unscrewed with a Phillips screwdriver. The other part of the rivet can then be removed and the ductwork pulled forward out of the car.

- Remove the flexible tube that ran from the ductwork to the Brake-Cooling Duct. Just pull it out of the brake cooling duct. This will not be re-installed.

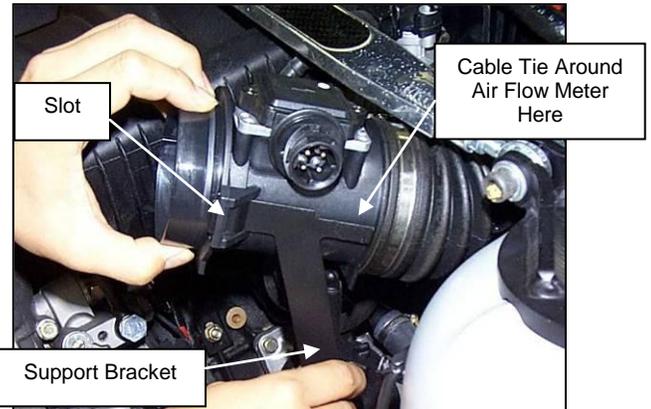
- Remove the plastic block off plate next to radiator. First remove the two plastic rivets that hold the top of the plate. Pry out the center section of the rivets, then remove the other part. Locate the two 8mm head screws that secure the bottom of the plate to the lower splash guard. These can be removed by crawling under the car, but if a lift is available – use it! Now remove the plate. This is somewhat difficult and must be wrestled with to remove. First, pull the plate rearward to get it next to the brake cooling duct. Then pull it up and out. The plate and screws will not be reused.



12. Mount the piece of channel rubber on the framerrail as shown. Slide it rearward to butt against factory piece of rubber.

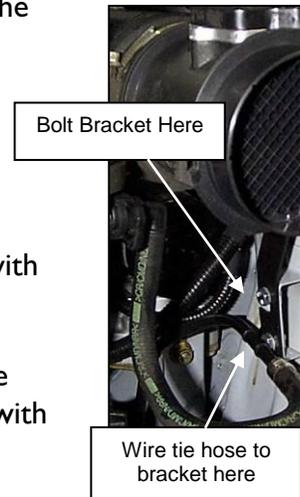


13. Locate the Airflow Meter Support Bracket from the kit. One end of this bracket is to be installed on the side of the Airflow Meter, and the other end attaches to the side of the inner fenderwell. Slip the folded end of the bracket into the Airflow Meter slot on the side; push in until the other end sits against the Airflow Meter. Install the 11 inch tie strap around the rearward end of the airflow meter securing the bracket to the meter. Cut off the excess end of the tie strap.



14. On some cars there is a hose which clips into the bracket on the fenderwell. Unclip hose, and remove the black plastic clip that is mounted to the fenderwell. Removing the clip is easy if you squeeze the mounting tabs and pull it out. The clip will not be re-installed.

15. Locate the 6mm bolts and washers. These will mount the lower leg of the Air Flow Meter Bracket to the factory bracket on the fenderwell.



16. Once the 6mm bolts are tight, wire tie the hose back to the bracket with the 7" wire tie. Cut off the excess end of the tie strap.

17. Locate the Silicone Hose and the #36 hose clamp from the kit. Slip the reduced end of the hose onto the Airflow Meter and tighten it down with the #36 hose clamp.

18. Place the #48 hose clamp on the other end of the Silicone hose (don't tighten yet).

19. Install Filter Protection Sock onto Air Filter.

20. Check that there is nothing in the Air Filter and place it on to the bottom end of the Tube (you might have to loosen the clamp, leave it loose). Slip the tube with filter on it down through where the flexible tube used to go. Place the filter on top of the brake duct tube as flat as possible, the filter should be very near the end of the tube. Slip the top end of the tube into the Silicone hose but leave clamp loose.

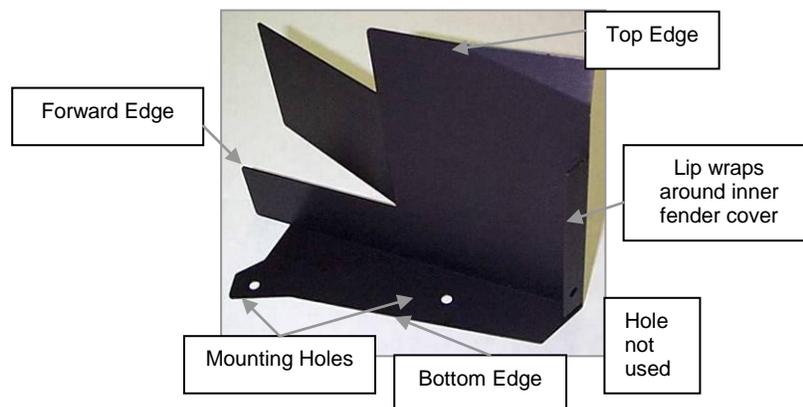
21. Trim or sand the end of one of the headlight adjusters as shown in figure 1a, and 1b at the end of this instruction packet.

22. Slide the headlight assembly back into place and check for clearance. Try and line up the headlight mounting holes with their corresponding adjusters. The bottom of the headlight assembly will be touching the top of the filter and might have to squash the filter a small amount. This is normal. Make sure the filter is as low as it can go, and it is mounted near the very end of the tube. To make sure it is still around the tube lightly squeeze the filter where the clamp is. With the headlight assembly and the Intake Tube in place, there should be at least 1/8" between the headlight adjuster and the Tube.
23. When the air filter is in it's final position, the top of it will touch the Headlight, the front will touch the Bumper, the bottom will touch the Brake-Cooling Duct and the tube will be against the two pieces of channel rubber.
24. When satisfied with the fit, tighten the hose clamps for the Intake Tube and filter (Line up the two clamps for a cleaner look). Reinstall the headlight assembly. Make sure to re-connect the lights and keep the adjusters from moving. A magnetic socket makes the lower bolts easier to install, if one is not available temporarily taping the bolts to the socket helps.

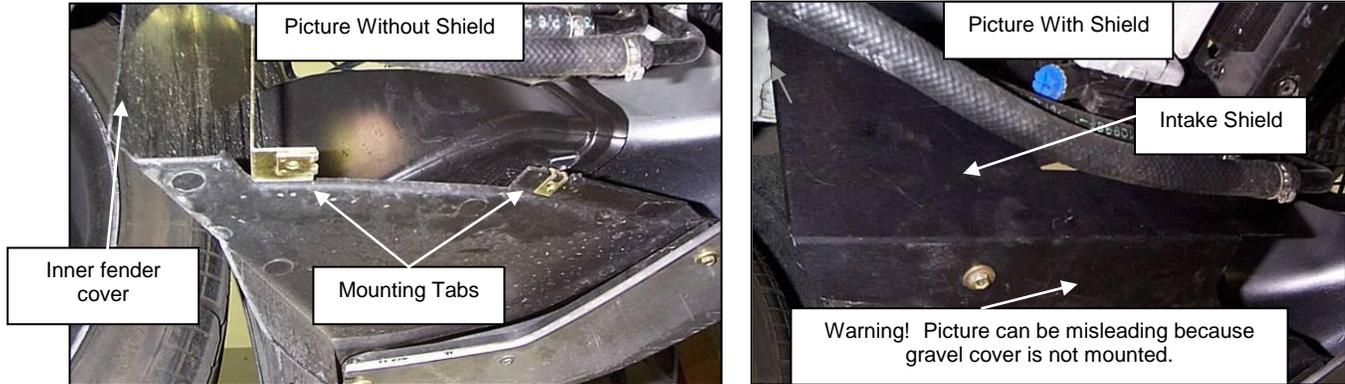


Installation of Intake Shield

25. The intake shield is installed to block hot air from reaching the filter and improves performance. It is possible to install the shield with the car jacked up and supported with jack stands, but using a lift is recommended. Never work under a car that is not supported with jack stands. The jack could fail, and with a low car like this it will crush you.



26. The shield installs next to the driver's side brake cooling duct and blocks the open area between where the filter goes and the hot engine compartment. Study the two pictures of the underneath of the car. Note that the lower gravel guard has been removed to show clarity. The two gravel guard mounting bolts on the driver's side are going to be utilized to mount the shield.



27. First, remove the two bolts that attach the driver's side of the lower gravel guard.
28. The intake shield is actually sandwiched between the gravel guard and its mounting tabs. The bent lip wraps around the black plastic inner fender cover.
29. Line up one of the mounting tabs with the intake shield and gravel guard. Screw in bolt, but do not tighten. Now line up the other hole and install the other bolt. Tighten both bolts.

You are now done installing the kit. Enjoy!

Notes:

- We recommend replacing the air filter every 30,000 miles. The Dinan part number is D403-0350.
- For best performance, we recommend that this intake be used with the appropriate Dinan performance software for your vehicle. Please contact your Dinan representative for details.

