



INSTALLATION INSTRUCTIONS

69-2004TTK

MINI

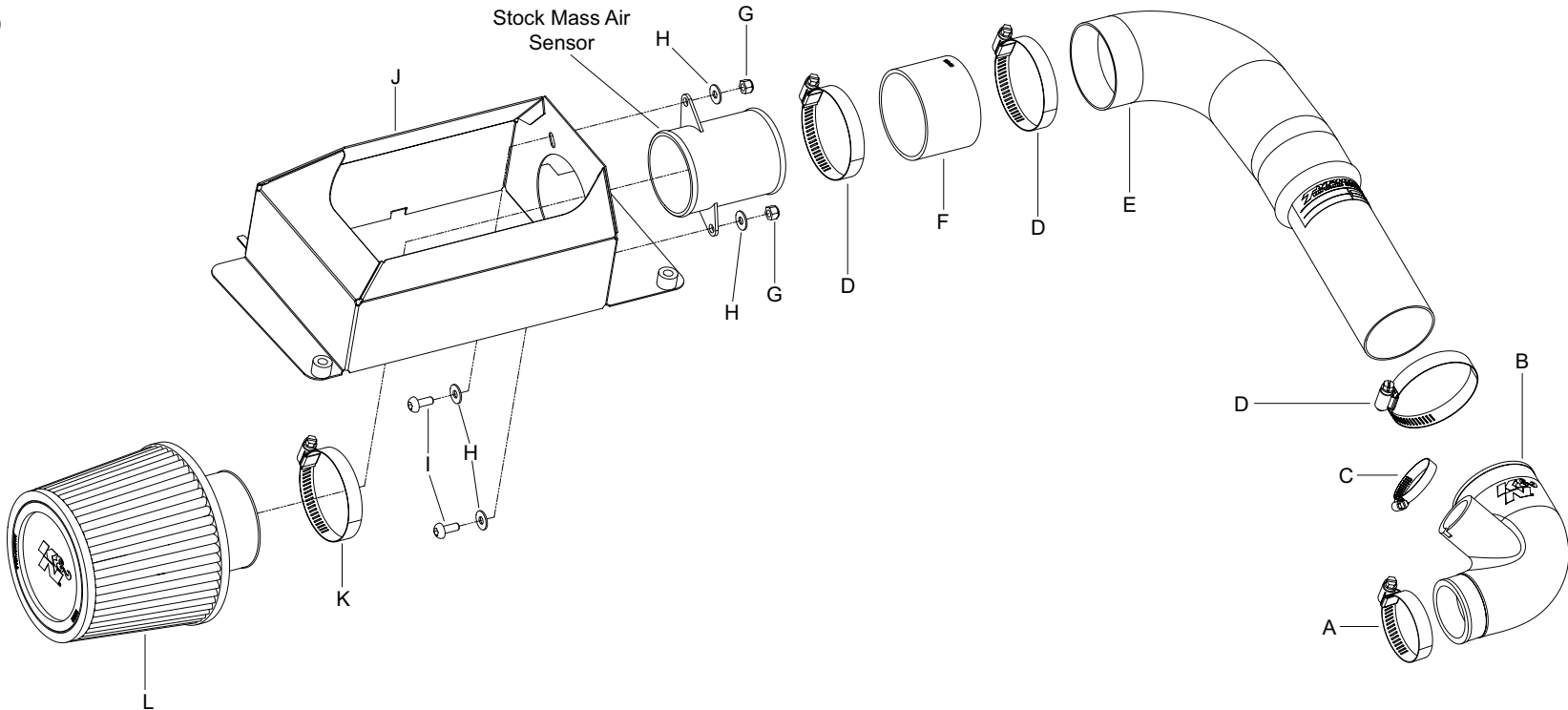
2008-10 Cooper S

2007 Cooper S (Except Convertibles)

L4-1.6L Turbo

TOOLS NEEDED:

4mm Allen Wrench
10mm Socket
Extension
Flat Blade Screwdriver
Ratchet
T27 Torx
T25 Torx



PARTS LIST:

Description	Qty.	Part #
A Hose Clamp #28	1	08483
B Hose; 2-1/2" TO 1-3/4" ID 87DEG Angled 1-1/8" Vent Molded	1	08484
C Hose Clamp #20 Mini	1	08431
D Hose Clamp #40	3	08554
E Intake Tube	1	27431
F Hose; 2-3/4" ID X 2" L Reinforced	1	08440
G Nut; 6MM Nylcok, Hexhead, SS	2	07512
H Washer; 6MM Flat, SS	4	08269
I Bolt; M6 X 1.00 X 16MM , Buttonhead, SS	2	07730
J Heat Shield	1	073107
K Hose Clamp # 44	1	08577
L Air Filter	1	RU-4960

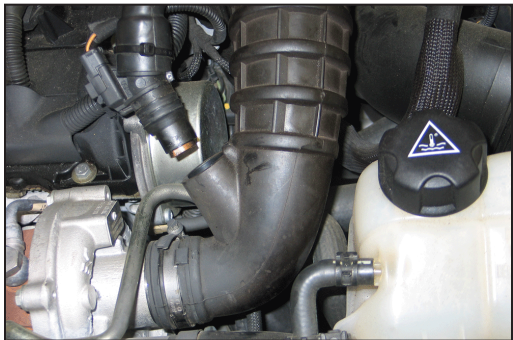
NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft coded to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicles' anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



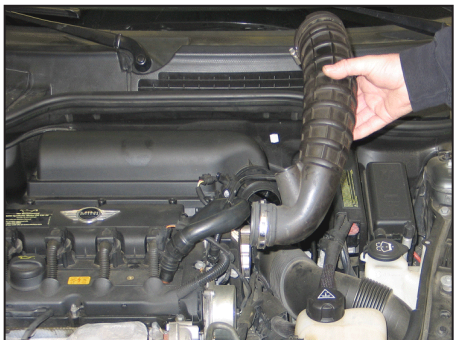
2. Disconnect the mass air sensor electrical connection.



3. Disconnect the crankcase vent hose from the intake tube as shown.



4. Loosen the two hose clamps which secure the intake tube to the turbo inlet and airbox.



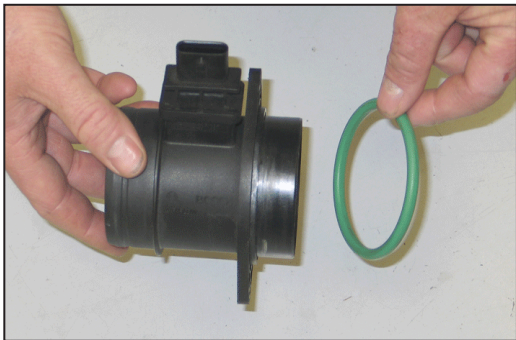
5. Remove the stock intake tube from the vehicle.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



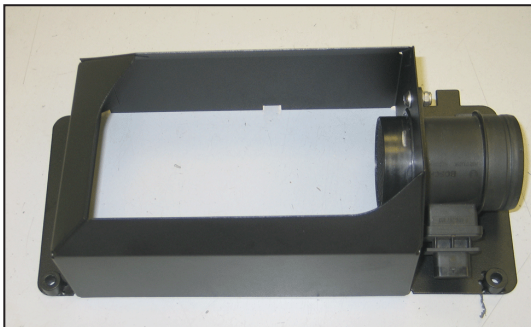
6. Loosen the four screws which secure the upper airbox to the lower airbox, then remove the upper airbox and air filter from the vehicle.



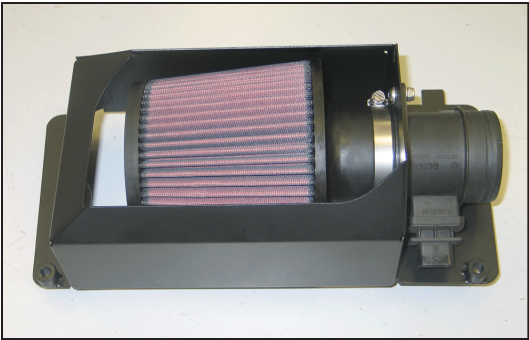
7. Remove the two screws which secure the mass air sensor to the upper airbox and then remove the mass air sensor from the upper airbox.



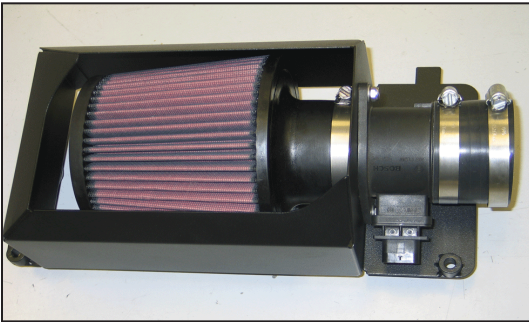
8. Remove the mass air sensor from the airbox, and then remove the "O" ring gasket from the mass air sensor.



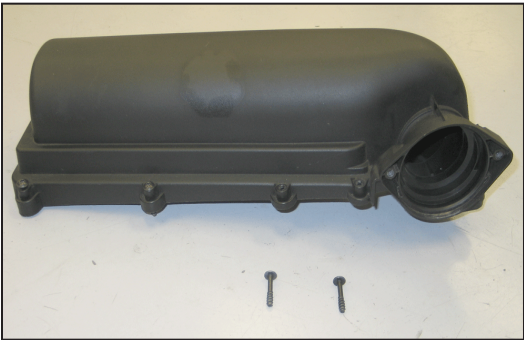
9. Install the mass air sensor into the heat shield and secure with the provided hardware.
NOTE: Be sure to install the button head bolts from the inside of the heat shield out.



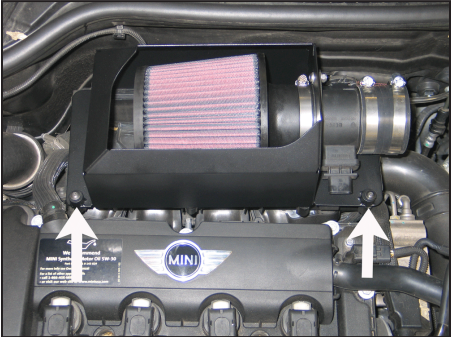
10. Install the K&N® air filter onto the mass air sensor inside the heat shield and secure with the provided hose clamp.
NOTE: Drycharger® air filter wrap; part number RX-4990DK is available to purchase separately. To learn more about Drycharger® filter wraps or look up color availability please visit <http://www.knfilters.com>.



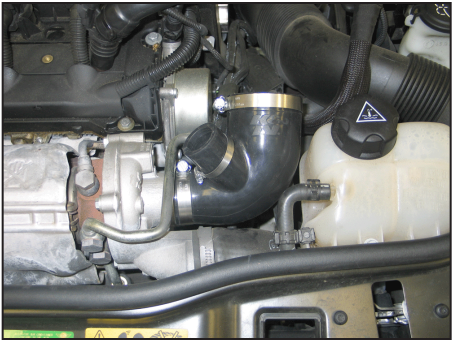
11. Install the provided silicone hose (08440) onto the mass air sensor and secure with the provided hose clamp.



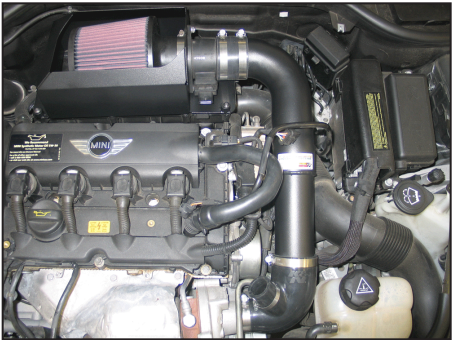
12. Remove two of the upper airbox mounting screws from the upper airbox.



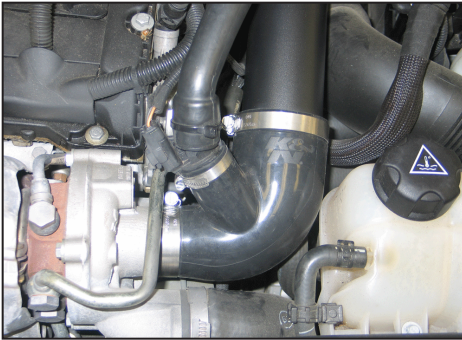
13. Install the heat shield assembly onto the lower airbox. Secure the heat shield assembly to the lower airbox with the two screws removed from the upper airbox in step #12.



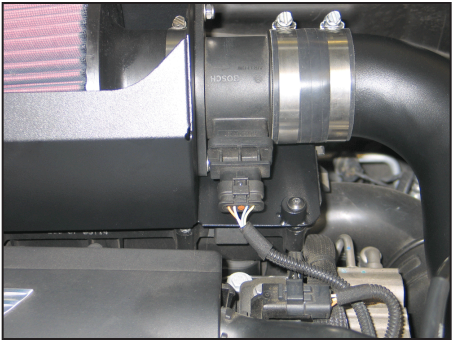
14. Install the silicone hose (08484) onto the turbo inlet and secure with the provided hose clamp.



15. Install the K&N® intake tube into the silicone hoses on the turbo inlet and mass air sensor and then secure with the provided hose clamp.



16. Install the crankcase vent hose into the silicone hose at the turbo inlet and secure with the provided hose clamp.



17. Reconnect the mass air sensors electrical connection.



18. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

19. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

19. It will be necessary for all K&N® high flow intake systems to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

ROAD TESTING:

1. Start the engine with the transmission in neutral or park, and the parking brake engaged. Listen for air leaks or odd noises. For air leaks secure hoses and connections. For odd noises, find cause and repair before proceeding. This kit will function identically to the factory system except for being louder and much more responsive.

2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.

3. If road test is fine, you can now enjoy the added power and performance from your kit.

4. K&N Engineering, Inc., suggests checking the air filter element periodically for excessive dirt build-up. When the element becomes covered in dirt (or once a year), service it according to the instructions on the Recharger® service kit, part number 99-5050 or 99-5000

INTAKE SYSTEMS FOR VEHICLES LISTED ARE 50 STATE LEGAL. SEE KNFILTERS.COM FOR CARB STATUS ON EACH PART FOR A SPECIFIC VEHICLE.