

## TR-3008P TAKEDA SRI INSTALL ON 2012 M37X

The purpose of this write up is to provide helpful knowledge to anyone who may be attempting to install a CAI on the M37. Specifically I own a 2012 M37x and installed Takeda CAI part number TR-3008P available at <http://www.tunerzstore.com>. While I own the AWD model, this may also be quite useful to rear drive M37 owners. I am not a professional mechanic but I've done this on several cars over the years and I love to do what I can on my own.

Safety check, parking brake on, flat surface bla bla bla...

I'm going to glaze over some of the steps as the instructions provided from Takeda are adequate with pictures and in English. I'm going to mostly focus on specifics to the M37 as **this kit is technically not built for this car but fits quite well with a few modifications.**

Since I have a strut bar I needed a few extra tools to access the engine cover. Basically you need a 10mm socket and extension optional, flat head screw driver, pliers and cutting tools. The extra 17mm socket and 8mm hex key are for my strut bar.



If you have a strut bar remove it to access the engine cover. Use a 10mm socket to loosen the 5 bolts on the cover; remove and set aside. With your flat head screwdriver to gently release the 8 pins holding the radiator upper cowl cover to the air boxes; remove and set aside. You should now have full access to remove the air boxes and tubing. (For both sides) Unplug the MAF sensor, remove the bolt holding the air box to the fender, loosen the ring clamps on the throttle body and pull out the air box and tubing. Carefully remove the MAF sensor from the old tubing and attach to the new polished tube ensuring that the opening in the MAF sensor is facing the cone filter for proper air flow. With everything removed it's time to start installing the new intake.

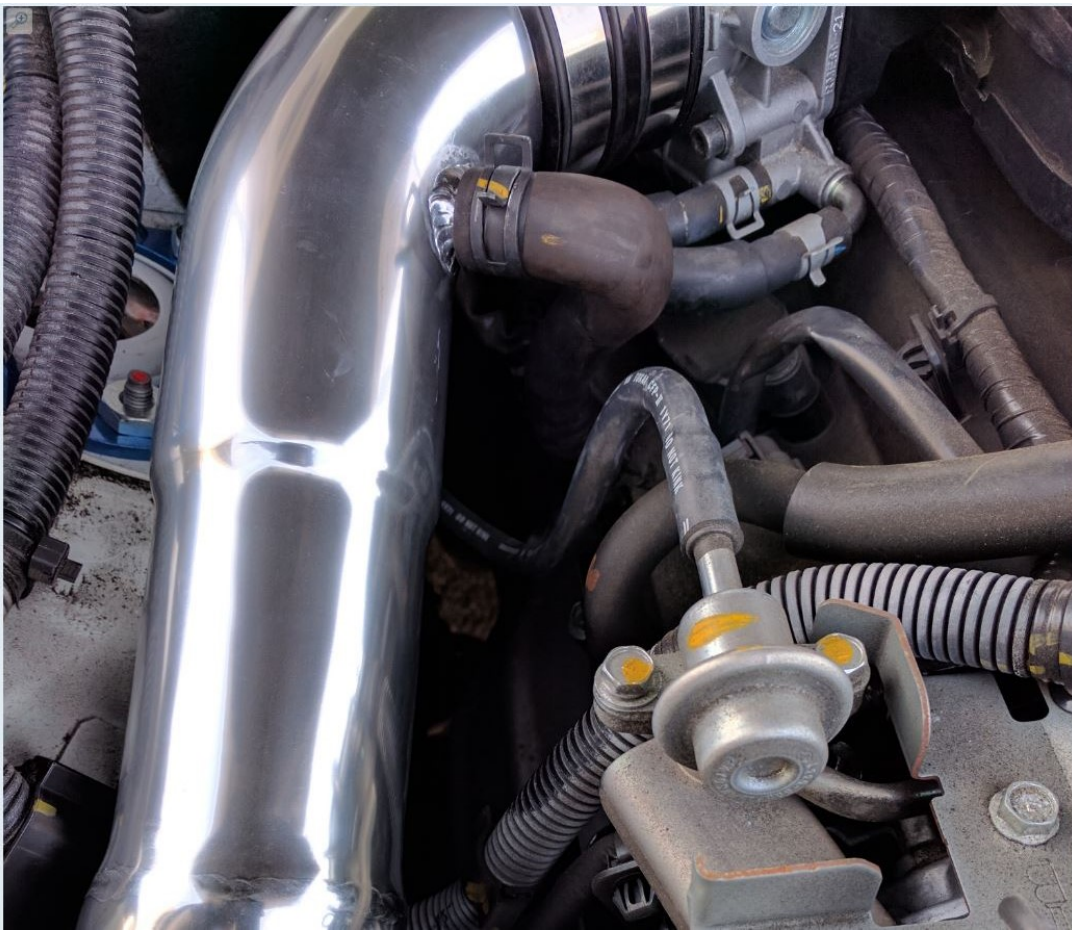
Passenger side issue; the kit includes a 2" tubing to connect the side of the intake pipe to the existing tubing to the crank case but the plastic end is larger than the tubing so it doesn't fit. Potentially you could use a reducer tube to make the connection but I went another route for a cleaner install. My first thought was to get a 5/8" tubing and cut it fit directly from the crank case to the side of the intake but you need to make a 90 degree bend which crimps the tubing since it's not flexible enough. You could

buy a right angle piece of tubing but I didn't need to because if you remove the existing tubing, turn it upside down and trim about 1 1/4" off the bottom it fits perfectly.

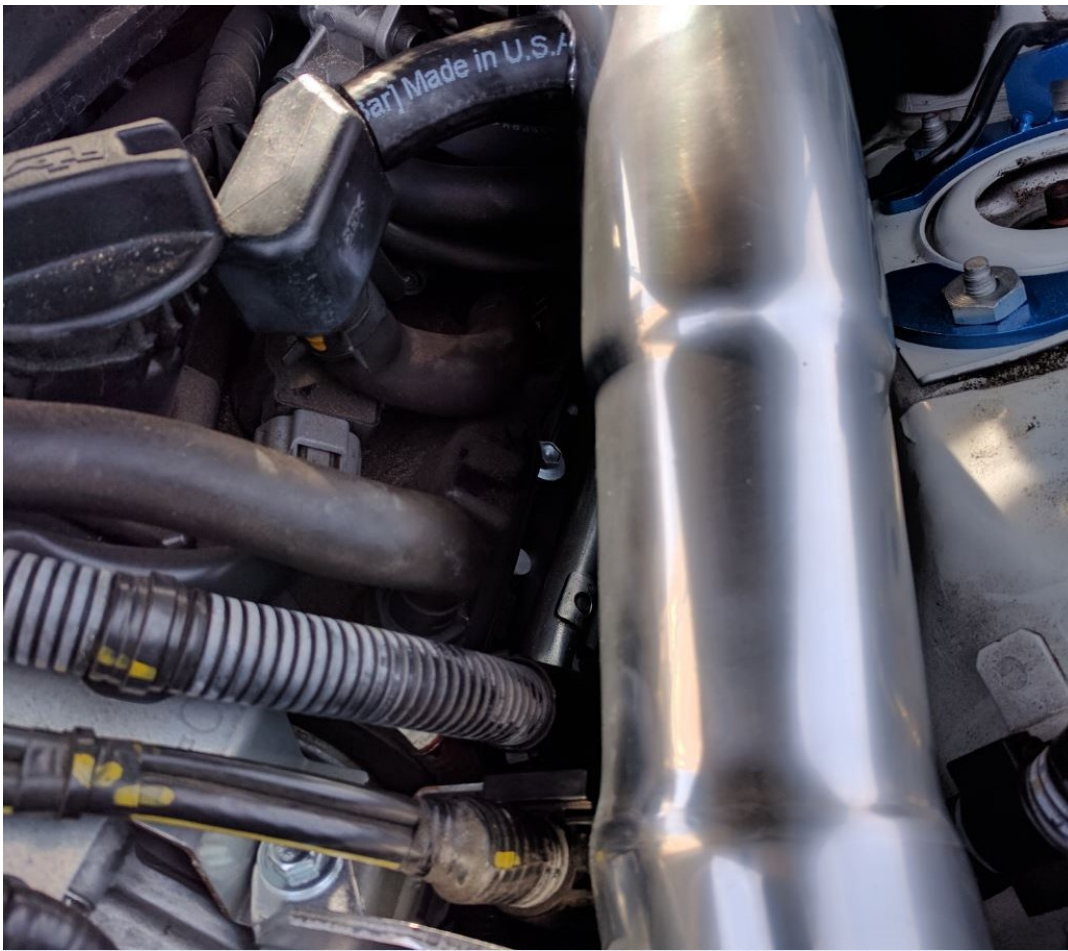




Here is the final solution. Additionally the bolt holding the front of the intake to the motor fit without modification



The driver side presents a similar issue however the 2" tubing that come with the kit works fine. The bolt holding the front of the intake to the engine is a little hard to get to, unhook the clip holding the wiring for access of 10mm socket.



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