



Intercooler Adapter, 03-04 Cobra

1. The first step is to remove your supercharger and intake manifold. You can leave the fuel injectors and rails installed. The primary goal of this step is to access the Intercooler (this will be referred to as the I/C from here on) under the blower.

This next step is not necessary, but is highly recommended!

2. Now you will be drilling and tapping the I/C mounting holes. This step is recommended to better align the I/C in a centered position. Also everyone knows of the problems with the stock M5 bolts.

Remove the I/C from the blower (or the adapter plate on aftermarket setups).

Clean both surfaces. Being careful to mask off the I/C and blower openings.

Now drill out the stock I/C mounting holes to 5mm (.196inch). Use a drill press if available, although it is not real difficult if you are careful.

Chamfer the holes. If you do not have a tool for this use a larger drill bit. This will make starting the tap much easier.

Finally tap the holes about 3/4" deep using a M6 x 1 tap. Use a heavy oil to lube the tap. Also run it in till it gives you resistance, then back it out add new oil and start again. This can be tedious but going to fast will increase the risk of breaking the tap.

(Figure1)

3. Now you can tap the two 3/8"- 16 holes on the front of the I/C. The holes are to size and require no drilling. So just like above use heavy oil and go slow till you get them about 3/4" deep.



(Figure 2) Here you can see to plug the open holes.

4. Clean and blow all the chips out of the newly tapped holes. Now you can reinstall the I/C on the blower or plate. Use silicone like normal.

Take the time to center all the holes as best you can. This will help later.

Use the supplied M6 x 20mm bolts. **Use loctite on these bolts!** If these fall out they will go thru your engine!

5. Now take your clean intake and prop it up like it will be in the engine. I use two 2"x6" under the intake ports. Make sure they are secure.

Set the blower/ plate on the intake like it would be in the engine.

Take the intake side plate with the gasket and install it on the intake. Do not tighten the bolts all the way yet.

Now slide the I/C adapter through the intake and slide it in the I/C. It is not necessary to install the O-rings for this. This is just a test fit.

Line up the OD of the intake side with the OD of the I/C adapter. It does not need to be perfect but closer is better.

Now tighten the bolts holding the intake plate. This will be the final install for the intake plate so use loctite.

6. In order to clear the hose the engine block may need to be ground down. If you have a stock block it will be necessary, but other blocks may vary. You

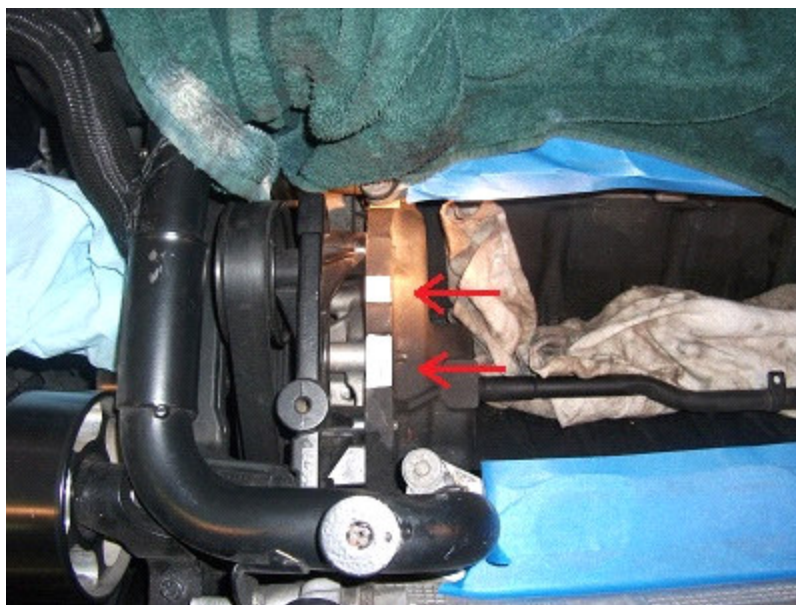
can simply set just the intake on the engine then install the 3" silicone hose over the intake plate you just installed. Feel the hose and see if it clears enough for the hose clamp and a little room to acompress the intake gaskets.

Make sure to tape over the intake ports and any other openings. Also cover the area just in front of the block over the water pump. (The oval in Figure 4)

The smaller of the two knobs is the major problem. (Figure 1) But grind it all down. This is one time where it is better to take more off than too little.

Test fit the intake. Like stated above. Put the hose on and feel for clearance.

If everything fits well clean up and paint (for cast iron).



(Figure 3)



(Figure 4) I prefer a burr on a drill. Air tools work nice, but make a bigger mess.

7. Time to install the intake and blower like normal.
Do not put the intake bolts in yet!

Prop up the front of the intake.

Install the silicone hose over the intake plate.
Loosly slip the clamps over the hose.

Install the 2 O-rings on the pilots of the I/C adapter.

Install the I/C adapter into the intake. Use loctite on the bolts. Tighten the bolts all the way. Remember you are compressing 2 sets of O-rings.

Position and tighten the clamps.



8. Finally replace your stock hoses with 3/4" hose to maximize performance.