

## Installation Instructions

Now that the machining is done its time to start getting things together.

First install the ¼" barb fitting in the plate (Blue arrow in Figure 1). I recommend using some silicone on the threads.

Then put your intercooler on the plate exactly the same as you would on the M112 Eaton case. Use silicone and your stock bolts. Remember these are only 5mm bolts so DO NOT over torque them. The silicone should work as a thread locker.

If you have the intake manifold out of the car I would install the plate and the intercooler block on the front now before installing it in the car.



Figure 1

Install the stock gasket then put the plate on the manifold. Then use the 3 bolts labeled "Plate to Manifold". Use the one shorter bolt on the hole that is in the relief area under the IAT2 sensor (in Figure 1 it is under the installed sensor).

These bolt heads and every bolt (except the IAT2 sensor bolts) are 5mm hex. Snug these down as you will not get to these after the blower is installed.

Install the tubes into the intercooler and the block on the front of the manifold just like normal.

Now the manifold can be installed on the heads and torqued to spec.

After you have the hoses on and you check that the bolts are tight you can install the IAT2 sensor. Use a

small amount of oil on your finger tip to lube the seal that will go into the plate. Install and tighten the 2 bolts. The stock harness plug should reach and plug in with no problem. See Figure 1

Blower assembly is simple.

Start by cleaning all sealing surfaces good. Then do it again (trust me you do not want the case to leak). I use rubbing alcohol to make sure there is no oil on the sealing surfaces.

Install the H122 rotors and gear case in the blower case, then install the M112 snout onto the H122 gear case. Use silicone and make sure to fill in all 3 holes (2 on the M112 snout and 1 on the H122).

**MAKE SURE TO FILL THE CENTER HOLE ALL THE WAY AS IT WILL LEAK INTO THE MANIFOLD WITHOUT YOU KNOWING!!!**

Use the bolts from the H122 and snug them up but do not tighten all the way. Let the silicone set up for about a hour then tighten them good. I leave the fill plug out and let the silicone dry overnight before filling. Of course I am a little crazy so use your own judgement.

Next install the IAC plate. Use a touch of silicone around the hole on the blower and the back mounting hole. Use the shorter M8 bolt in the back hole (one closest to the nipple) and the longer one on the front. Figure 2



Figure 2

Now lets look at the throttle body.

All you have to do here is install the plate on the elbow first then install the TB on the plate using the bolts labeled "Throttle Body Adapter". Of course if you want you can wait to install the TB till after it is all on the car. Don't forget to install the TPS on the TB before installing on the car.

Lets put the blower on the car.

If you bought your blower seal from me this is already done.

If you got your own you have to trim the small tab off the one side of the seal so it fits in the track.

Use a light film of oil on the seal then put it in the plate. It should only fit one way.

I recommend before installing the blower that you put a short length of ¼” hose on the barb. Maybe 6” long, but if it is too long you can trim it later much easier than the other.

Now set the blower on the plate. While you are doing this try to fish the hose you just installed in between the bypass linkage and the case so it runs out the back.

**DO NOT WIGGLE THE BLOWER ON THE SEAL.** When you are moving it pick it up. You do not want to drag the seal out. You can move it a little but do not get carried away.

Line up the 3 holes that you had chamfers put in.

Use the longer bolt on the front hole and the 2 short ones on the back 2. Remember these are for locating so do not over tighten these as they will strip.

Now that you have the blower located install the 7 long button head bolts with the included washers. Give these a good tightening as these are the ones that hold the blower down.

After you are sure all the button heads are tight go back and tighten the 3 countersunk bolts.

Now you can install the IAC valve. The body goes towards the firewall. You can use a stock gasket or silicone. Use the 2 M6 bolts and washers for this.

Install the injectors and fuel rails just like normal. Remember use a light film of oil on the seals so they don't tear.

Bolt the elbow and TB on the blower. Start with the 2 bottom bolts. Install the cable bracket on the 2 top bolts. Before doing that insert the throttle cable and cruise control cable in the bracket.

Notice there is a small hole on the bracket. This is for a extra return spring. I recommend using one with the Dragon TB as it is to light.

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