

Charge Pipe Blow-Off Valve (BOV) Kit for BMW/Supra B58TU

Install Guide

Last updated 9/3/2023

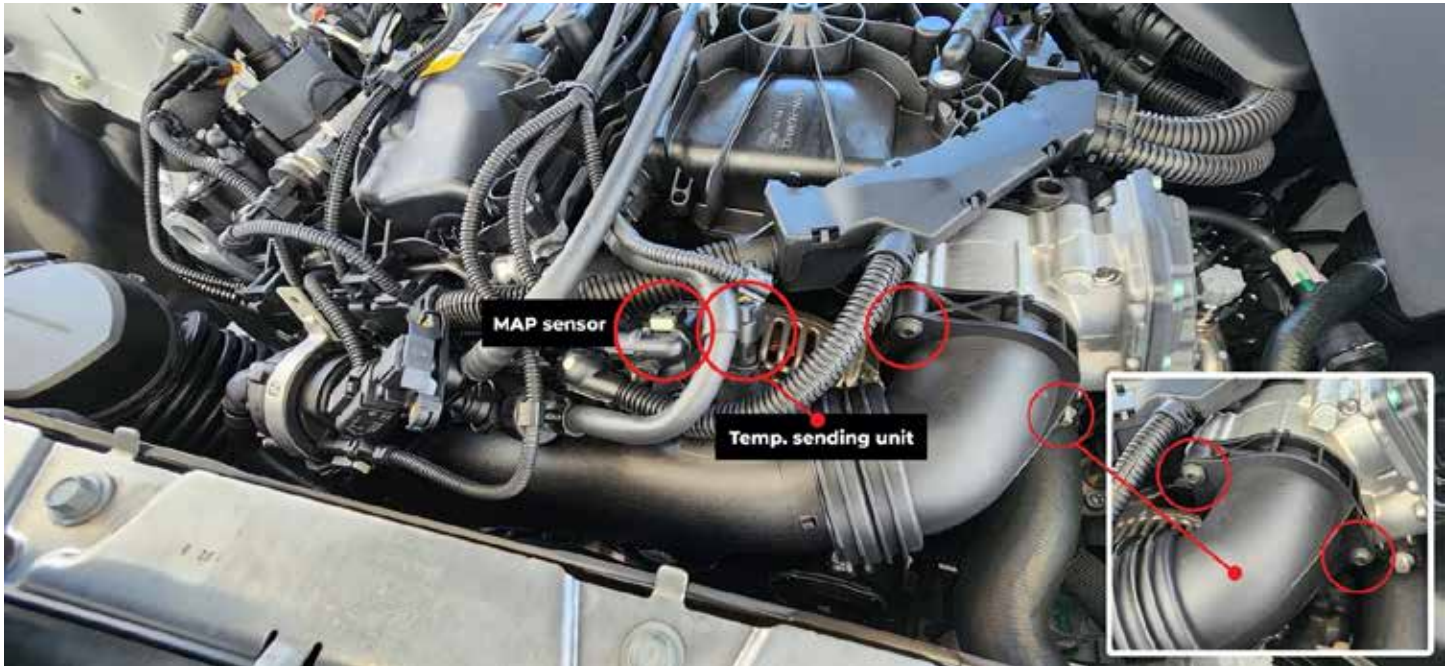
Use subject to terms and conditions posted at <https://burgertuning.com/pages/terms>

THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only be used on competition racing vehicles operated exclusively on a closed course in conjunction with a sanctioned racing event. Competition-only motor vehicles may not be driven to a racing event on a public highway and must be transported on a trailer or other carrier. USE OF THIS PART IN ANY OTHER VEHICLE MAY SUBJECT YOU TO FINES AND PENALTIES FOR VIOLATION OF FEDERAL AND/OR STATE LAW, WILL VOID YOUR WARRANTY FROM BURGER MOTORSPORTS, INC, AND CAN VOID YOUR VEHICLE'S WARRANTY. It is your responsibility to comply with all applicable federal and state laws relating to the use of this part, and Burger Motorsports, INC hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.



Remove engine cover and remove the temp sending unit by unplugging it and then unscrewing it. Next remove the MAP sensor by unplugging it, removing the screw, and pulling upward. Transfer these to the new charge pipe. Use the included bolt for the MAP sensor.

Now remove the two own charge pipe torx screws from the throttle body on the right side of the engine (facing the front of the vehicle).



Unplug this cable by pinching the clips on the top and bottom and pulling outward.



If you have a JB4 connected to this sensor skip this step.

Remove the outer casing from the MAP sensor plug by prying the little tabs shown below and opening it. This enables the connector to be plugged into the MAP sensor which will be rotated 180° on the BMS charge pipe.



Next remove the factory intake. Unplug the “MAF” temperature sensor by popping out the gray clip, pinching and pulling. Loosen the upper factory hose clamp on the rubber accordion intake outlet tube.



Remove the factory intake by pulling up on it. Be sure the 3 rubber supports are still in place. They may become dislodged during the removal of the factory intake.



Now unclip the lower part of the factory charge pipe by pulling on the clip and pull the charge pipe off. This is located on the lower part of the left side of the engine.



Now attach the 90° push fittings to the blow off valve and the included nipple adapter. Be sure to put the included chrome bung plug on the other side of the of the blow off valve. Note this comes in the BOV box and will not have thread sealer on it. Be sure to plug all 3 of the bung holes in the charge pipe with the included bung plugs with the thread sealers on them.



Be sure to place the two included smaller o-rings in the bottom of the charge pipe and the included larger o-ring in the throttle body side. A little lube will help these ends slide on easy. Reuse the factory clamp from the factory charge pipe.



Put the charge pipe on the car using the supplied bolts, silicone coupler, and clamps.



Remove the vacuum line by pinching the sides and pulling out.



Next attach the BMS billet BOV vacuum adapter with the included C-clip and click the factory hose back in. Be sure to plug the other hole with the included bung plug with the thread sealer on it. The included black plastic vacuum tube will run from the 90° push fitting in this adapter to the 90° push fitting in the blow off valve.



Check all electrical connections, clamps, screws, and bolts and reinstall the intake. Installation completed!