

G Chassis B48 BMW Aluminum Blow Off Valve Charge Pipe Install Guide

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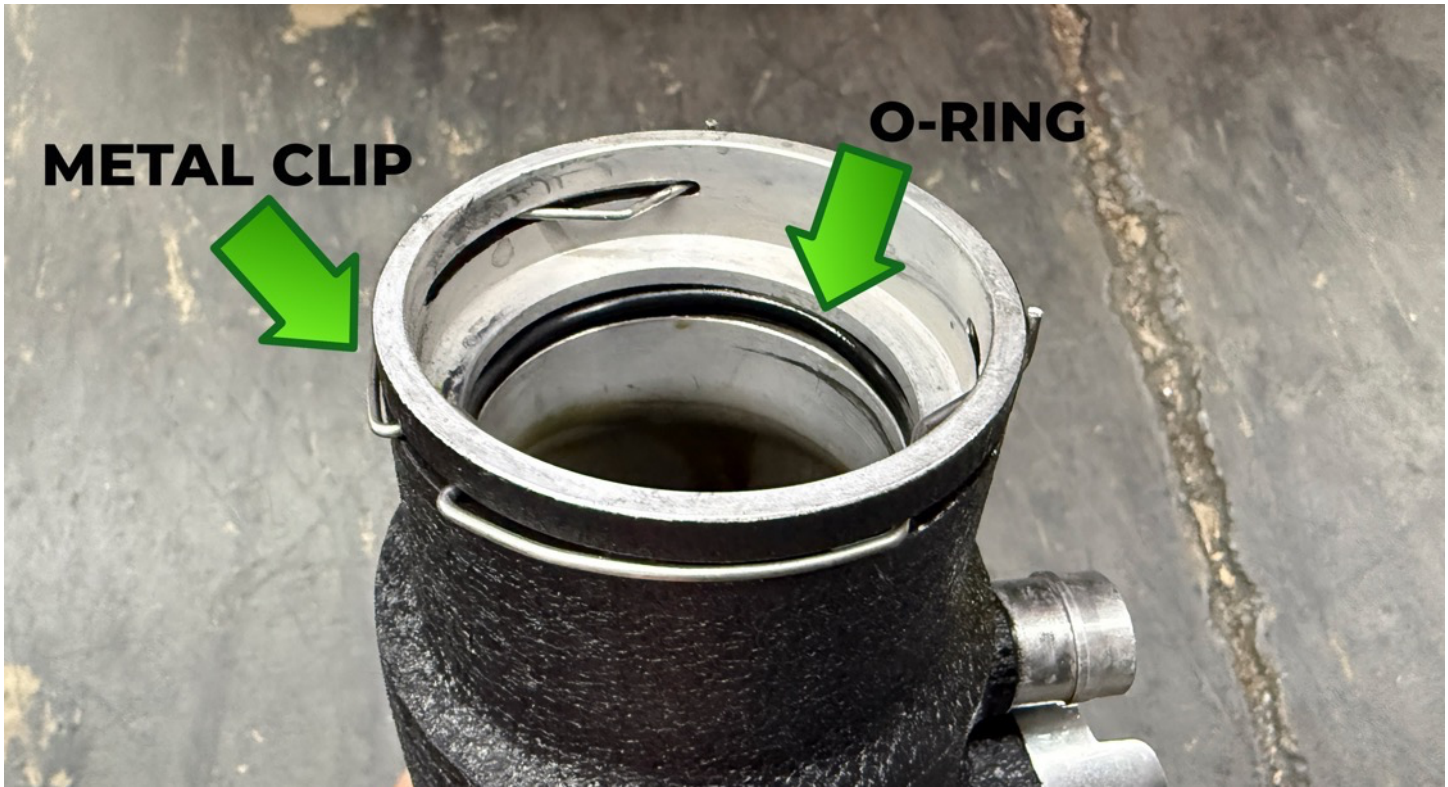
Remove the factory intake. Start by clicking the gray clip out on the MAF sensor and pinching it and pulling to disconnect it. Next loosen the hose clamp on the resonator.



Next loosen the hose clamp on the bottom of the resonator. (not shown)



Prepare by adding the supplied black silicone O-ring and metal clip as shown below. A little lubricant/oil on the O-ring will help the inlet go on easier during the install. Put the supplied metal clip into place



Replace the brass bung plugs in the pipe with the supplied silver plugs for a proper seal. They include a special thread sealer already applied to the threads.



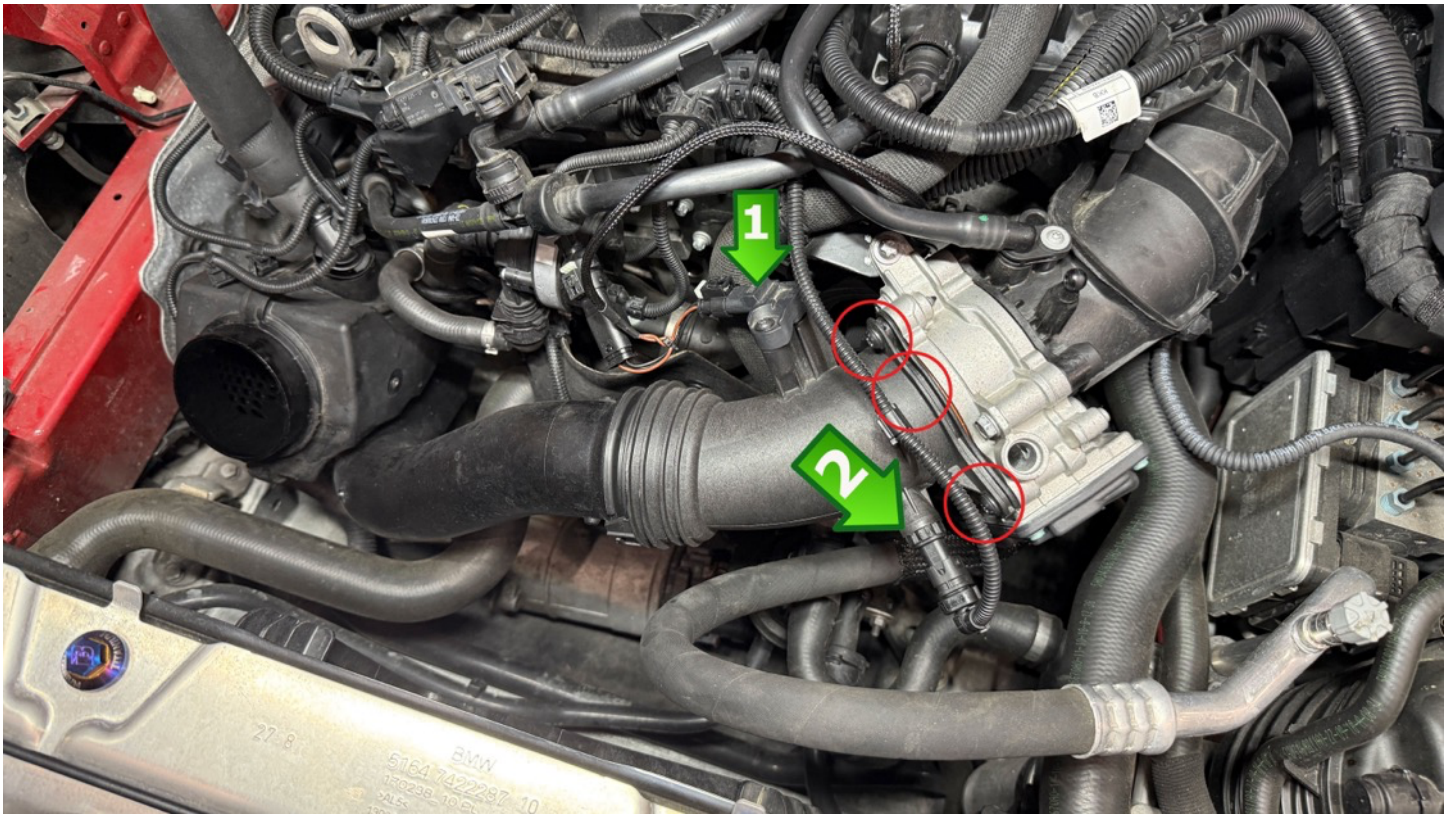
Loosely assemble to pipe and silicone coupler as shown and attach the blow off valve.



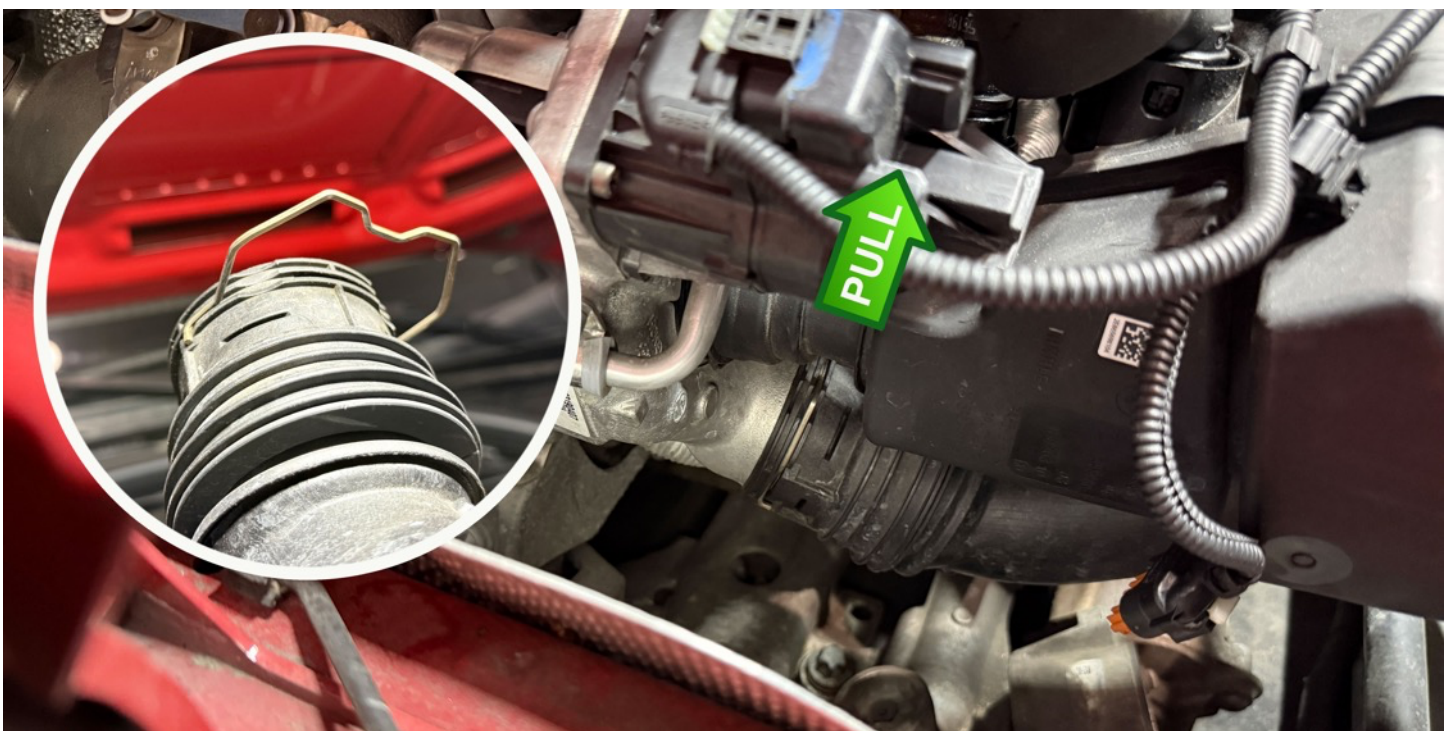
Put the o-ring from the blow off valve box on the charge pipe before installing.



#1 remove map sensor using a T25 torx tool. Replace the factory bolt in the factory charge pipe for safe keeping as it won't be reused. #2 unscrew the temperature sensor and pry the plastic tab off that holds the wire. Next remove all 3 T30 torx screws that hold the charge pipe to the throttle body.



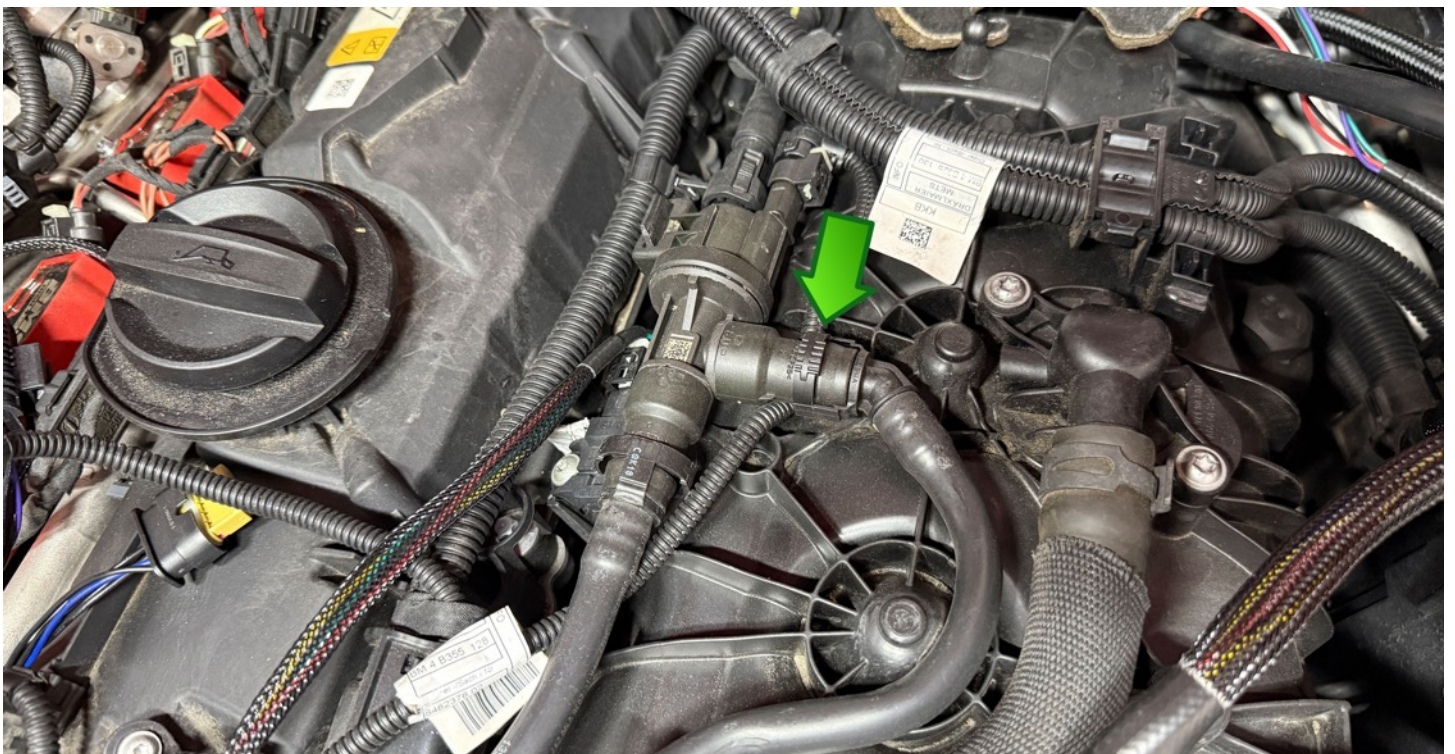
Pull the factory clip on the other end of the charge pipe up towards the motor until it clips up like shown the in the picture or remove it completely. Then pull the whole charge pipe off.



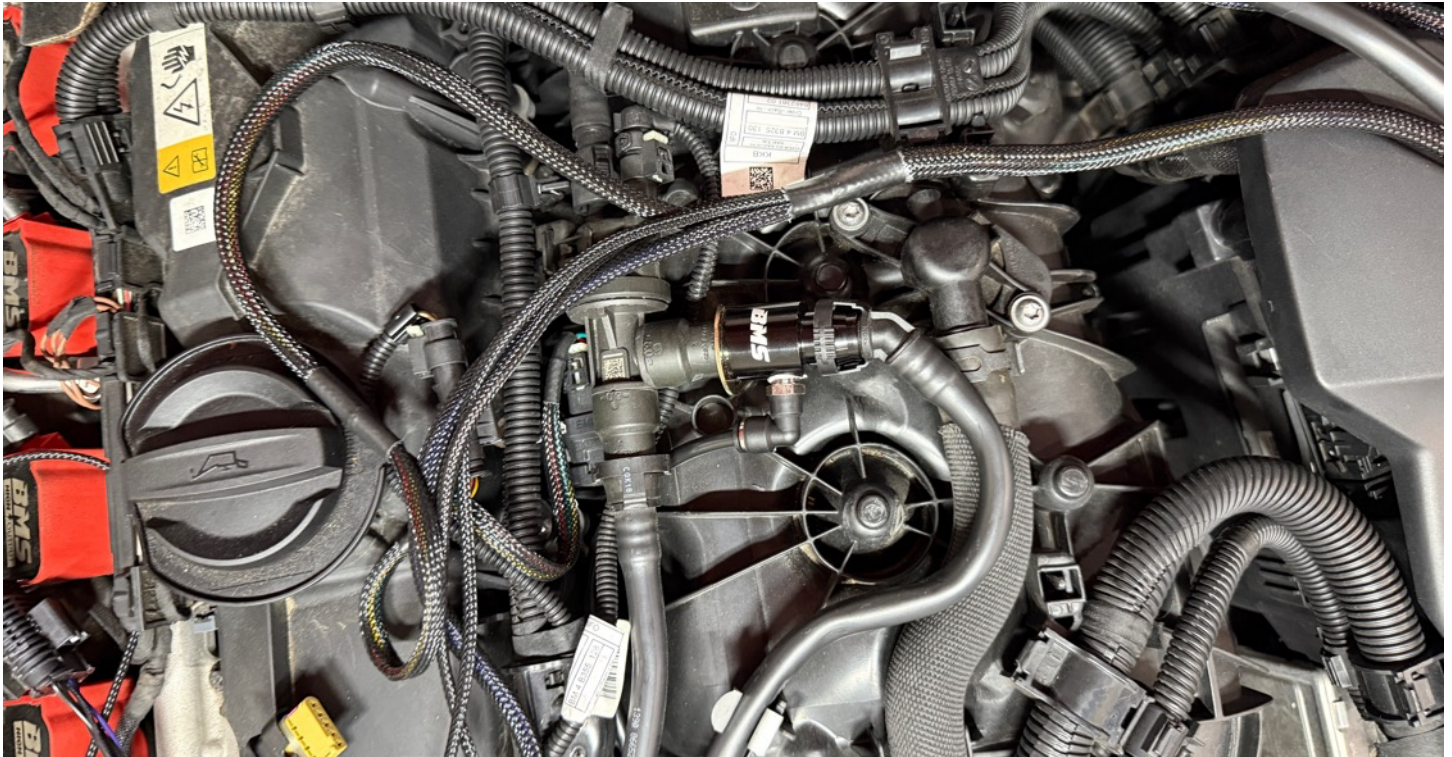
Push the bottom half of the charge pipe onto the turbo until it clicks. Next Install the map sensor using the supplied shortest Allen bolt. Screw in the temperature sensor and tighten the 3 longer supplied Allen bolts to the throttle body. Tighten the two hose clamps.



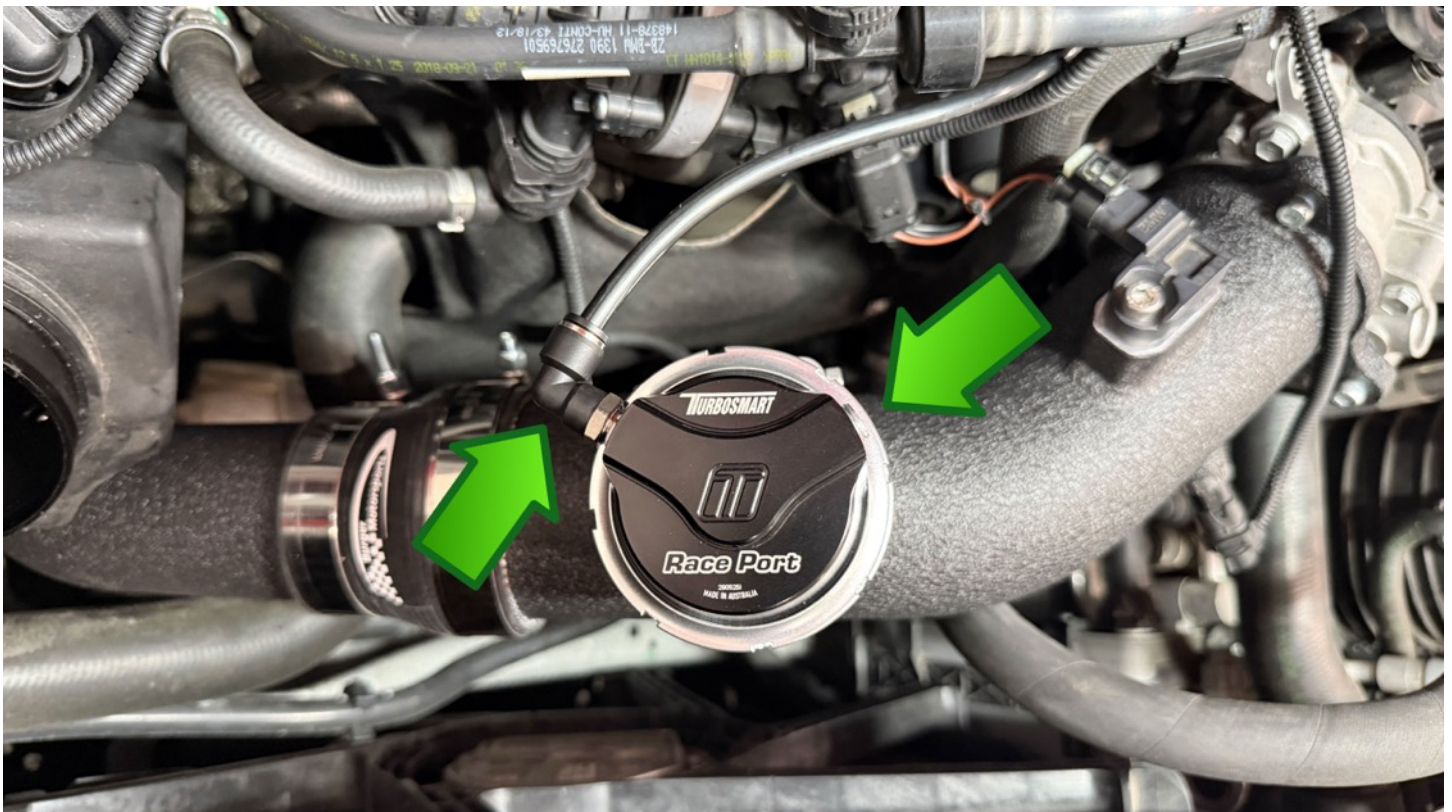
Remove this fitting by pinching it on the top and bottom and pulling it off.



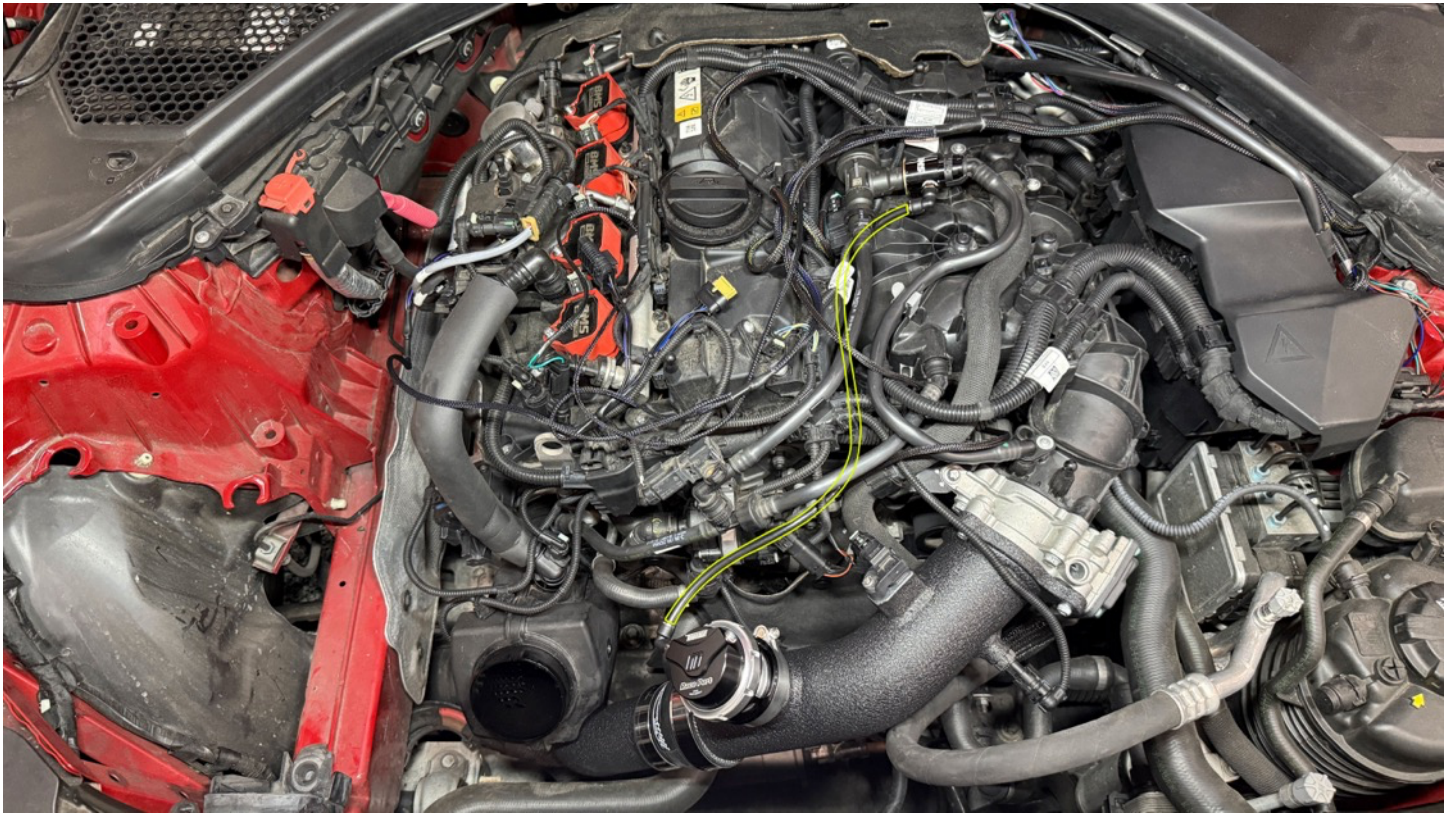
Attach the BMS billet BOV vacuum adapter with the included C-clip and click the factory hose back in. Plug the other hole with the included bung plug with the thread sealer on it. The included black plastic vacuum tube will run from the 90° push fitting in this adapter to the 90° push fitting in the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



Vacuum hose runs to the 90° fitting in the BOV. Plug the other hole in the BOV with the supplied bung plug with the thread sealer on it.



Recommended Routing of the BOV vacuum hose.



Reinstall the factory intake and engine cover. Installation complete!

