

BMS N54 BMW Oil Catch Can Last updated 1/05/2021

Use subject to terms and conditions posted at <http://www.burgertuning.com/terms>

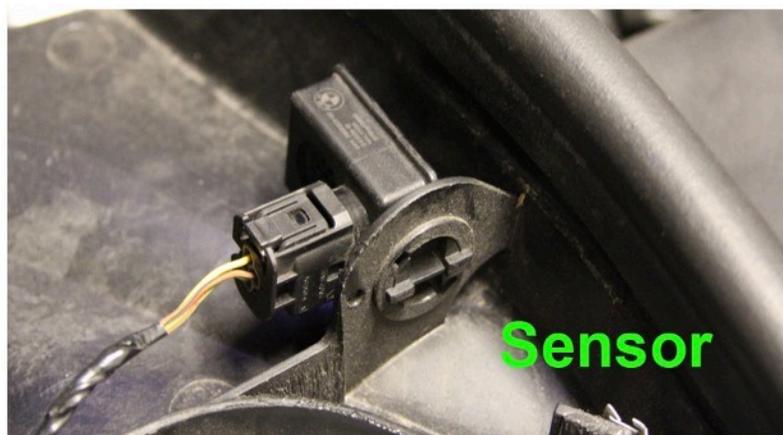
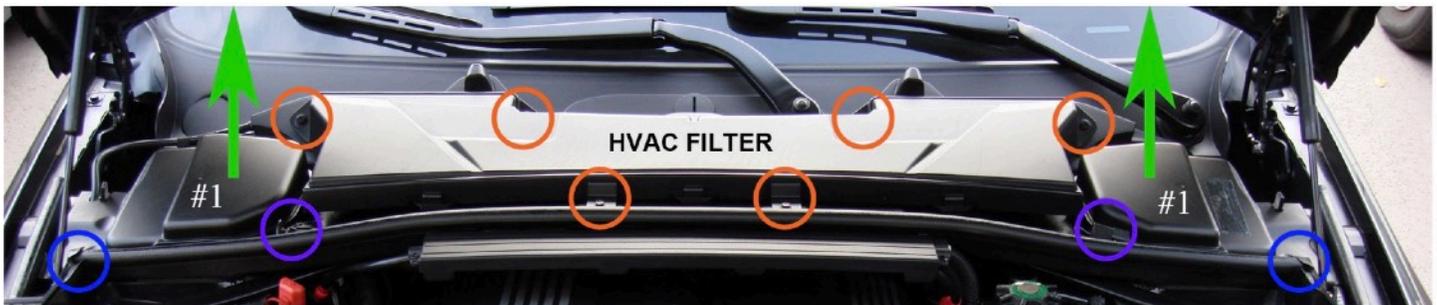
THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only 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 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 the DME cover and the brake fluid side cover. There are (2) small clips in the middle of each side of the covers. Pry them outward with your fingers and lift the cover up. It will be caught on a rubber tab but just pull the lid towards the front of the car. They are #1 below.

Next remove the large HVAC filter in the above photo. The (6) 8mm screws locations are circled in orange the below photo.

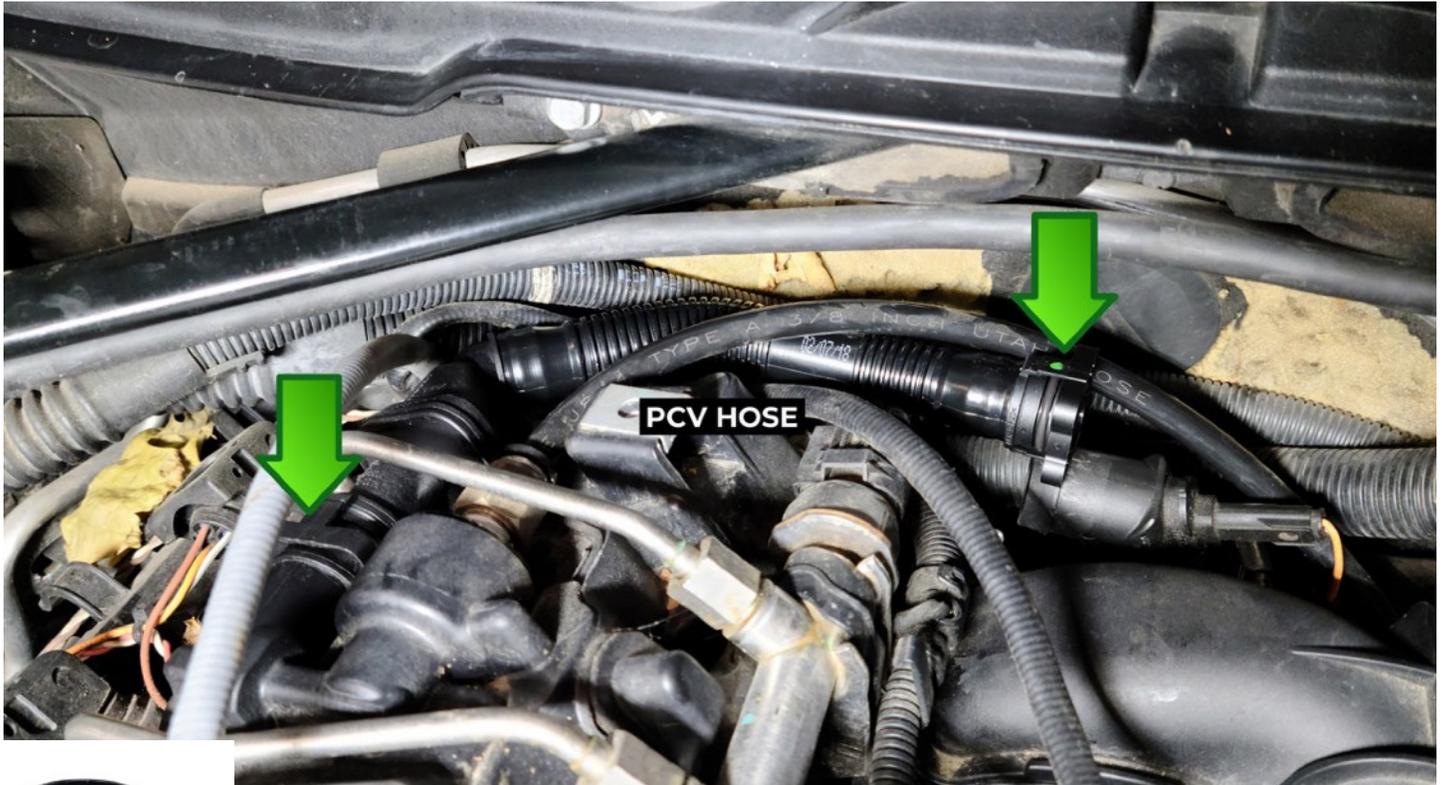


Now remove the sensors circled in purple in the above photo. Some vehicles have 1, some have 2 sensors. Turn clockwise to loosen. Pull up on the tabs holding the wires going to the sensors and set them aside.

Remove the factory intake by undoing the 2 hose clamps under the front and rear and pulling up.

Remove the engine cover by removing the four 5mm allen head bolts and pulling the cover up and out.

Locate and disconnect the OEM PCV hose by squeeze the plastic retaining clip with your fingers to unlatch the connector, or use a small screwdriver to pry it off at the nipple. Have patience. It will come off.



Once removed click the included back nipple into the factory PCV hose.





Now press the 9" piece of the included 3/4" straight hosing over the nipple. No clamps are required.

This hose then goes into the "IN" fitting on the catch can. (the side without the baffles) Leave it disconnected for now.

Push the UBEND over the OEM nipple as shown. The fit will be snug but ensure it's fully seated. No clamp is required. If you are unable to get the hose over the nipple use a heat gun or hair drier to heat the hose end up a bit making it more pliable. This hose will go to the "OUT" fitting on the catch can. (the side with the baffles) Leave it disconnected for now.

Remove the rear diverter valve line by twisting the gray lock and pulling the tube out so it moves around freely. Only one end needs to be removed. When complete your engine bay should look like this with two hoses ready to connect to the oil catch can.



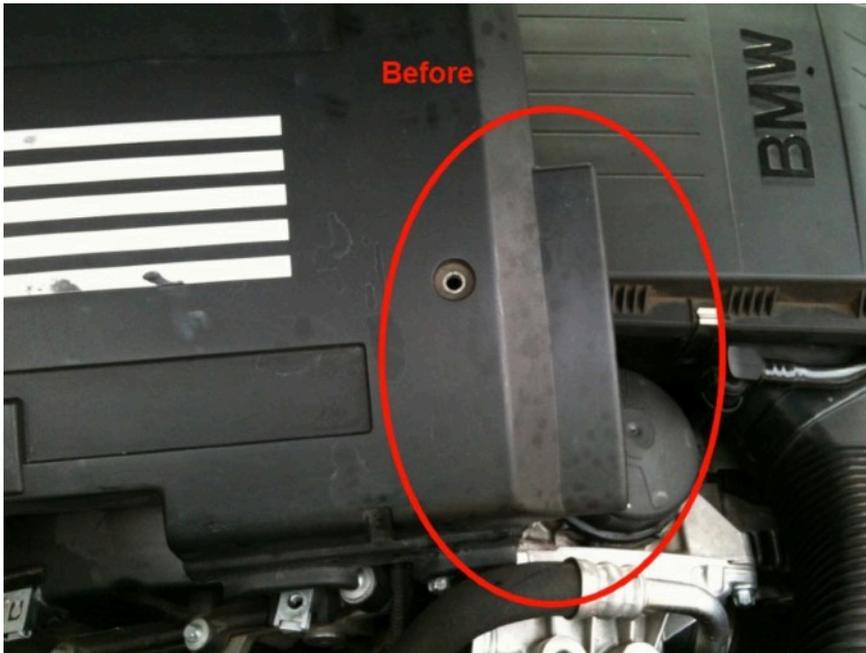
Twist the gray locking clip and pull the diverter line out from the intake tubing to make room for installing the OCC

Finally insert the hoses on to the BMS OCC. The UBEND "J" hose should connect to the connection furthest away from the firewall as shown. If you find the hoses are too long at this point you can remove and trim them. No clamps are required. Note that with 535i models the UBEND hose may be too short and will require the included. Holding the DV line out of the way swing the OCC under the strut brace and attach using the included allen screws and bracket. Only one screw is required to hold the OCC up but both can be installed.



When it comes times to empty the OCC every 6-12 months you will remove the cowl, the allen screw(s) holding the bracket to the strut brace, pull out the DV line, and swing the can forward so you can unscrew the can from the base. You do not need to remove the lines or engine cover to empty. Dispose of any accumulated engine oil in a safe and appropriate manor.

We suggest trimming the plastic engine cover slightly as shown to allow a little extra room for the OCC hose. Use a hacksaw, cutoff wheel, or similar.



Reinstall the engine cover. It will slightly touch the rear UBEND hose and may require a bit of force to push it back in to place and align the four 5mm allen bolts. If you find it difficult to reinstall one or both of the rear allen bolts they can be left out. Spend a little extra time here to ensure you do not "fold over" the UBEND blocking flow when reinstalling the engine cover.



Now hose sits over the engine cover vs. having to push it all the way back against the firewall for a normal installation.

Once the engine cover is installed you can reinstall the cowl and cabin filter. Installation is complete!