

# AIRTEC Fitting Instructions

M O T O R S P O R T

<b>Vehicle:</b>	BMW G8x M2/M3/M4
<b>Product:</b>	Oil Cooler
<b>Part number:</b>	ATMSBMW40



## Kit Contents:

<ul style="list-style-type: none"><li>• 2x AIRTEC Motorsport Turbo Inlets (front and back)</li><li>• 2x CNC Adaptors (for use with standard turbos)</li></ul>	<ul style="list-style-type: none"><li>• 2x M5x14mm Button Head Bolt</li><li>• 2x M5 Pan Washers</li><li>• 2x 56x1.5mm O-Rings</li></ul>
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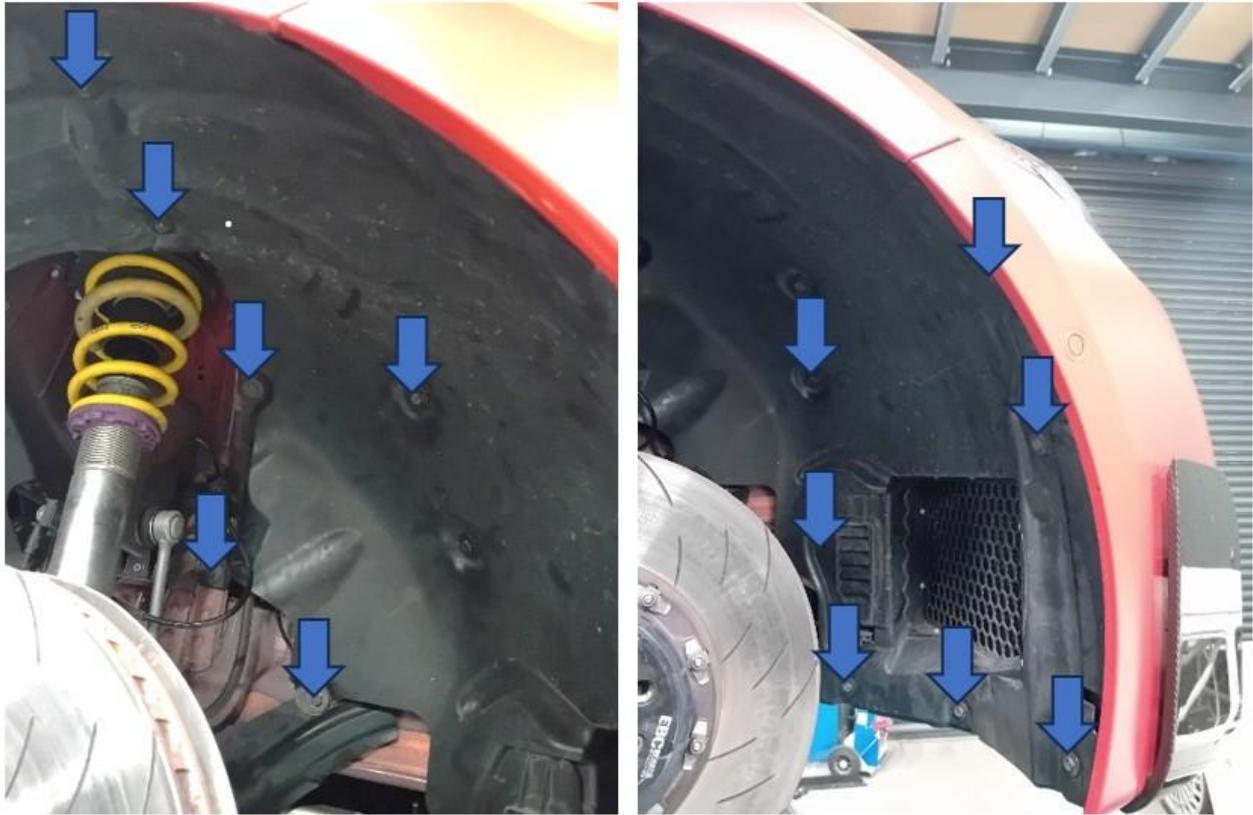
## Tools Required:

<ul style="list-style-type: none"><li>• Ratchet and Socket Set</li><li>• Trim Removal Tool or Flat-Bladed Screwdriver</li><li>• E8 Socket</li></ul>	<ul style="list-style-type: none"><li>• Jubilee Clip Flexi-driver</li><li>• Grease (for O-rings)</li></ul>
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**PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT**

# Instructions:

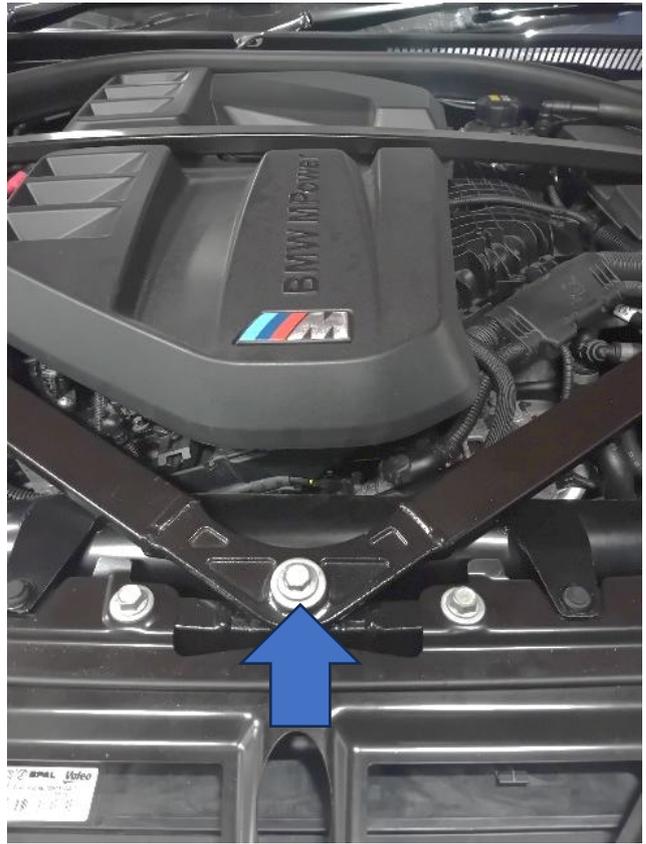
1. Start by removing the front wheels and then remove the wheel arch liners by releasing the 13 10mm screws on either side.



2. Remove the three plastic push fittings each side using a trim removal tool or screwdriver and set the plastic pieces aside giving access to the four bolts on the front brace.



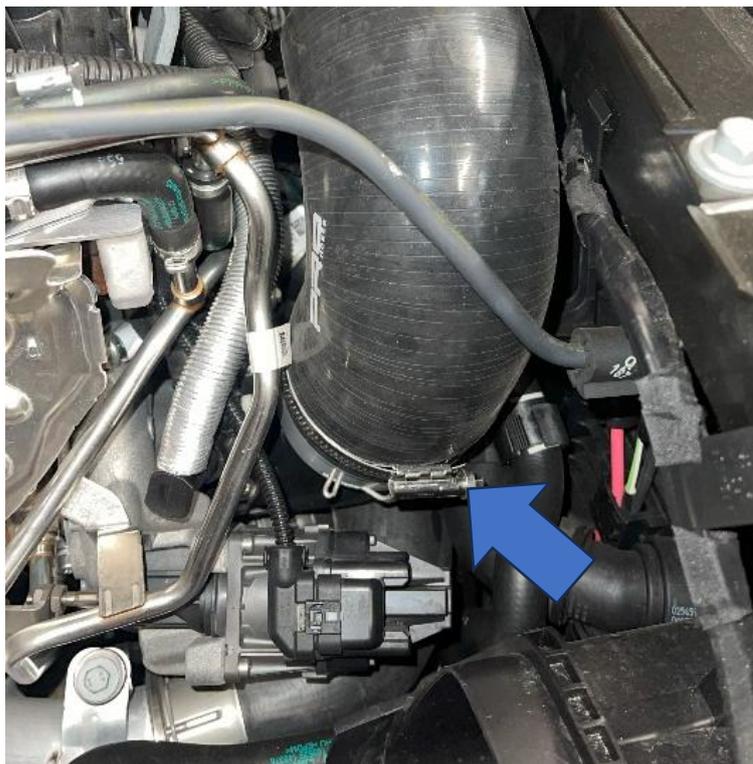
3. Undo the two 15mm bolts each side followed by the front 13mm bolt and remove the brace from the car.



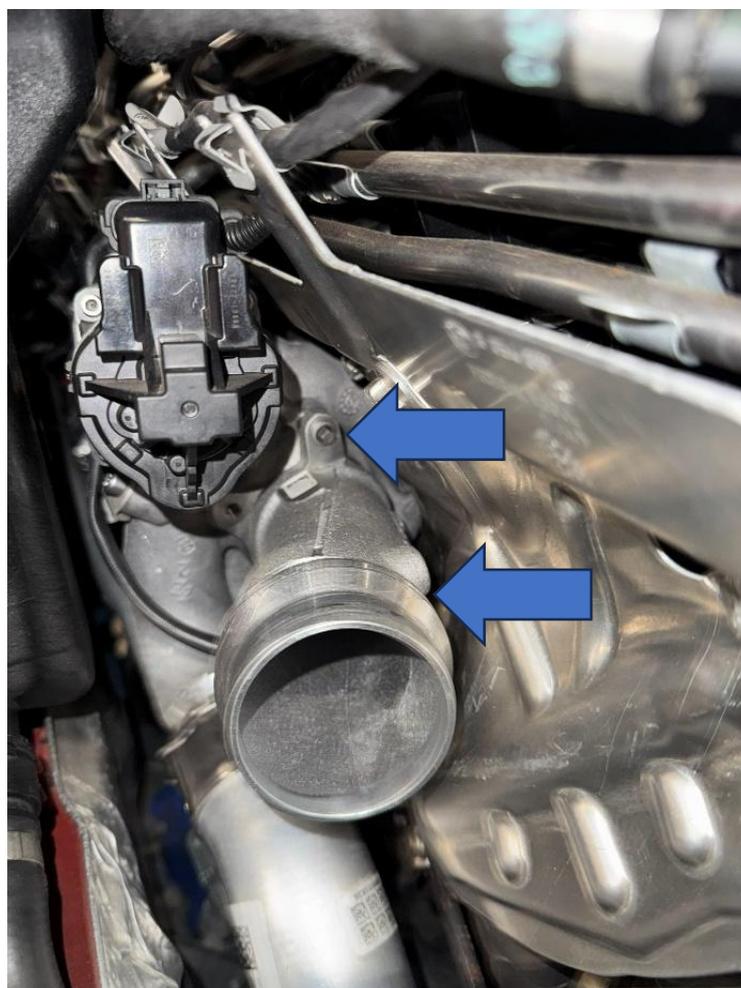
4. Remove the left-hand induction kit (or air box) by releasing the tension clip from the original turbo elbow and then removing the whole assembly from the car by pulling upwards on the air box base.



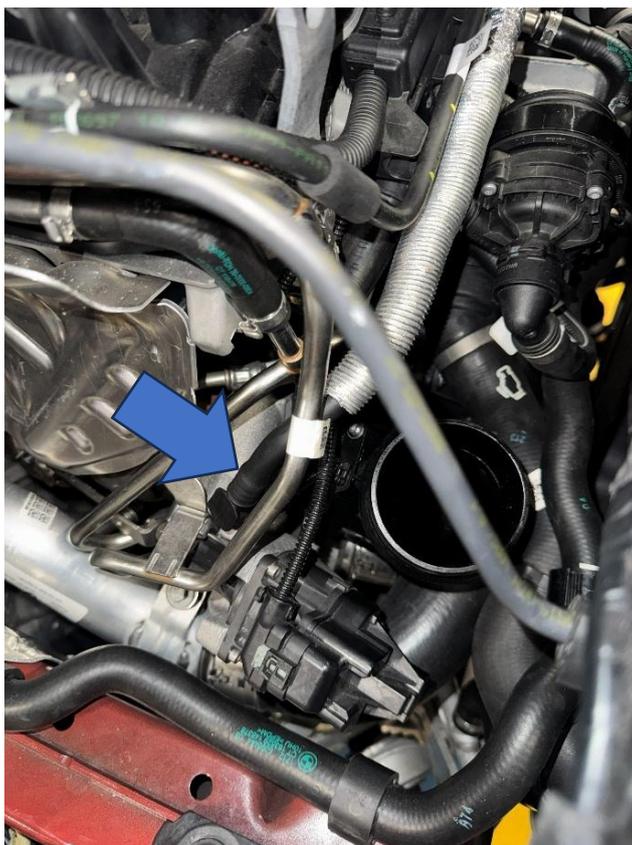
5. Unclip the right-hand turbo elbow connector followed by the silicone attaching it to the top pipe and then remove them from the car.



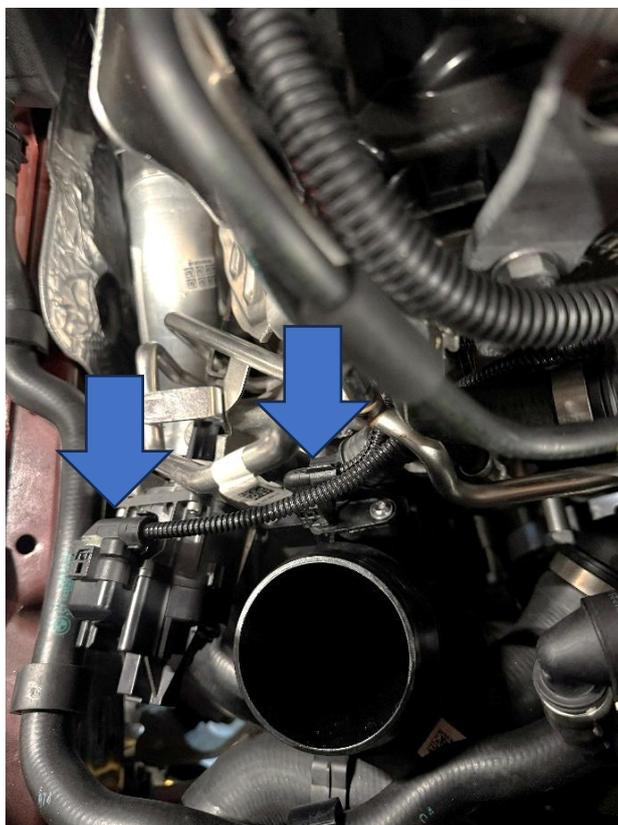
6. Use an E8 socket to undo the two bolts holding the rear turbo inlet in place. It may be easier to remove the lower bolt from within the wheel arch.



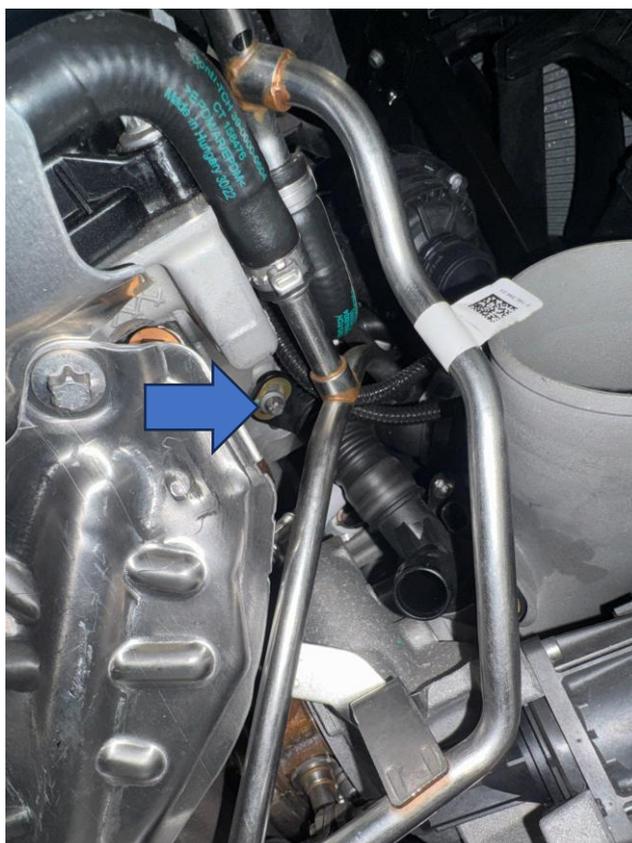
7. For the front turbo elbow, unclip the breather pipe and then carefully move it out of the way, taking care not to kink the pipe.



8. Then disconnect the wiring plugs to the turbo actuator and the oil breather pipe heater.



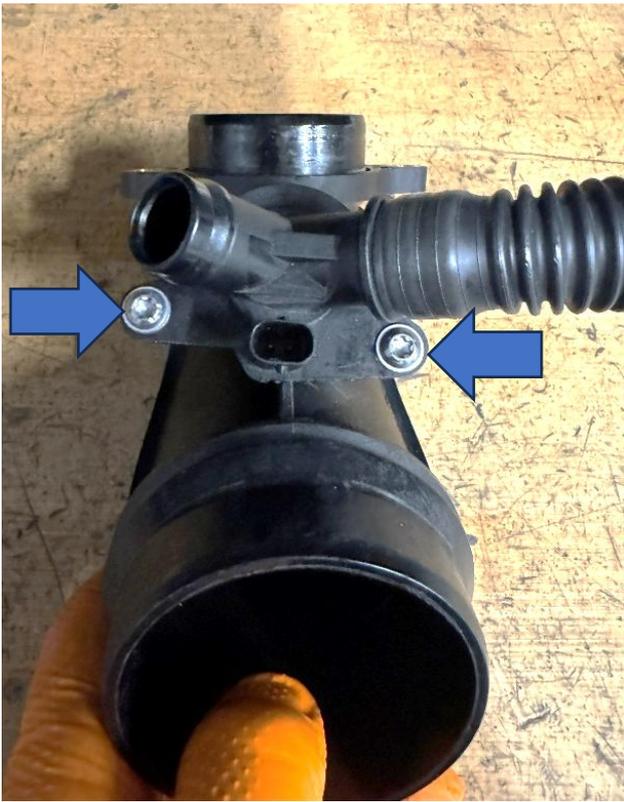
9. Undo the E8 bolt securing the remaining part of the breather pipe to the engine block and remove.



10. Now locate and undo the two E8 bolts securing the front turbo elbow in place and remove it from the car.



11. Undo the two T25 Torx screws securing the breather assembly to the standard elbow. Then lift it out and remove the metal plate from inside before reinstalling **both** the plate and breather to the new turbo elbow. You can then secure the breather assembly to the new elbow with the supplied M5 bolts and washers.



12. Install the O-rings supplied in the kit into the groove on each of the elbow's flanges. Use a little grease to help them seat them in place and then fit the CNC adaptors provided.



13. Install the rear elbow first, reusing the original bolts. It is easier to install and tighten the lower bolt from within the wheel arch.



14. For the front elbow, first refit the breather hose to the engine block ensuring it is fully seated followed by the bolts to secure the front turbo elbow in place.



15. With both turbo elbows in place, the induction kit can be reinstalled. Remove the connectors from the silicone hoses and install them directly onto the new turbo inlets, securing with the same jubilee clips.

**Please note:** For the rear turbo inlet, the jubilee clip can be very close to the heat shield and may need orientating to stop it from resonating when the engine is running.

Finally, reinstall the removed parts in reverse order.