

# AIRTEC Fitting Instructions

M O T O R S P O R T

<b>Vehicle:</b>	BMW G87 M2
<b>Product:</b>	Front Mount Induction Kit
<b>Part number:</b>	ATIKBMW10

## Kit Contents:

1x AIRTEC Motorsport Induction Pipe	1x Induction Pipe Silicone Hose
1x Offside Induction Pipe	2x Bracket Spacers
1x Nearside Induction Pipe	2x 80mm Neck Air Filters
1x Offside Bracket	6x 90mm Jubilee Clips
1x Nearside Bracket	2x M6x10mm Socket Head Bolts
1x Nearside Silicone Hose	2x M6 Washers
1x Offside Silicone Hose	1x Nearside Cutting Guide
1x Large Billet Connector	1x Offside Cutting Guide
1x Small Billet Connector	

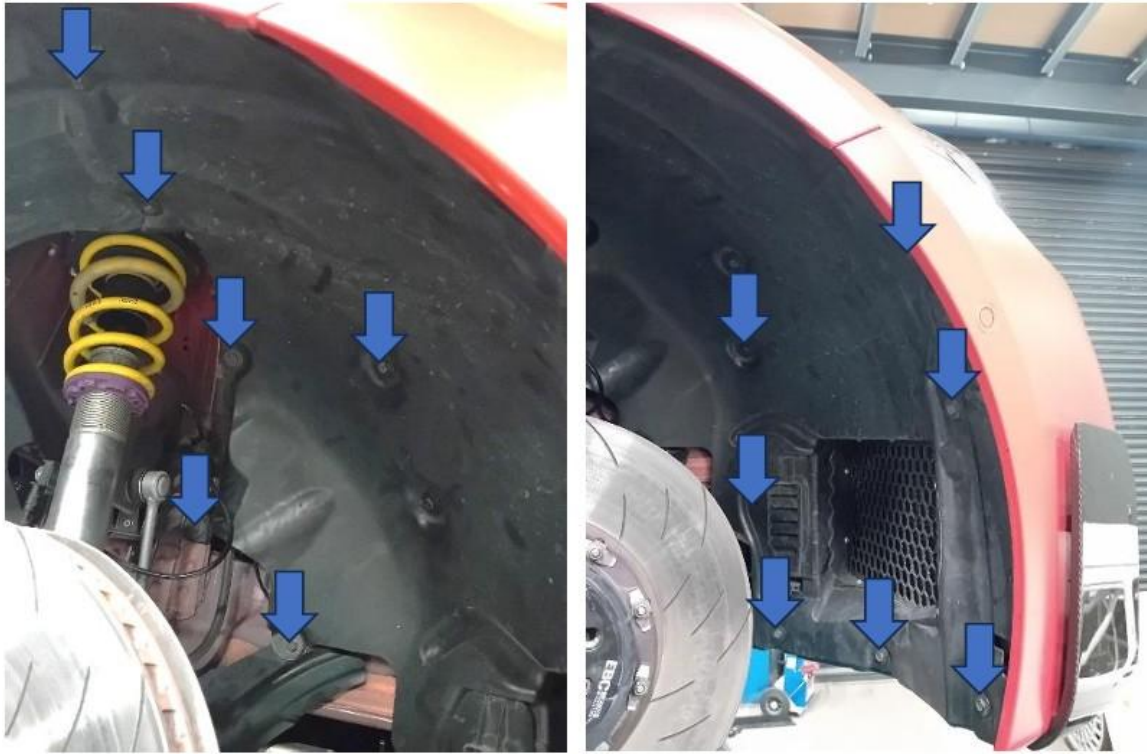
## Tools Required:

<ul style="list-style-type: none"><li>• Ratchet and Socket Set</li><li>• T30 Torx Key</li><li>• T35 Torx Key</li><li>• 5mm Allen Key</li></ul>	<ul style="list-style-type: none"><li>• 13mm Spanner</li><li>• Flat-Head Screwdriver</li><li>• Permanent Marker or Scribe</li><li>• Suitable Cutting Tool</li></ul>
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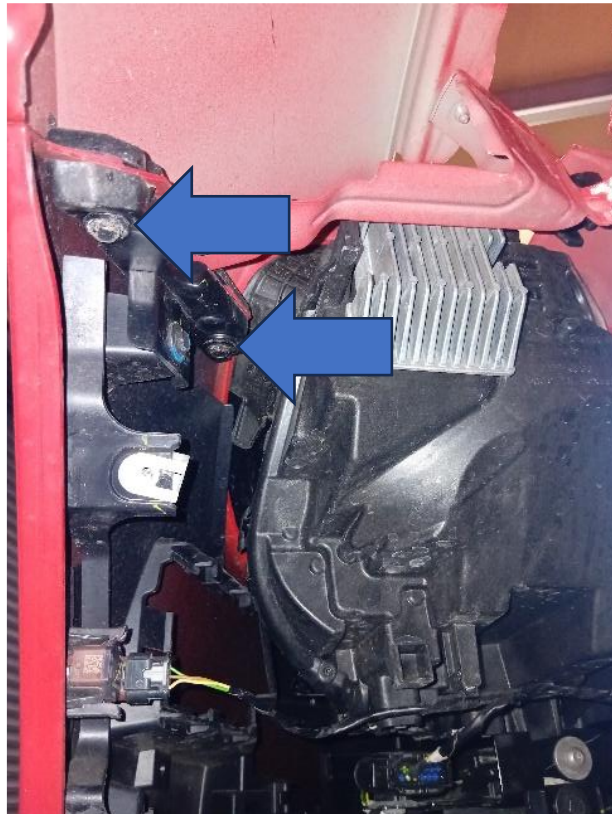
**PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT**

# Instructions:

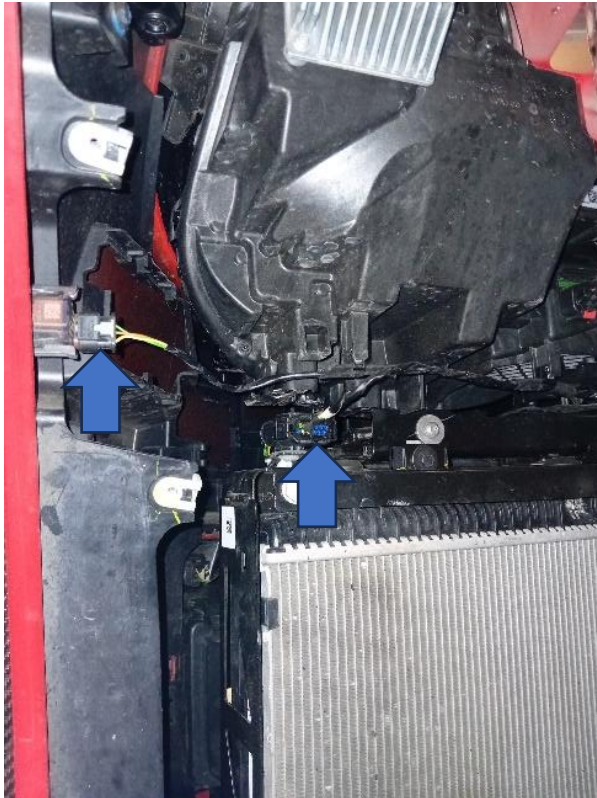
1. Start by removing the front wheels and then remove the wheel arch liners by releasing the 13 10mm screws on either side.



2. Now remove the two 8mm Screws in the upper section of each wheel arch to disconnect the sides of the bumper from the vehicle.



3. Disconnect the cable connectors that attach to the bumper. There is one in the left-hand wheel arch and two on the right.



4. Working under the car, remove the rubber bumper trim by undoing the 11 self-tapper screws. There are then four plastic hook clips that slot under the front section of the bumper, so pull the bumper trim towards the back of the car to release it.



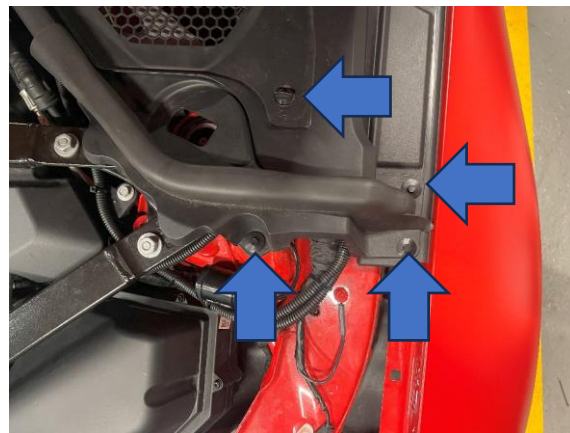
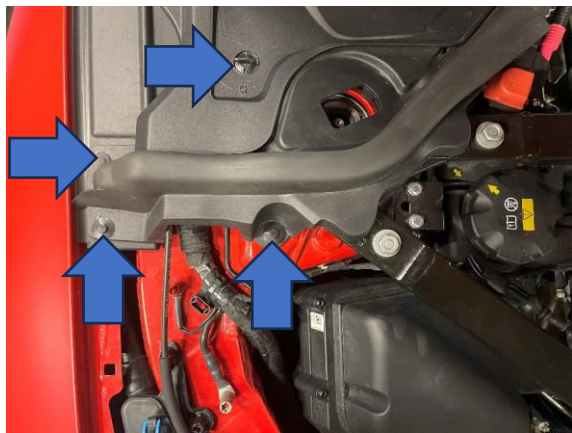
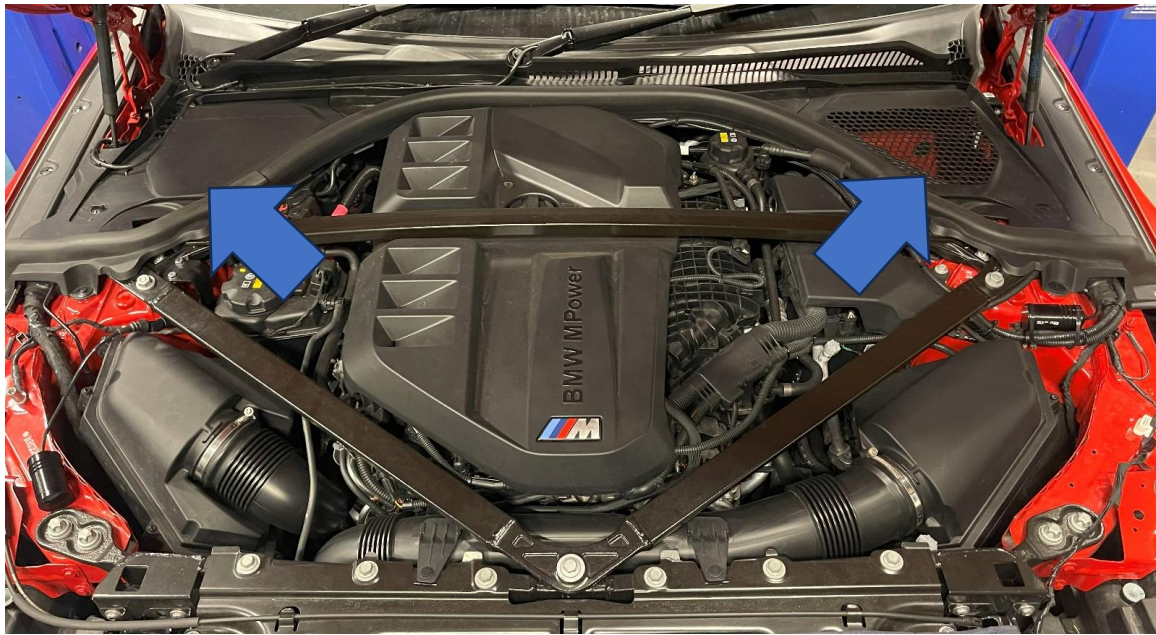
5. Now release the under tray by removing the 14 10mm bolts securing it in place.



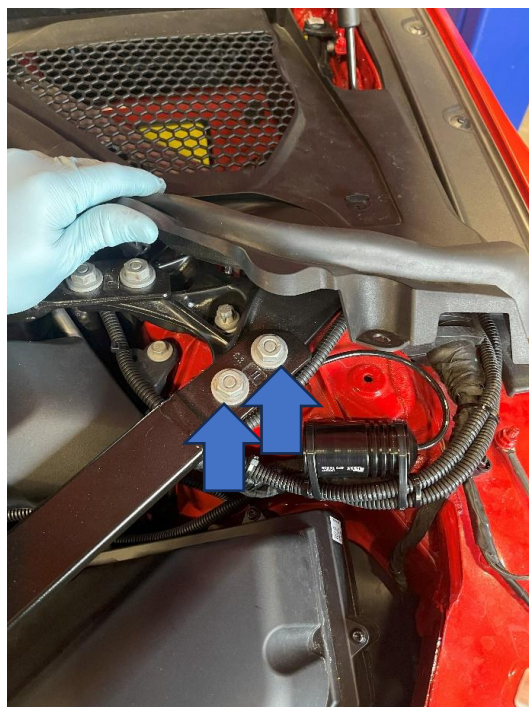
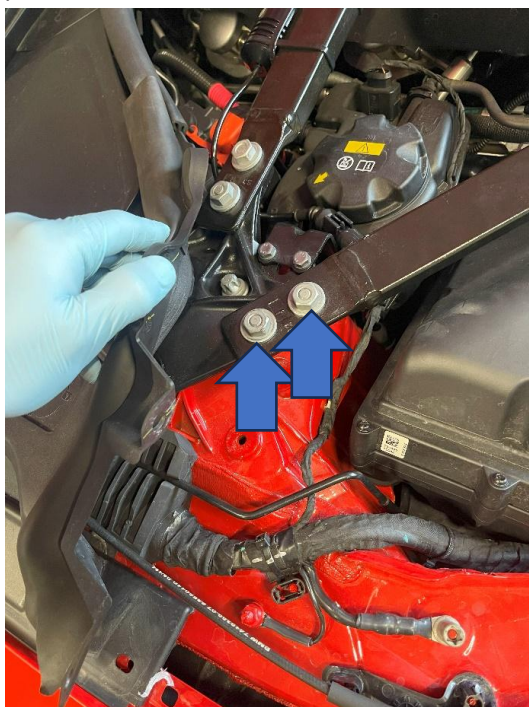
6. Remove the under tray side sections by undoing the six 10mm bolts each side.



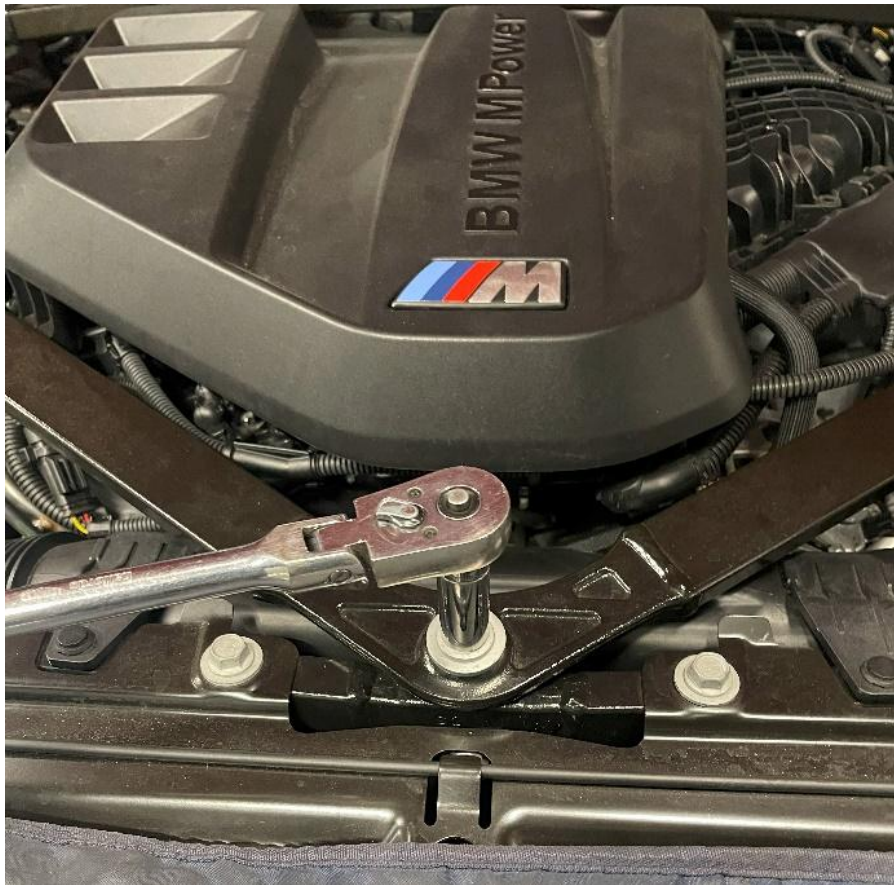
7. Under the bonnet, release the plastic trims in order to gain access to the bolts securing the struct brace.



8. Now peel back the trim and undo the two bolts each side.



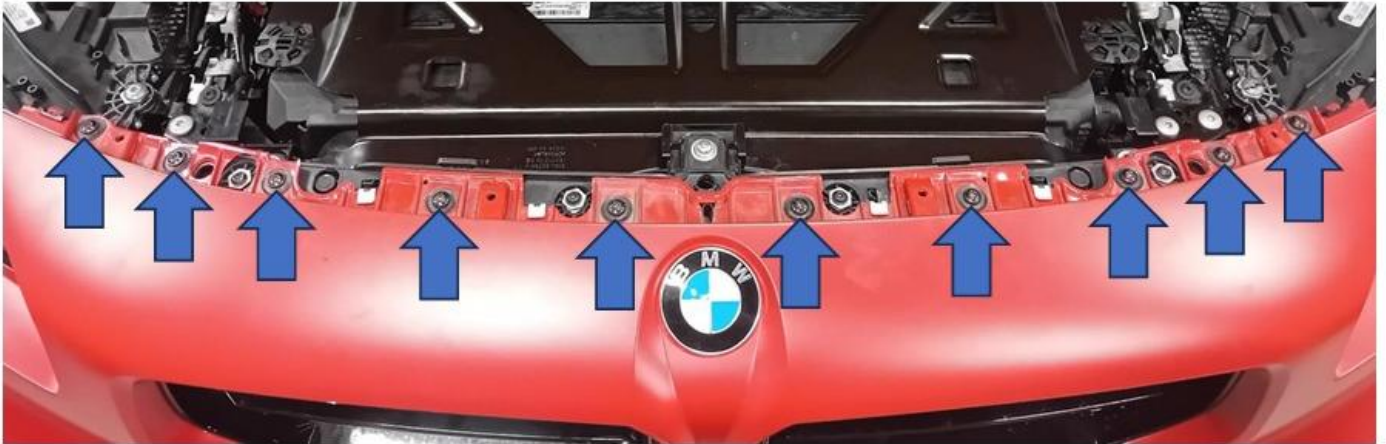
9. Undo the 13mm bolt at the front and remove the brace from the car.



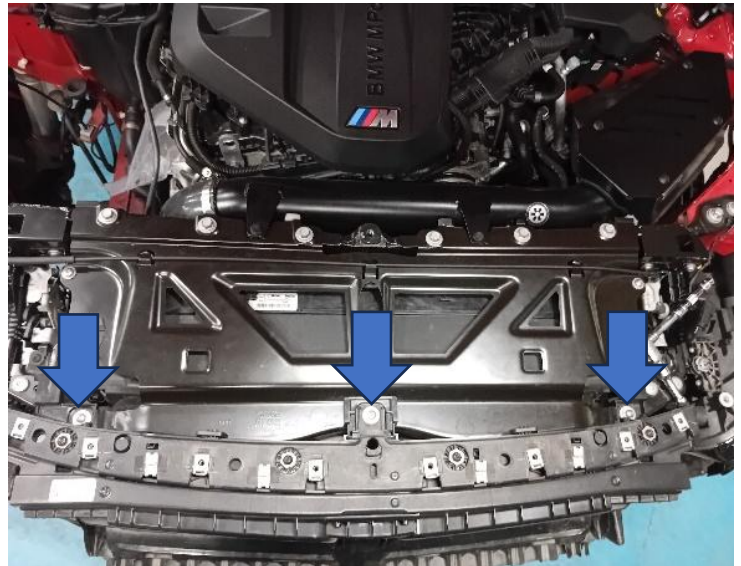
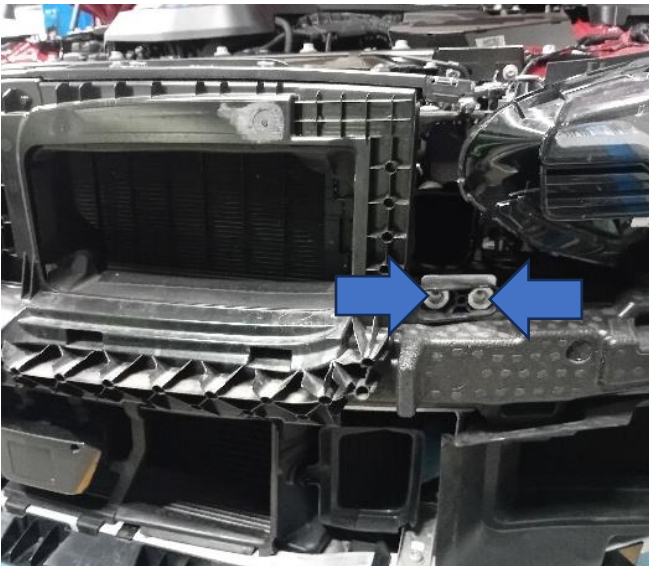
10. Remove the four push fittings from the plastic trim panel on the top of the bumper. Pull the rubber seal off and then remove the plastic panel.



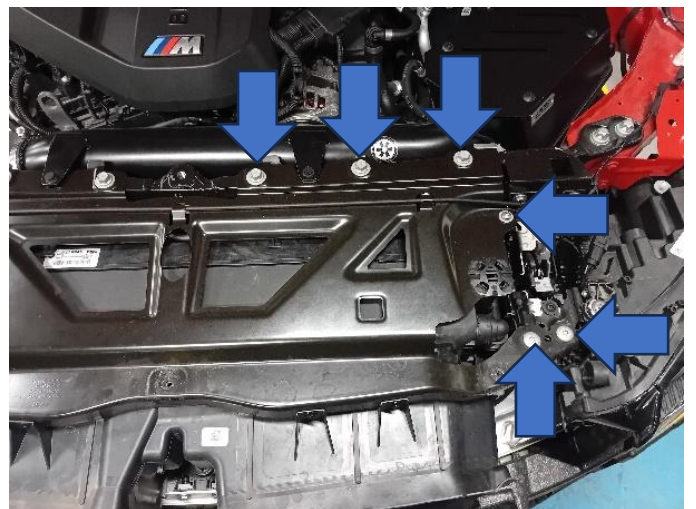
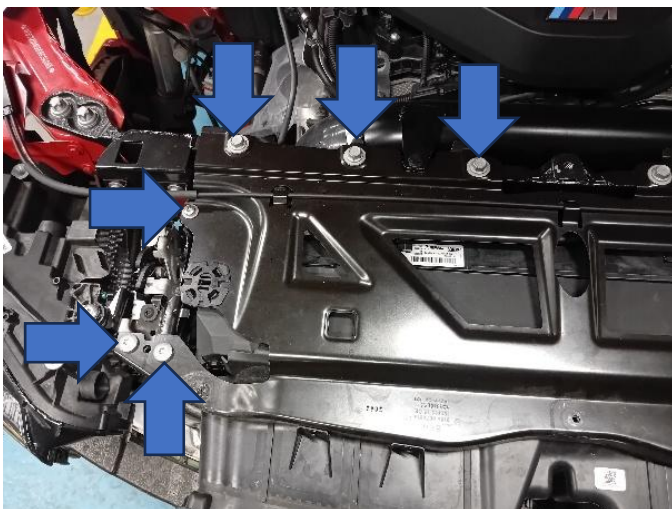
11. Unfasten the 10 T30 screws securing the upper bumper region and gently lift the bumper away from the vehicle.



12. Remove the four (two each side) bolts from the side of the plastic grille frame mounting, then remove the three T30 bolts from the top. Disconnect the plastic grille frame by pulling upwards to release the bottom.



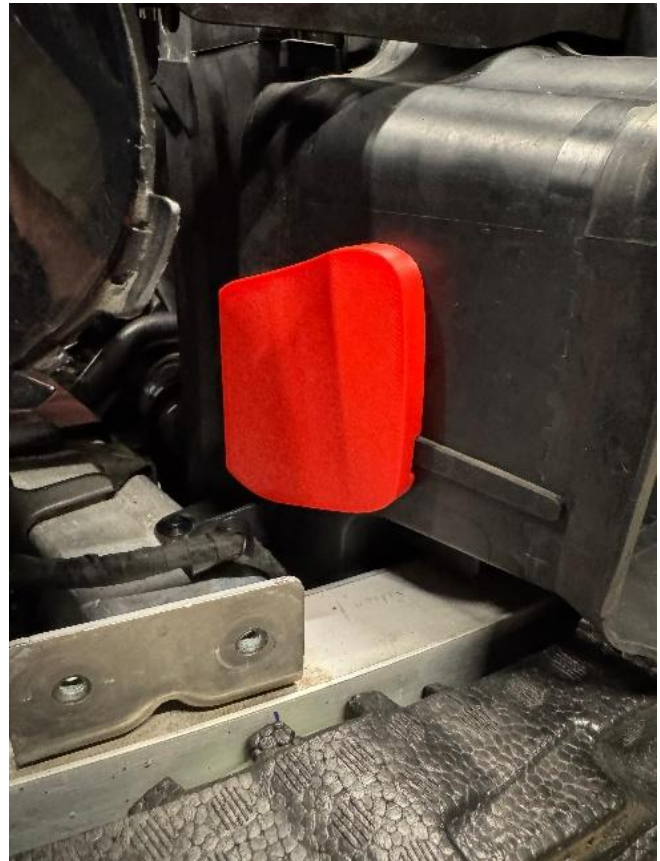
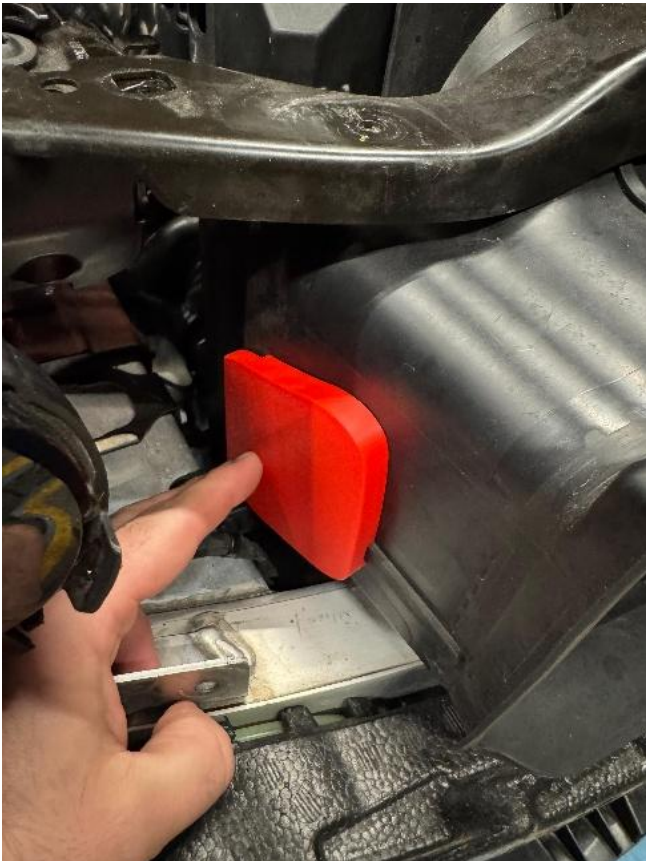
13. Remove the metal grille cover by unclipping the bonnet release cable, then removing the four T35 Torx bolts at the front and two T30 bolts at the side. Then remove the four push rivets on the front edge and the six 13mm bolts at the rear of the cover.



14. Next, remove the original air ducts between the centre grille plastic and headlights by pushing them towards the engine bay and lifting them from their rubber mountings.



15. On each side of the remaining plastic grille, position the cutting guide so that the flat edge aligns with the back edge and the middle groove sits on the indent of the plastic section, as shown below. Draw around the guide to provide the profile to be cut into the plastic section.



16. Cut the drawn profiles using a suitable cutting tool. The fold at the rear of the plastic will also have to be cut in line with the cutting profile.



17. Now loosen the jubilee clips for each air box and then firmly but carefully lift each air box up off its rubber mounts underneath to release them from the car.



18. Locate the left-hand side induction pipe, which is the smaller pipe mounted directly to the turbo inlet. To remove the pipe, release the spring clips from both ends.

**Please note:** There is an O-ring inside which is reused along with the spring clip, so remove carefully.



19. On the right-hand pipe, which crosses over the front of the engine, release the two plastic push fits that secure it to the slam panel and then remove it from the turbo inlet by releasing it from another spring clip. Again, be careful to keep hold of the O-ring and spring clip.



20. To remove the induction pipe from the engine bay, gain extra clearance by lifting the bottom right-hand side corner of the engine cover off of its rubber mount and also undo the wiring plug, as shown.



21. Now swap the O-ring and spring clip over to one of the new hose connectors supplied in the kit and fit it to the 90-degree silicone hose and secure with the supplied jubilee clip provided.

**Please note:** The connector pushes into the **shorter** side of the silicone hose – make sure you check both sides to find the smaller one, as they can appear similar.

Also make sure the O-ring is the correct way around otherwise it will not slide back over the turbo inlet.





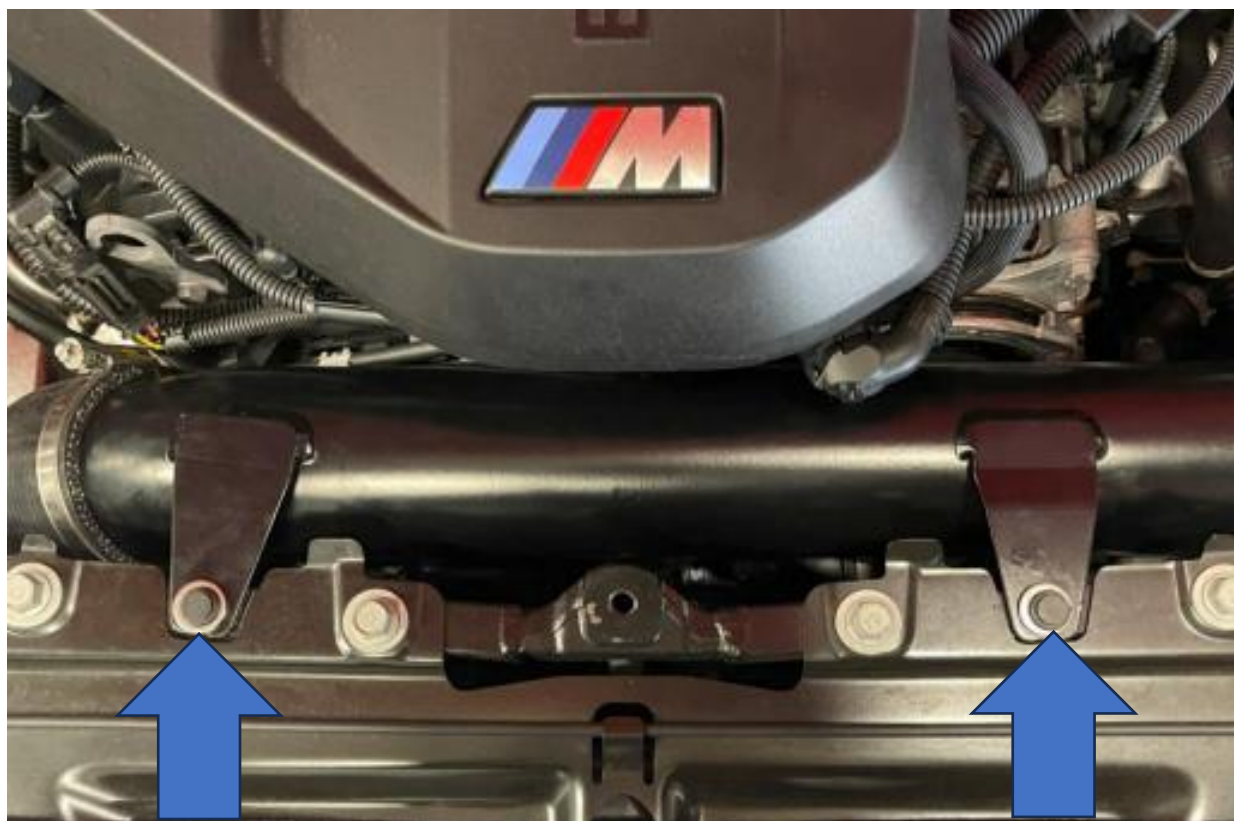
22. Now fit the hose and connector in place of the original removed in Step 19. Make sure the spring clip seats correctly.



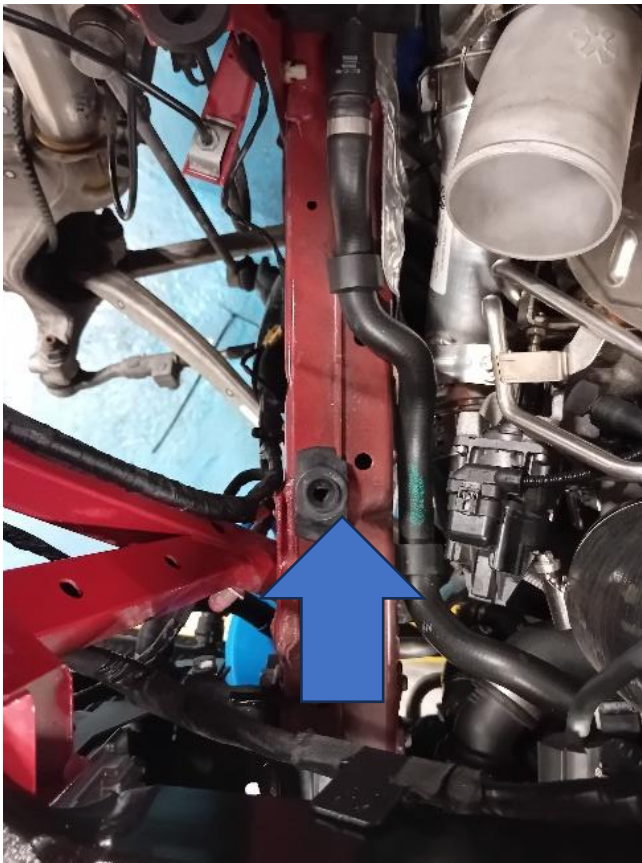
23. Fit the new induction pipe with a jubilee clip provided by sliding it on from right to left. This will be tight, so a small amount of lubricant will help the pipe seat into the silicone hose.



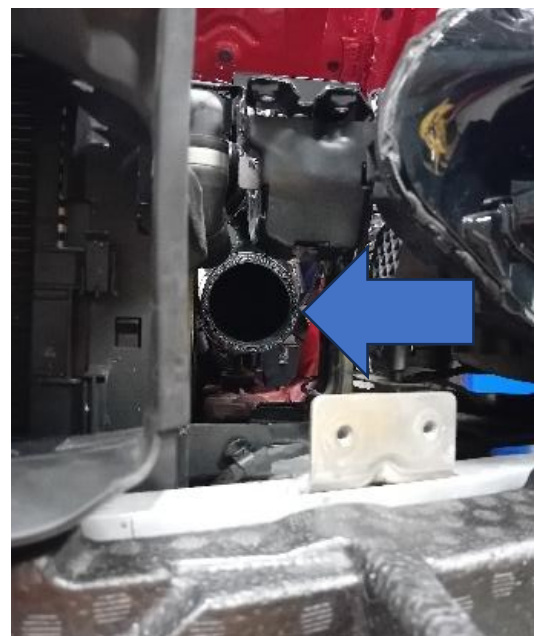
24. Then, use the supplied spacers with the original fittings removed in Step 19 to secure the new induction pipe in place and reconnect the wiring connector removed in Step 20.



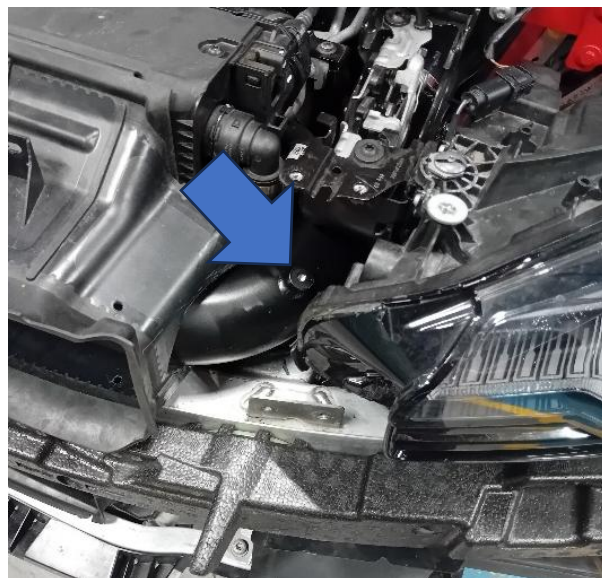
25. Now remove the rubber mounting points that the original air feeds removed in Step 14 were fitted to.



26. Fit the nearside silicone hose to the induction pipe with a jubilee clip provided. The hose should be aligned with the gap left by the removal of the original air feed in Step 14, as shown.



27. Now connect the nearside induction pipe to the silicone using a jubilee clip provided. The curved section will locate through the cutout profile and enter the plastic grille frame, with the external boss facing upwards (blue arrow), as shown.



28. For the offside pipe, start by swapping the original O-ring and spring clip to the new connector as per the first pipe, and then fit the connector to the turbo inlet, as shown.



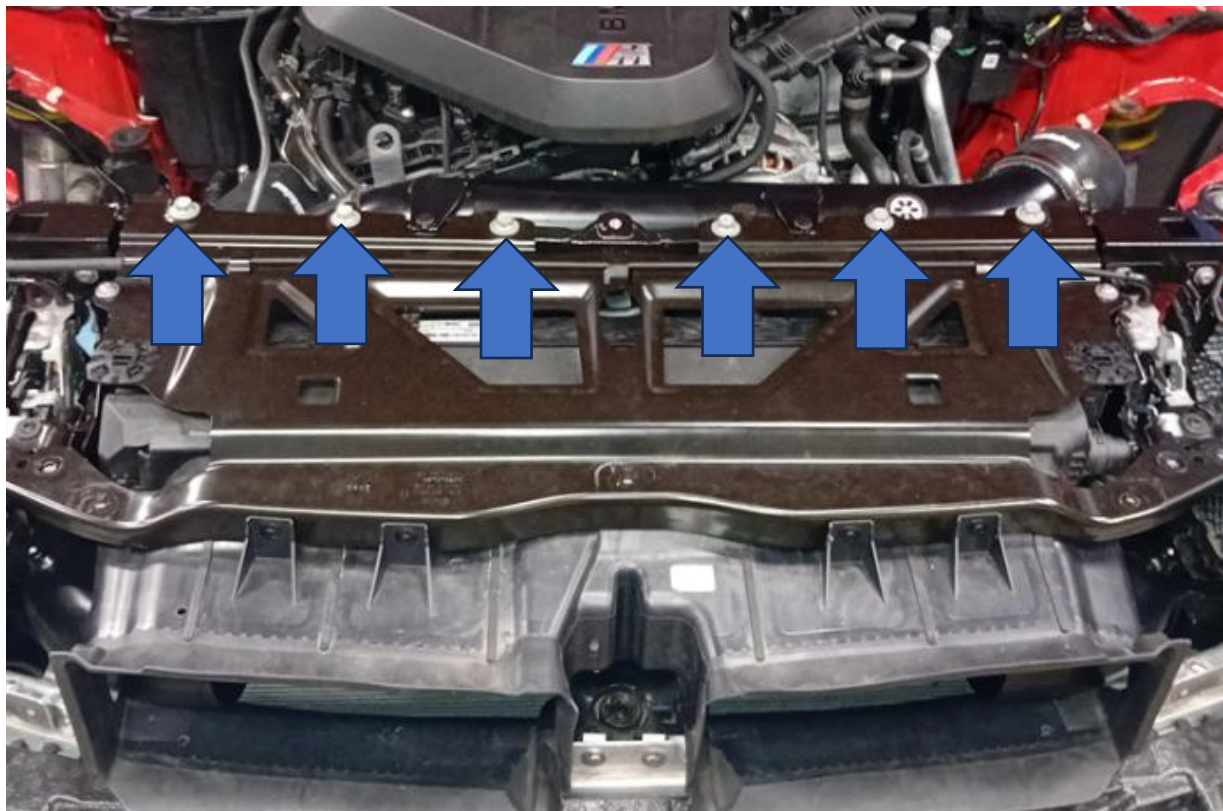
29. Fit the offside silicone hose to the connector with a jubilee clip provided, ensuring that the end of the hose aligns correctly with the gap left by the removal of the air duct in Step 14.



30. Fit the offside induction pipe with the curved section protruding through the cutout profile, as shown. Secure it to the silicone hose with a jubilee clip provided.



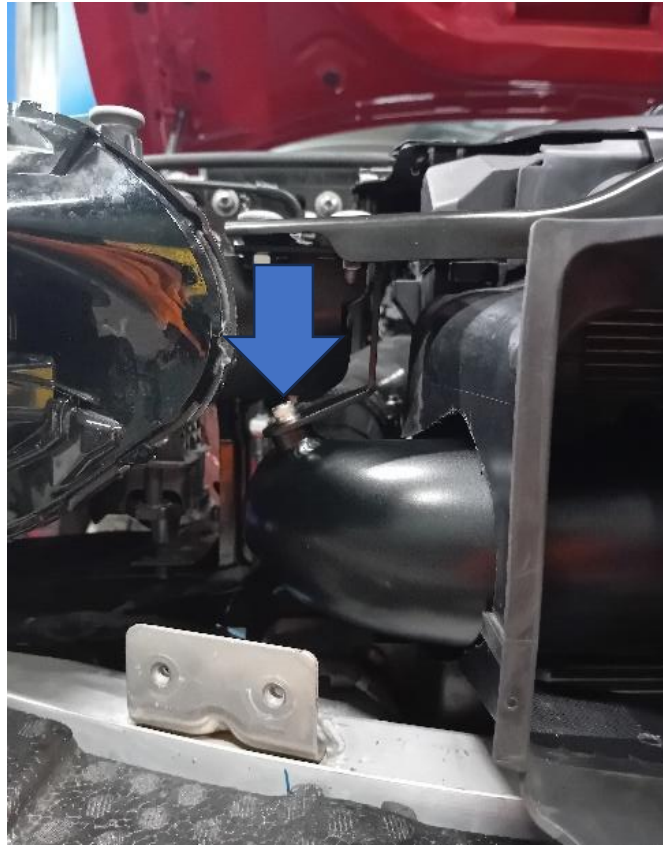
31. Replace the metal grille cover using the six rear 13mm Hex bolts, four push fittings and the two T30 bolts at the sides removed in Step 11. Ensure that the bonnet release cable locates properly on top of the panel.



32. To mount the front support brackets to the car, line up the bracket's holes underneath the threads for the T35 Torx bolts removed in Step 12. Replace the original bolts and then secure using the supplied M8 nuts. If installed correctly, the lower part of the brackets will line up with the bosses on the front mount pipes.



33. Use the supplied M6 bolts and washers to secure the pipe to the brackets.



34. Attach the air filters to the pipes using the supplied 76mm adaptors and jubilee clips.



35. Finally, ensure there's sufficient clearance and then refit the plastic grille frame, engine brace bar, plastic panels, bumper, under tray, wheel arch liners and wheels in reverse of removal.

