



MMP Intake kit Complete Kit Install Instructions

4.11.17 revision

***Disclaimer:** This product is intended for off road use only. This product has a 90 day limited warranty against manufacture defect. If you have any problem with this item during the warranty period or after the warranty period, please email me at sales@mmp-e.com and I will work with you to resolve the issue to provide the best customer service possible. Please don't post issues on the forum without giving me a chance first to resolve the issue and then if you still want to post your experience you can post what the issue was and how I resolved for you to provide the best service possible. I pride myself greatly in providing one of the best customer services in the N54 community as I believe it sells the next product for me and help in spreading the word about MMP. Thanks.*

Packing List Complete Kit

#	qty	
1	1	Rear silicone elbow (short one)
2	1	front silicone elbow (long one)
3	1	straight silicone coupler
4	1	power steering aluminum bracket
5	2	Coolant tank brackets
6	1	Rear turbo aluminum rear elbow (long one)
7	1	Rear turbo aluminum front elbow (short one)
		Front turbo aluminum
8	1	straight
9	1	10 ft silicone line, <u>cut with scissors to lengths described below</u>
	1	27" silicone line (rear solenoid)
	1	35" silicone line (front solenoid)
	2	29" silicone line (vac tank to brake line)
10	2	2.5" ID filters
11	1	#12 clamps for PCV line
12	4	#8 clamps for coolant line
13	2	5/8" brass union

14	1	1" PCV heater hose - 3ft
15	1	5/8" coolant line - 26.5"
16	1	electrical wire pair 7 ft
17	4	#40 clamps for silicone couplers
18	2	#28 clamps for turbo to silicone elbow, 1.75"
20	10	10" heavy duty zip ties

Note:

My kit does not require a different charge pipe than what you have already, what you currently have will work with the stock coolant tank relocation brackets I fabricated. My kit works with the stock coolant tank.

Note: Please ensure the aluminum pipes and silicone adapters are free and clear of any debris before installing them.

Installation Instructions

You can download the installation video here but please also read what I wrote below including the FAQs

<https://www.youtube.com/watch?v=ZlG-qw8fZJk> If you have problems with the link working, search on youtube for "mauro311 img 0561" and it will pop up

Your kit will come with the brackets shown below for the coolant tank and power steering reservoir. Loosen the bolt that holds the clamp around the reservoir to move the clamp down on the reservoir as needed to avoid clashing with the alternator and to also rotate the reservoir in the clamp and position the hoses for best fitment and routing above or below your chargepipe, whatever works best for your chargepipe and then retighten the bolt that clamps the reservoir in. Be careful that the hoses do not hit the accessory belt pulley and zip tie them to other hoses or brackets so that they don't get into the pulleys and cut open. Similarly with the coolant tank, reuse the stock hardware from removing the tank from the passenger side and removing the bracket that holds the vacuum tanks to the frame. Also on the small top coolant line, remove the hard line from that line and connect the rubber line directly to the nipple on the radiator inlet. You may want to trim this hose for best fitment or leave as is if you prefer.

FAQs:

Q: What do I do with the PCV?

A: For the PCV, remove the stock hose from the valve cover and connect the 1" line and clamp to the valve cover and route the hose down to the driver's side of the transmission so that the PCV vents to air. It won't suck in anything from there, its always expelling crank case vapors. I used to use a filter there but would not breathe well after it got oil soaked so its better to leave open to breath good. The thing that looks like a sensor is actually a small PTC heater. You can unplug and remove it, not needed, only for artic environments so that condensation does not freeze. It wont throw a code or cause any issues to eliminate it. If you have an oil catch can I would sell it or you can continue to run it and just run the output side of the OCC as vent to air with a breather filter.

Q: I can't get the rear inlet elbow on, what do I do?

A: Unfortunately the rear inlet install is a pain in the ass no matter which inlet system you are install (other hotside inlets or other one piece silicone inlets, I know this from experience). Don't give up, it can be done with patience and a few tips to help. The reason its a PIA is because there is so little space back there.

Tips:

- 1) make sure the connection the turbo is completely dry and free of oil Some people choose to rough up the surface with high grit sand paper (just protect the turbo inlet if you do that) and/or spray hairspray on the inside of the coupler to make it tackier. The main problem is the geniuses at BMW made the rear turbo inlet way too short at like .5" or something.
- 2) Remove the turbo outlets to give you the hand space you need to install the rear turbo elbow.
- 3) As noted in the video remove the rear firewall heat shield and also the heat shield on the frame rail. Also make sure the rear turbo coolant line is all the way against the turbo, push in and bent it a little by hand to ensure its up against the turbo.
- 4) Put the elbow on the turbo first and clamp down then slip in the rear aluminum elbow and clamp down, use a little motor oil on the aluminum if you have problems slipping it in so that it slides in the coupler easier.

Below are some pics with the relocated coolant tank and power steering as comes in the kit now, the video shows an old revision but we have improved the design with the version you see in the picture below.”

