



Stage 3 Turbos Install Notes

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***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.*

Installation Notes and Guide

Here are a couple good DIYs for stock turbos installs

<http://www.e90post.com/forums/showthread.php?t=1087276>

<https://www.bmwcca.org/forum/index.php?threads/rb-install-pics-guide.9756/>

***I will say that you don't need to remove the subframe or coolant pump or thermostat to install turbos. You can just get the engine hoist bar and support the engine from the top and remove the motor mount on the hotside only and move the steering rack to the side and remove the coolant pump hose and you

Important install notes

- If your bolts on your stock oil lines and coolant lines don't have washers on the, use small washers on them so that the bolts don't bottom out. Usually the coolant line one is fine without a washer but the oil inlet line does require a washer on that bolt. Oil return lines don't require washers. I now ship my turbos with the small washers you can use. Proper install here is up to you to make sure the bolt has proper thread engagement, the lines are fully seated engaging the orings and that the bolts aren't bottoming out.



- **For 1 series / 5 series / Z series / or RHD**, you will need to buy an upper rear coolant line from the 3 series in order for the rear turbo to fit, everything else will fit just fine. Except RHD will need to make modifications to the outlets to fit around the steering column, that is covered in a bullet point below
[#11537558902 https://www.ecstuning.com/BMW-E92-335i-N54-3.0L/Search/SiteSearch/11537558902/](https://www.ecstuning.com/BMW-E92-335i-N54-3.0L/Search/SiteSearch/11537558902/)
- For the upper rear coolant line you will need to bend it slightly to fit around the compressor housing on the rear turbo only. To do the install on the block, bend out towards the transmission slightly, install the rear turbo with a couple nuts just to hold in place, then bend back into the compressor housing. When bending back if you can't get enough leverage by hand you can use a screwdriver to leverage against the block flange to bend back into the compressor cover.
- When you install the oil and coolant lines, be careful not to cut the orings, lubricate with oil the oring and the connection point on the bearing housing and rotate in spinning motion slightly as you apply even pressure pushing it in. None of the lines should be stretch or stressed to connect into the bearing housing, they should fit in their normal position.
- I highly recommend replacing the orings on the oil and coolant line, especially where they connect to the bearing housing as those get cooked and cracked from all the heat.
- For the rear turbo inlet, it gets very close to the block flange, so its easier if you install the elbow for the rear inlet or silicone connection for one piece inlets before tightening down all the manifold nuts on the rear turbo.
- **VERY IMPORATANT:** you need to get proper gaps on the outlets when you install them. Install guide for the silicone outlets is here showing proper gaps on the silicone outlets to turbos.
https://cdn.shopify.com/s/files/1/0881/3000/files/silicone_Outlets_install_document.pdf?11478282568761748340
- You can find install guides for my other inlets if you need to refer to it, they are located here
<https://mmp-e.com/pages/installation-guides>
- **For RHD ONLY** you need to make the following modifications to fit around the steering column

Just cut the rear elbow off here





Buy this aluminum 2" elbow <http://www.ebay.com/ulk/itm/272237644974>

And insert here with clamps where the green line is. Point the cut off silicone elbow up, insert the aluminum elbow, reattach the silicone outlet to the aluminum elbow (red line), and you have routed the outlets up and over the steering column. Make sense? You just need to buy the aluminum elbow and a couple clamps is all.

