



Installation Instruction

Performance Intake



BMW G-Chassis

B48, B46

PART NUMBER : LF-250



Description

This instruction shows how to replace the OEM Intake with do88 performance Intake.

At this type of installation, we always recommend that you have mechanical experience and knowledge about safety during work on vehicles.

Parts List

- 1pc do88 Performance Carbon fiber air filter housing
- 1pc do88 Performance Intake pipe
- 1pc do88 Performance Heat shield
- 1pc do88 Performance Air Filter
- 1pc do88 Performance Bracket
- 1pc do88 Performance Silicone hose
- 1pc do88 Performance rubber grommet
- 1pc do88 Performance Air channel
- 1pc Air filter sleeve
- 2pc M4x10 Screws
- 5pc M5x12 Screws
- 5pc Hose clamps
- 1pc Evap line joiner
- 4pc 4,2 x 9,5 Philips metal screws
- 4pc 4,2 x 12 x 9,5 Screw clips



Picture of do88 performance filter from other application to illustrate the application of filter oil.

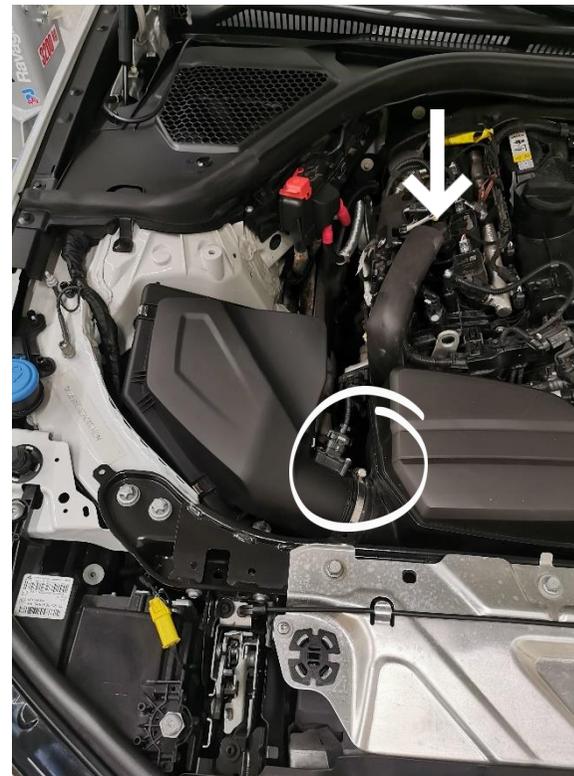
Note!

- The filter is delivered without any filter oil applied therefore we recommend that the air filter is applied with cotton filter oil to increase air filtration if you drive your car in any dusty environments. Do not apply too much filter oil, read the filter oil instructions. Apply air filter oil evenly along the crown of each pleat. Allow the oil to wick for about 20 minutes, and then add some more in any light areas on either side of filter until there is a uniform color in all areas. You can for example use BMC Filter oil with part number "WAFLU250".
- We recommend cleaning the air filter every 10.000 km, please use universal cleaning product designed for cotton air filters. You can for example use BMC Washing fluid with part number "WADET500".



Step 1

Remove the engine cover.



Step 2

Disconnect the air mass meter and loosen the hose clamp holding the air box to the turbo inlet pipe (circled in picture). Remove the entire air box from the car. Then disconnect the crankcase ventilation from the valve cover (at arrow).



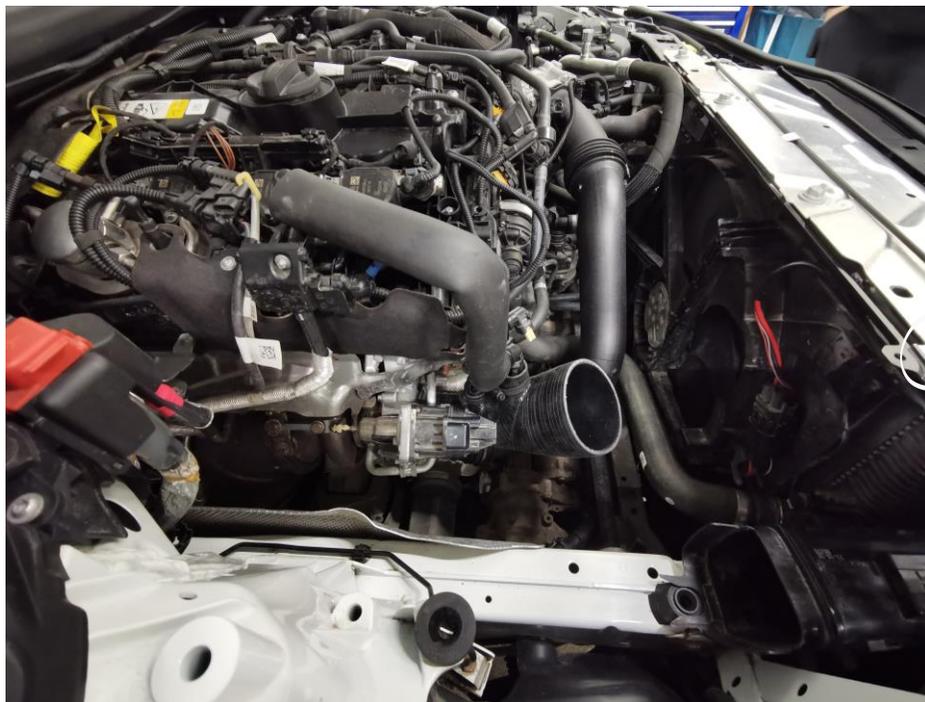
Step 3

Disconnect the two electrical connectors (at arrows) and the two clips circled) holding the harness to the inlet pipe. Release the Evap line (at upper arrow) and the metal clip holding the inlet pipe to the turbo and remove from the car.



Step 4

Disconnect the crankcase breather heater element with its line from the OE inlet pipe and remove the o-ring from the heater element that was mounted in the pipe. Then install the crankcase heater element with line and the included Evap line joiner in the hose, install the hose clamps without tightening them.



Step 5

Connect the Evap line to the joiner fitted to the hose to start with, when it locked to the joiner, push the joiner down as far as the Evap connection allows. With hose clamp in place, mount the hose to the turbo and make sure it seats properly in the grove. Do not tighten clamp yet.



Step 6

Install the screw clips so they line-up with the holes in the filter housing.



Step 7

Position the plastic air duct and enter one of the included Phillips screws at a time just about 0,5-1 turn into the screw clips.

When all 4 screws are entered, tighten the screws so that the air-duct sits to the filter housing.



Step 8

Loosely secure the bracket to the do88 Performance filter housing using two screws.



Step 9

Mount the heatshield on top of the bracket and secure with 3 screws. Now tighten all 5 screws holding the bracket and heatshield to the filter housing.



Step 10

Insert the filter sleeve with the lip pointing down and inwards.



Step 11

Move the air mass meter from the OE inlet pipe to the do88 inlet pipe and fasten it with the included M4 screws. Push the pipe through the rubber grommet and secure the filter to the end with included hose clamp and tighten to 5Nm. Mount the assembly to the filter housing by seating the groove of the rubber grommet over the edges of the air filter housing.



Step 12

Install the assembly in the car. Start by mounting the plastic air guide to the front rubber bushing, then the rear ones. Mount the pipe to the hose and verify the rotation by twisting the hose and pipe so they align well. Then tighten all four hose clamps to 5Nm. Pay extra attention to the narrow hose clamp on the turbo inlet, this clamp should sit on the largest diameter of the hose closest to the turbo housing.

Re-install electrical connections and other parts in reverse order.



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